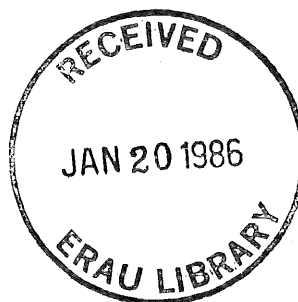


NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 4 OF 1983 ACCIDENTS**



NTSB / AAB-85-05

UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-85/05		2. Government Accession No. PB85-916905		3. Recipient's Catalog No.	
4. Title and Subtitle Aircraft Accident Briefs - Brief Format U. S. Civil and Foreign Aviation Issue Number 4 - 1983 Accidents				5. Report Date May 7, 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. <p align="center">File Numbers: 0601 through 0800</p>					
17. Key Words Aviation accident, probable cause, findings certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather				18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
19. Security Classification (of this report) UNCLASSIFIED		20. Security Classification (of this page) UNCLASSIFIED		21. No. of Pages 406	
				22. Price	

FOREWORD

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

This publication is issued eighteen (18) times per year and contains approximately 200 U.S. and foreign aircraft accident/incident reports arranged in state and date order.

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 4

CALENDAR YEAR 1983

File Order Listing - Issue No. 4, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
601	6013Y	051783	CABO ROJO, PR	PIPER	PA-23-250	NONE	330
602	112DB	021983	CEDAR KEY, FL	CESSNA	310R	SERIOUS	144
603	5962L	060983	MECHANICSBURG, PA	GRUMMAN AMER	AA-1	MINOR	320
604	7522P	060983	MATAMORIS, PA	PIPER	PA-24-250	NONE	318
605	5545C	060283	CHATHAM, MA	CESSNA	170A	NONE	208
606	65615	061483	LATROBE, PA	CESSNA	172P	MINOR	324
607	3526V	080383	PORT ORCHARD, WA	CESSNA	150M	MINOR	374
608	8167Y	061583	MARLBORO, MA	PIPER	PA-32	NONE	210
609	47402	090283	ANTON CHICO, NM	PIPER	PA28R-201T	NONE	276
610	96460	030683	LAKE POWELL, UT	CESSNA	182Q	FATAL	350
611	84631	021583	DOVE CREEK, CO	CESSNA	172K	NONE	130
612	736YA	011983	HARMONY, WY	CESSNA	172XP	NONE	386
613	NONE	042883	JAFFREY, NH	ULTRALIGHT F	PHANTOM	SERIOUS	264
614	46832	062783	NELIGH, NE	CESSNA	152	FATAL	260
615	90672	060883	JACKSON, KY	ROBINSON	R-22	SERIOUS	206
616	8876U	070283	TUSCALOOSA, AL	CESSNA	150	SERIOUS	46
617	91660	061283	ST. SIMONS IS., GA	CESSNA	182-M	NONE	166
618	55LW	010683	SULA, MT	BELL	206B III	FATAL	244
619	66AH	052483	AUGUSTA, GA	PIPER	PA-34-200T	NONE	162
620	738QD	052683	PIKEVILLE, KY	CESSNA	172N	NONE	204
621	2389Z	062183	SHELBURNE, VT	BEECH	BE-23	MINOR	356
622	20167	062183	GLENS FALLS, NY	BEECH	BE-58	NONE	290
623	2908U	062383	NANTUCKET, MA	MESSERSCHMIT	BO-105	MINOR	212
624	8040R	062483	MONTAUK, NY	BEECHCRAFT	A24R	MINOR	292
625	N83FU	070383	HEMET, CA	EIRI AVION	PIK 20E	NONE	102

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626	2348T	040883	FAIR OAKS, CA	PIPER	PA-28-140	NONE	90
627	7511R	071783	VIOLA, TN	PIPER	PA-28-140	MINOR	342
628	82DG	061483	ANDERSON, IN	QUICKIE	Q2	SERIOUS	186
629	29AM	081083	WHEELING, IL	PIPER	PA-32R-301	NONE	182
630	68438	061683	ANOKA, MN	CESSNA	152	NONE	232
631	9346S	070283	OSAGE BEACH, MO	BEECH	C-23	NONE	242
632	7QA	080983	DECATUR, IL	QUICKIE	Q2	NONE	180
633	2843Z	080683	FRANKSVILLE, WI	PIPER	PA-22-160	NONE	382
634	7995J	061183	DETROIT, MI	BELL	47G5A	MINOR	218
635	40552	021983	FRONT ROYAL, VA	PIPER	PA-18	MINOR	352
636	8008F	062583	LAKE SEMINOLE, FL	LAKE	LA2-200	NONE	154
637	9086	050783	BROOKSVILLE, FL	ENSTROM	F-28A	NONE	152
638	8KD	052883	DECATUR, AL	CESSNA	310	SERIOUS	44
639	42101	062883	KING SALMON, AK	CESSNA	180	NONE	16
640	2005A	120183	ARDMORE, OK	BELL	206L-1	MINOR	302
641	4411S	062883	FAIRFAX, SC	AIR TRACTOR	AT-301	NONE	336
642	6446K	072883	ANCHORAGE, AK	CESSNA	150	NONE	24
643	242KH	050683	RALEIGH, NC	EIPPEN AIRCR	MX-2	NONE	252
644	63404	051483	BAKERSFIELD, CA	CESSNA	150M	NONE	100
645	160AS	061183	MARICOPA, AZ	BLANIK	L-13	NONE	62
646	4463Q	071883	CALIPATRIA, CA	CESSNA	A188B	NONE	110
647	64196	080683	SAN SIMEON, CA	CESSNA	172	FATAL	120
648	9951H	051483	DUCKWATER, NV	CESSNA	182R	MINOR	280
649	1456M	030883	PT REYES, CA	CESSNA	U2061	FATAL	72
650	94762	050683	PARKER, AZ	CESSNA	182Q	MINOR	60

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
651	4985X	050483	FALLON, NV	N.A. ROCKWEL	S2R800	NONE	278
652	68714	041583	RIVERSIDE, CA	CESSNA	152	NONE	98
653	68024	040783	KETTLEMAN CITY, CA	HILLER	UH12-E	NONE	88
654	81191	032983	GLENDALE, AZ	PIPER	PA-28-161	NONE	56
655	59496	032083	MARANA, AZ	BOEING	D75N1	NONE	54
656	23415	031283	FRESNO, CA	PIPER	PA-38-112	NONE	80
657	5492W	071683	COLUMBIA, CA	PIPER	PA-28	NONE	106
658	8059W	071683	AUBURN, CA	PIPER	PA-28	NONE	104
659	9450V	042783	DAYTONA BEACH, FL	MOONEY	M20E	MINOR	150
660	53619	072483	JACUMBA, CA	LAISTER	LK10	NONE	114
661	57SK	072283	AVENAL, CA	AYRES	TURBO THRU	MINOR	112
662	4160D	021283	TUCSON, AZ	HELIO	H-395	NONE	50
663	2150S	010683	TIGVARIK ISL., AK	BELL	212	NONE	2
664	830PM	081383	NORTH POLE, AK	LOWTHER	VOLMER VJ-	SERIOUS	28
665	28144	081783	FAIRBANKS, AK	PIPER	J-5	NONE	30
666	57748	070283	ST. PAUL, NE	PIPER	PA-36	NONE	262
667	8940N	031183	PEDRO BAY, AK	PIPER	PA-32-300	NONE	6
668	NONE	080783	OLATHE, CO	MITCHELL	P-38	SERIOUS	138
669	4127Z	033183	ANCHORAGE, AK	PIPER	PA-18-150	NONE	8
670	8981C	021183	WICHITA, KS	PIPER	PA-28R-200	SERIOUS	196
671	761NF	073183	EUREKA, NV	CESSNA	T210M	NONE	286
672	3618K	032083	FORT LAUDERDALE, FL	PIPER	J3C-65	FATAL	146
673	3407T	071683	GRASS VALLEY, CA	CESSNA	177	FATAL	108
674	7453G	052883	BEMIDJI, MN	CESSNA	172	NONE	224
675	1397X	040883	DELANO, CA	BELL	47G-3B-1	MINOR	94

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676	2074J	040283	SOLOMAN, AZ	CESSNA	T188C	SERIOUS	58
677	1947E	010283	MONTEREY, CA	CESSNA	340A	MINOR	66
678	201FC	060983	ST. PAUL, MN	MOONEY	M20J	MINOR	230
679	77372	081383	FORT WAYNE, IN	CESSNA	120	NONE	194
680	9031F	081283	WABASH, IN	ROBINSON	R-22	NONE	192
681	6687J	051683	IRONWOOD, MI	PIPER	PA-28-140	NONE	216
682	19996	061483	GAYLORD, MI	CESSNA	172	NONE	220
683	2797E	051883	WARSAW, IN	CESSNA	172	NONE	184
684	NONE	070483	TACOMA, WA	AIRMASS	SUNBURST	FATAL	370
685	444RV	070583	MARSHALL, WA	VANS-RUPERT	RV-4	FATAL	372
686	6313P	022283	HENDERSONVILLE, NC	PIPER	PA-24-180	FATAL	250
687	704CC	021583	SAN FRANCISCO, CA	BEECH	95-55	NONE	68
688	98JP	060183	MILAN, NH	MCDONALD	STEEN SKYB	SERIOUS	266
689	5309	043083	CLARKSON, NY	GRUMMAN	G-164A	NONE	288
690	15SB	061083	TRENTON, NJ	PIPER	PA-32-260	SERIOUS	272
691	342T	012183	NAPLES, FL	BEECH	E18-S	NONE	140
692	761RG	030483	LA VERNE, CA	CESSNA	210M	NONE	70
693	5691H	031183	CONCORD, CA	ENSTROM	F280C	MINOR	76
694	757HT	040483	VERBENA, AL	CESSNA	152	NONE	42
695	7019Z	071183	HOPEFUL, GA	PIPER	PA-25-235	SERIOUS	168
696	52848	052283	NASHVILLE, TN	CESSNA	182P	NONE	340
697	9526R	050683	FITZGERALD, GA	BEECH	K35	NONE	160
698	69979	072483	FREDRICKSBURG, VA	CESSNA	310Q	NONE	354
699	1080L	020383	PATILLAS, PR	BENSEN	B8M	FATAL	326
700	345AN	031683	LAJAS, PR	CESSNA	T210	SERIOUS	328

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701	NONE	080283	GROVER HILL, OH	FISHER	101	SERIOUS	296
702	507LS	021983	ST. PETERSBURG, FL	PITTS	SPECIAL S-	SERIOUS	142
703	52103	072883	ANCHORAGE, AK	CESSNA	177RG	NONE	26
704	630CB	031183	BAKERSFIELD, CA	VAN'S AIRCRA	RV-3A	NONE	78
706	3154Z	051383	ASHEBORO, NC	CUMMINGS QUI	Q2	SERIOUS	254
707	4749R	041383	CHARLESTON, WV	BELL	47G-4A	NONE	384
708	43NC	022583	ANNISTON, AL	MOONEY	M20F	MINOR	40
709	5469V	080583	DRIGGS, ID	CESSNA	T210L	NONE	174
710	1347N	070683	JOHN DAY, OR	BELL	205-A1	NONE	310
711	22BH	080783	BLAKELY ISLAND, WA	REPUBLIC	RC-3	NONE	378
712	17RV	072883	TWIN FALLS, ID	VANGRUNSVEN	RV-3	MINOR	172
713	756MZ	021483	MARIETTA, GA	CESSNA	TU206G	NONE	156
714	714HA	062783	COLUMBIA, SC	CESSNA	150	MINOR	334
715	18188	072183	JOHNSTON, SC	CESSNA	150	NONE	338
716	60LS	060883	ASHBURN, GA	ROLLADEN-SCH	LS-4A	NONE	164
717	NONE	062783	SUMNER, WA	PTERODACTYL	ASCENDER I	FATAL	368
718	15351	040883	WEAVERVILLE, CA	PIPER	PA32-300	FATAL	92
719	5714B	031583	MESA, AZ	RAVEN	AX-9	SERIOUS	52
720	333LK	041383	AUBURN, CA	CESSNA	182P	FATAL	96
721	6481V	072283	FAIRBANKS, AK	HELIO COURIE	H-295	NONE	20
722	8553W	072883	HEALY, AK	PIPER	PA-28	NONE	22
723	397RE	062683	FAIRBANKS, AK	RALLY	3A	NONE	14
724	2571W	032683	COBB, CA	MOONEY	M20E	FATAL	84
725	444PV	041483	HOLLYWOOD, FL	BEECH	G18S	MINOR	148
726	26631	031883	LONGVIEW, WA	FAIRCHILD-HI	FH-1100	SERIOUS	360

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727	49532	080783	MONTPELIER, ID	AEROSPATIALE	SA-315B	NONE	176
728	NONE	040783	DOVESVILLE, SC	WIZARD	J3	FATAL	332
729	4K	072883	WINONA, MN	KANE	BUSH BY MU	NONE	236
730	6385M	061783	CROSS KEYS, NJ	CESSNA	152	NONE	274
731	80076	080383	FRIDAY HARBOR, WA	CESSNA	172M	NONE	376
732	28TW	021283	N. WINTER PARK, CO	NORTH AMERIC	T-28A	FATAL	128
734	2203U	071683	FT. WASHINGTON, MD	PIPER	PA-32-300	MINOR	214
735	74PR	011383	CORDOVA, AK	BELL	206B	FATAL	4
736	406Y	042883	ALBANY, GA	GRUMMAN	G-164A	MINOR	158
737	2112G	032683	TORRANCE, CA	CESSNA	182A	NONE	86
738	67374	081583	HAMTRAMCK, MI	CESSNA	C-152	NONE	222
739	2835X	082183	CADIZ, OH	CESSNA	177	MINOR	298
740	734QV	082483	ANCHORAGE, AK	CESSNA	172	NONE	36
741	73789	081983	ATMAUTLUAK, AK	CESSNA	T-207A	SERIOUS	32
742	7346W	042483	NOME, AK	PIPER	PA-28-180	FATAL	10
743	4558E	070383	KENTLAND, IN	GRUMMAN	AA-5B	NONE	190
746	783L	061283	COLLEGEVILLE, PA	PIPER	PA-18A-150	FATAL	322
747	NONE	031583	WOODINVILLE, WA	WEEDHOPPER	1	SERIOUS	358
748	70498	080183	ELYRIA, OH	CESSNA	185	NONE	294
749	9957J	031683	CLARKSBURG, CA	CESSNA	T188C	NONE	82
750	666JD	042783	IRVINE, KY	CESSNA	414	NONE	202
751	7649Z	070683	WEAVER, AL	PIPER	PA-25-235B	NONE	48
752	5088S	072483	CORNELIA, GA	PIPER	PA-28R-200	NONE	170
753	310TA	012883	ATLANTIC CITY, NJ	CESSNA	310R	FATAL	268
754	9465Z	060683	ST. CLOUD, MN	CESSNA	206A	NONE	228

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755	4013R	061983	GLACIER PEAK, WA	PIPER	PA-32-300	FATAL	366
756	5912X	050483	MILTON FREEWTR., OR	BRANTLY	B-2	FATAL	304
757	55270	060483	BIG LAKE, MN	PIPER	PA-28-140	NONE	226
758	24822	021983	BLAIRSTOWN, NJ	PIPER	PA-38-112	NONE	270
760	2436Q	060883	PLAINVILLE, KS	CESSNA	182K	NONE	198
761	35JR	061783	LEBANON, IN	HOME BUILT	BABY GREAT	NONE	188
762	8471E	061783	LITCHFIELD, MN	BELL	47-G3B	NONE	234
763	2563F	060883	WENTWORTH, WI	AERONCA	7ECA	NONE	380
764	3129S	082083	ILIAMNA, AK	DEHAVILLAND	DHC-2	SERIOUS	34
765	7536F	090183	SOLDOTNA, AK	CHAMPION	7KCAB	NONE	38
766	43598	052283	BIG LAKE, AK	PIPER	PA-28-151	MINOR	12
767	97300	062983	BUCKEYE, AZ	CESSNA	182Q	NONE	64
768	4590U	070983	LOVELOCK, NV	CESSNA	TU206G	NONE	284
769	8370L	072583	BAKERSFIELD, CA	PIPER	PA32R-T301	NONE	116
770	732ZQ	060883	MOLINA, CO	CESSNA	TU206G	MINOR	136
771	3726H	052283	BIG PINEY, WY	AIRCOUPE	415-C	MINOR	390
772	23069	060983	CONRAD, MT	AIRTRACTOR	AT-301	NONE	248
773	24924	013083	ENGLEWOOD, CO	CESSNA	152	NONE	126
774	1277S	021583	SALIDA, CO	CESSNA	182	NONE	132
775	1896C	022683	BUFFALO, WY	CESSNA	170B	NONE	388
776	123JS	062583	MONEE, IL	GRUMMAN	AA5	NONE	178
777	444N	031183	FIDDLETOWN, CA	RYAN	NAVION A	FATAL	74
778	6445Q	072683	ARVIN, CA	CESSNA	152	SERIOUS	113
779	9240	062783	LEBANON, OR	ENSTROM	F28A	NONE	306
780	47RR	061683	STEHEKIN, WA	PIPER	PA-24-250	FATAL	364

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AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 4 OF 1983 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 663 1/06/83 TIGVARIAK ISL., AK A/C Reg. No. N2150S Time (Lcl) - 1930 AST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries	
Name of Carrier -SEA AIRMOTIVE INC.	SUBSTANTIAL		Fatal Serious Minor None	
Type of Operation -NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0 0 0 2	
Flight Conducted Under -14 CFR 135	NONE	Pass	0 0 0 6	
Accident Occurred During -LANDING				

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

Make/Model - BELL 212	Eng Make/Model - P & W PT62-3B	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 8500	Engine Type - TURBOSHAFT	
No. of Seats - 15	Rated Power - 1290 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	DEADHORSE, AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 240/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- BLOWING SNOW	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 11320
SE LAND, ME LAND	Months Since - 2	Make/Model- 2000
HELICOPTER , GLIDER	Aircraft Type - UNK/NR	Instrument- 390
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 17
		Rotorcraft - 11000

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER MADE A HARD LANDING AT NIGHT AT AN UNLIGHTED DRILL RIG SITE. THE PILOT CALLED THE RIG SITE ON THE RADIO TO ASK FOR LIGHTS BUT THEY WERE NOT TURNED ON. THE PILOT TRIED TO LAND WITHOUT THE LIGHTS AND ENCOUNTERED BLOWING SNOW FROM THE ROTOR WASH. THE ALT WAS MISJUDGED AND THE ACFT HIT HARD AND MOVING FASTER THAN EXPECTED. THE PILOT STATED THAT THE ACCIDENT COULD HAVE BEEN AVOIDED IF HE HAD WAITED FOR THE LIGHTS TO BE TURNED ON.

Brief of Accident (Continued)

File No. - 663

1/06/83

TIGVARIK ISL., AK

A/C Reg. No. N2150S

Time (Lc1) - 1930 AST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - WHITEOUT
2. PROPER ASSISTANCE - NOT USED - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. FLARE - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 735 1/13/83 CORDOVA, AK A/C Reg. No. N74PR Time (Lc1) - 1405 AST

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	ON-DEMAND AIR TAXI	DESTROYED		Fatal	1	0	0
Type of Operation	-PUBLIC USE	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	- BELL 206B	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/YES
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 400 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	CORDOVA, AK			
Completeness	- PARTIAL, LMTD BY PILOT	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 300/050 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- UNK/NR	Type of Flight Plan	- VFR	Runway Surface	- N/A
Lowest Sky/Clouds	- UNK/NR SCATTERED	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- UNK/NR BROKEN	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision	- FOG				
Precipitation	- SNOW				
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 - 7500	Last 24 Hrs - 3
SE LAND	Months Since - 9	Make/Model - 3200	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - 206	Instrument - 85	Last 90 Days - 152
			Rotorcraft - 7500

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS ON A RESCUE/RECOVERY FLT FOR THE ALASKA STATE TROOPERS WITH THE PLT & A STATE TROOPER ON BOARD. THEY DEPARTED IN VARIABLE WX CONDITIONS TO RESCUE THE PLT OF ANOTHER ACFT. REPORTEDLY, SNOW WAS FALLING IN THE SEARCH AREA & THE WINDS WERE GUSTING BETWEEN 70 & 90 MPH. ACCORDING TO THE PLT, THE ENG FLAMED OUT DURING A TURN AT APRX 1000 FT AGL. HE BEGAN AN AUTOROTATION & TRANSMITTED A DISTRESS CALL. DURING AN APCH TO A FROZEN RIVER, HE ENCOUNTERED A TOTAL WHITEOUT CONDITION IN FOG & BLOWING SNOW AT APRX 75 TO 100 FT AGL. HE GUESSED AT THE ALT TO APPLY COLLECTIVE PITCH TO STOP THE DESCENT & SAID THAT HE EXPERIENCED VERTIGO DURING THE LAST PART OF THE DESCENT. THE ACFT IMPACTED IN A LEFT, NOSE DOWN ATTITUDE & ROLLED OVER. THE OCCUPANTS WERE UNABLE TO REACH THEIR SURVIVAL GEAR IN THE WRECKAGE. WX DELAY THEIR RESCUE & THE PASSENGER DIED FROM HYPOTHERMIA. THE ACFT WAS EQUIPPED WITH PARTICLE SEPARATORS, BUT NO SNOW DEFLECTORS WERE INSTALLED. NO MECHANICAL ENG FAILURE WAS FOUND, BUT A COATING OF ICE WAS FOUND IN THE ENG INLET.

Brief of Accident (Continued)

File No. - 735

1/13/83

CORDOVA, AK

A/C Reg. No. N74PR

Time (Lcl) - 1405 AST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. MISCELLANEOUS EQUIPMENT - NOT USED - PILOT IN COMMAND
3. WEATHER CONDITION - SNOW
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
5. FUEL SYSTEM, RAM AIR - ICE

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Finding(s)

6. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

7. WEATHER CONDITION - HIGH WIND
8. WEATHER CONDITION - GUSTS
9. WEATHER CONDITION - FOG
10. WEATHER CONDITION - WHITEOUT

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

Finding(s)

11. TERRAIN CONDITION - SNOW COVERED

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 667 3/11/83 PEDRO BAY, AK A/C Reg. No. N8940N Time (Lcl) - 1230 AST

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-OREN B. HUDSON	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1	
Accident Occurred During	-LANDING			0	0	0	2	

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

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540	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	- 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	ANCHORAGE, AK		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident	- N/A
Visibility	- 50.0 SM	Type of Flight Plan	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 4500 FT SCATTERED	Type of Clearance	Runway Surface	- N/A
Lowest Ceiling	- UNK/NR	Type Apch/Lndg	Runway Status	- N/A
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1183	Last 24 Hrs - 3
SE LAND, SE SEA	Months Since - 10	Make/Model - 522	Last 30 Days - UNK/NR
	Aircraft Type - PA-32	Instrument - 61	Last 90 Days - 150
		Multi-Eng - 1	
Instrument Rating(s)	- AIRPLANE		

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING AN ATTEMPTED GO-AROUND AFTER AN ABORTED LANDING ON A FROZEN LAKE. THE PILOT LANDED TOWARD THE VILLAGE AND FOUND THE BRAKING ACTION ON THE SNOW COVERED ICE WAS NON EXISTENT. A GO-AROUND WAS ATTEMPTED BUT NOT ENOUGH ALTITUDE WAS OBTAINED BEFORE REACHING THE SHORELINE AND THE TREES. THE LAKE ICE HAD BEEN SELECTED FOR LANDING BECAUSE OF THE RWYS POOR CONDITION.

Brief of Accident (Continued)

File No. - 667

3/11/83

PEDRO BAY, AK

A/C Reg. No. N8940N

Time (Lcl) - 1230 AST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. TERRAIN CONDITION - ICY
 2. TERRAIN CONDITION - SNOW COVERED
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
 5. GO-AROUND - INITIATED - PILOT IN COMMAND
 6. TERRAIN CONDITION - RISING
 7. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 669 3/31/83 ANCHORAGE, AK A/C Reg. No. N4127Z Time (Lcl) - 1653 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	1
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1760	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	LAKE HOOD
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 75
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - ICE COVERED
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 - 520
SE LAND, SE SEA	Months Since - 8	Last 24 Hrs - 0
	Aircraft Type - PA-18	Make/Model- 475
		Instrument- 1
		Last 30 Days- 0
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT GROUND LOOPED DURING A FULL STOP LANDING. THE PILOT HAD COMPLETED SEVERAL TOUCH AND GO LANDINGS IN THIS CONVENTIONAL GEAR ACFT. THE TOUCHDOWN OF THIS LAST LANDING WAS NORMAL BUT DURING ROLLOUT THE ACFT VEERED TO THE LEFT. THE PILOT STATED THAT HE RESPONDED WITH OPPOSITE RUDDER, BRAKE AND ADDED A LITTLE POWER BUT THE ACFT LEFT THE RWY AND NOSED DOWN IN THE MUSKEG ALONGSIDE THE RWY.

Brief of Accident (Continued)

File No. - 669

3/31/83

ANCHORAGE, AK

A/C Reg. No. N4127Z

Time (Lcl) - 1653 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 NOSE DOWN
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. - 742 4/24/83 NOME,AK A/C Reg. No. N7346W Time (Lcl) - 1207 ADT

-----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 -APPROACH		0	0	0	0

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

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	NOME,AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	GALENA,AK	NOME
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5576/ 150
Lowest Sky/Clouds - 600 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 600 FT OVERCAST	Type Apch/Lndg - UNK/NR	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - SNOW		
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 - 834
SE LAND	Months Since - 5	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-28	Make/Model- 500
		Instrument- 114
		Last 30 Days- 31
		Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 1205 BDT, THE PLT REPORTED DEPARTING RWY 20 ON AN IFR FLT. AT THAT TIME, THE BASES OF THE CLOUDS WERE REPORTED TO BE AT APRX 600 TO 700 FT WITH THE TOPS AT 3500 FT & ANOTHER CLOUD LAYER WAS ABOVE THAT. AT APRX 1207, THE ACFT CRASHED ON THE ARPT BOUNDARY, BESIDE THE WEST END OF RWY 9/27. THE IMPACT OCCURRED ON THE SOUTH BANK OF A SNOW COVERED, FROZEN RIVER. THE MAIN WRECKAGE CAME TO REST ON THE NORTH BANK AFTER TRAVELING APRX 300 FT. TWO WITNESSES HEARD WHAT SOUNDED TO THEM AS AEROBATIC MANEUVERS. ONE WITNESS STATED THAT HE SAW THE ACFT JUST BELOW THE BASE OF THE CLOUDS HEADING NORTH. ACCORDING TO HIM, THE ACFT STARTED A 360 DEG RIGHT TURN, MAKING A STEEP DESCENT DURING THE 1ST HALF OF THE TURN, THEN A STEEP CLIMB DURING THE 2ND HALF. HE REPORTED THAT AT THE COMPLETION OF THE TURN, THE ACFT'S NOSE DROPPED & THE ACFT ENTERED A DESCENT & CRASHED. ANOTHER WITNESS SAW THE PLANE DESCENDING BEFORE IT CRASHED. HE THOUGHT THAT IT HAD JUST COME OUT OF THE CLOUDS. VACUUM PUMP/ATTITUDE INDICATOR EXAMED, NO MALFUNCTION FOUN

Brief of Accident (Continued)

File No. - 742

4/24/83

NOME, AK

A/C Reg. No. N7346W

Time (Lc1) - 1207 ADT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - SNOW COVERED

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

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

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. - 766 5/22/83 BIG LAKE, AK A/C Reg. No. N43598 Time (Lcl) - 2150 ADT

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

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

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

Make/Model - PIPER PA-28-151	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES-UNK/NR
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	ON AIRSTRIP
Method - N/A	WASILLA, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SETTLERS BAY
Wind Dir/Speed- 140/015 KTS		Runway Ident - 19
Visibility - 20.0 SM	ATC/Airspace	Runway Lth/Wid - 2200 -UNK/NR
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 50000 FT OVERCAST	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 180
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 180
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES AND STALLED INTO THE GROUND DURING A GO-AROUND. THE PLT STATED THAT THE ACFT WAS USING UP A LOT OF RWY DURING THE LANDING SO HE INITIATED A GO-AROUND. HE ADDED FULL POWER BUT WAS UNABLE TO GAIN ENOUGH ALTITUDE TO CLEAR THE TREES. BOTH WINGS MADE CONTACT WITH THE TREES BUT THE PILOT MANAGED TO KEEP THE WINGS LEVEL UNTIL GROUND CONTACT. WIND WAS GUSTING TO 25 KTS.

Brief of Accident (Continued)

File No. - 766

5/22/83

BIG LAKE, AK

A/C Reg. No. N43598

Time (Lcl) - 2150 ADT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
5. GO-AROUND - DELAYED - PILOT IN COMMAND
6. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 723 6/26/83 FAIRBANKS, AK A/C Reg. No. N397RE Time (Lcl) - 2200 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Fire
NONE

Crew
Pass

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

Make/Model - RALLY 3A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 733
No. of Seats - 2

Eng Make/Model - ROTEC 503
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 48 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 25.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PRIVATE STRIP
Runway Ident - 27
Runway Lth/Wid - 1500 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - ROUGH

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

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

Age - 47
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 978
Last 24 Hrs - 2
Make/Model- 28
Last 30 Days- 10
Instrument- 10
Last 90 Days- 25
Multi-Eng - 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & A PASSENGER WERE ON A SALES DEMONSTRATION FLT IN THE TWO-PLACE, HOME BUILT, ULTRALIGHT ACFT. DURING TAKEOFF, THE ACFT MUSHED INTO POWER LINES AFTER ATTAINING AN ALTITUDE OF APRX 30 FT. ACCORDING TO THE PLT, THERE WAS A LOSS OF POWER DURING TAKEOFF. HE ADDED THAT HE SHOULD HAVE ABORTED THE TAKEOFF. AN EXAMINATION OF THE ENGINE WAS MADE, BUT NOT PREIMPACT/MECHANICAL MALFINCTION OR FAILURE WAS FOUND. THE 1500 FT STRIP WAS REPORTED TO BE ROUGH WITH GRASS, 14 INCHES TALL.

Brief of Accident (Continued)

File No. - 723

6/26/83

FAIRBANKS,AK

A/C Reg. No. N397RE

Time (Lc1) - 2200 ADT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
 3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
 4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 5. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
 6. OBJECT - WIRE,TRANSMISSION
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 639 6/28/83 KING SALMON, AK A/C Reg. No. N42101 Time (Lcl) - 1058 ADT

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

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470R	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	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	WEST SIDE BEACH, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	KING SALMON
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 11
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8500/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1600
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model- 705
	Aircraft Type - 180	Instrument- 102
		Multi-Eng - 417
		Last 24 Hrs - 3
		Last 30 Days- 20
		Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT GROUNDLOOPED AFTER LANDING. THE PILOT STATED THAT A TIRE WENT FLAT DURING LANDING AND THE WHEEL DUG INTO THE ASPHALT. THIS TURNED THE ACFT AND DAMAGED THE LANDING GEAR. THE ACFT TURNED ABOUT 100 DEGREES BEFORE STOPPING.

Brief of Accident (Continued)

File No. - 639

6/28/83

KING SALMON, AK

A/C Reg. No. N42101

Time (Lc1) - 1058 ADT

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

Finding(s)

1. LANDING GEAR, TIRE - NO PRESSURE
-

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

Finding(s)

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 786 7/17/83 TENAKEE SPRINGS, AK A/C Reg. No. N76239 Time (Lcl) - 2315 PDT

-----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 120	Eng Make/Model - CONTINENTAL C85-12F	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	JUNEAU, AK	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SITKA, AK	
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 790
SE LAND, ME LAND, SE SEA	Months Since - 3	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 4
		Instrument- 46
		Multi-Eng - 5
Instrument Rating(s) - AIRPLANE		Last 30 Days- UNK/NR
		Last 90 Days- 66

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING ON A ROCKY BEACH AT NIGHT. THE PILOT DID NOT USE CARBURETOR HEAT DURING THE ENGINE RESTART ATTEMPTS.

Brief of Accident (Continued)

File No. - 786

7/17/83

TENAKEE SPRINGS, AK

A/C Reg. No. N76239

Time (Lcl) - 2315 PDT

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

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. FUEL SYSTEM, CARBURETOR - ICE
4. CARBURETOR HEAT - NOT USED - 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. LIGHT CONDITION - DARK NIGHT
6. TERRAIN CONDITION - ROUGH/UNEVEN
7. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 721 7/22/83 FAIRBANKS,AK A/C Reg. No. N6481V Time (Lcl) - 1950 ADT

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

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

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

Make/Model - HELIO COURIER H-295	Eng Make/Model - LYCOMING G0-480	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 295 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	FAIRBANKS,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BONNEFIELD CREEK
Wind Dir/Speed- CALM		Runway Ident - 36
Visibility - 40.0 SM	ATC/Airspace	Runway Lth/Wid - 1100/ 20
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Flight Plan - VFR	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 3900
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Make/Model- 300
	Aircraft Type - UNK/NR	Instrument- 179
		Multi-Eng - 600
		Last 24 Hrs - 7
		Last 30 Days- 100
		Last 90 Days- 200
Instrument Rating(s) - AIRPLANE		

-----Narrative-----

THE PLT REPORTED THAT DURING THE LANDING ROLL, THE LEFT BRAKE FAILED & THE ACFT RAN OFF THE RIGHT SIDE OF THE RWY. REPORTEDLY, THE ACFT WAS DAMAGED WHEN IT WENT OFF THE GRAVEL RWY AT OR NEAR THE DEPARTURE END. NO MALFUNCTION OR FAILURE OF THE BRAKE ASSEMBLY WAS FOUND.

Brief of Accident (Continued)

File No. - 721

7/22/83

FAIRBANKS,AK

A/C Reg. No. N6481V

Time (Lc1) - 1950 ADT

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

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 642 7/28/83 ANCHORAGE, AK A/C Reg. No. N6446K Time (Lcl) - 1800 ADT

-----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 -TAXI			0	0	0	2
				0	0	0

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

Make/Model - CESSNA 150	Eng Make/Model - LYCOMING O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ANCHORAGE
Wind Dir/Speed- 200/011 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 5000 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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1575
SE LAND,ME LAND,SE SEA	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - 150	Make/Model- 326
		Instrument- 141
		Multi-Eng - 28
		Last 30 Days- 100
		Last 90 Days- 206

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DURING TAXI TO TAKEOFF IN A WIND OF 11 KTS GUSTING TO 19 KTS SUDDENLY WENT OFF THE TAXIWAY INTO A 30 FT DEEP OPEN DITCH. THIS WAS A DUAL INSTRUCTIONAL FLT AND THERE WAS APPARENTLY NO MECHANICAL MALFUNCTIONS EVEN THOUGH THE CFI STATED THAT THIS ACFT HAD TWO PREVIOUS BRAKE PROBLEMS. THE BRAKES WERE EXAMINED AND THE EXAMINATION FAILED TO REVEAL ANY MECHANICAL FAILURE OR MALFUNCTION IN THE SYSTEM.

Brief of Accident (Continued)

File No. - 642

7/28/83

ANCHORAGE, AK

A/C Reg. No. N6446K

Time (Lc1) - 1800 ADT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. BRAKES(NORMAL) - IMPROPER - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAXI - TO 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) 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. - 703 7/28/83 ANCHORAGE, AK A/C Reg. No. N52103 Time (Lcl) - 1037 ADT

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

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

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

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360-A1B-6B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 250/005 KTS Visibility - 90.0 SM Lowest Sky/Clouds - 25000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point ANCHORAGE, AK Destination LOCAL ATC/Airspace Type of Flight Plan - Type of Clearance - NONE Type Apch/Lndg - FULL STOP	Airport Proximity ON AIRPORT Airport Data MERRILL Runway Ident - 33 Runway Lth/Wid - 2469/ 60 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)			
PRIVATE	Current - YES	Total - 160	Last 24 Hrs -	1	
SE LAND	Months Since - 1	Make/Model- 160	Last 30 Days-	2	
	Aircraft Type - 177RG	Instrument- 6	Last 90 Days-	3	

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE ACFT WAS LANDED WITH THE GEAR RETRACTED. AFTER TOUCHDOWN, IT SLID APPX 980 FT BEFORE COMING TO REST. THE PILOT STATED THAT AFTER HE WAS CLEARED TO LAND, HE WAS LOOKING FOR OTHER VFR TRAFFIC & FORGOT TO EXTEND THE GEAR. REPORTEDLY, HE DID NOT USE HIS CHECKLIST.

Brief of Accident (Continued)

File No. - 703

7/28/83

ANCHORAGE, AK

A/C Reg. No. N52103

Time (Lcl) - 1037 ADT

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

Finding(s)

1. CHECKLIST - NOT USED - PILOT IN COMMAND
 2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 4. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 722 7/28/83 HEALY,AK A/C Reg. No. N8553W Time (Lcl) - 2030 ADT

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

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

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

Make/Model - PIPER PA-28	Eng Make/Model - LYCOMING IO-540	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HEALY RIVER
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 09
Visibility - 75.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1000/ 20
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 558
SE LAND	Months Since - 12	Make/Model- 225
	Aircraft Type - PA-28	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- 150
		Last 90 Days- 252

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AFTER TAKEOFF, AT APRX 400 FT, THE ENGINE LOST POWER. DURING A FORCED LANDING, THE ACFT CRASHED IN A RIVER. NO MECHANICAL FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 722

7/28/83

HEALY, AK

A/C Reg. No. N8553W

Time (Lcl) - 2030 ADT

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

Finding(s)
1. UNDETERMINED

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

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

----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. - 664 8/13/83 NORTH POLE, AK A/C Reg. No. N830PM Time (Lcl) - 1435 ADT

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

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

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

Make/Model - LOWTHER VOLMER VJ-22	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - NO -N/A
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	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	TANANA, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NORTH POLE, AK	BRADLEY SKY RANCH
Wind Dir/Speed- 240/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 4500 FT BROKEN	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 - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 106
SE LAND	Months Since - UNK/NR	Make/Model- 10
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 2
		Last 30 Days- 20
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS APPROACHING THE ARPT WHEN THE ENGINE QUIT AND HE TURNED TOWARD AN OPEN FIELD AS HE DID NOT BELIEVE THEY COULD MAKE THE RWY. HE REMEMBERS THE ACFT STALLING AND SPINNING. THE ACFT CRASHED IN AN AREA OF SCRUB TREES AND BRUSH ABOUT 1 1/2 MILES FROM THE ARPT. THE PILOT REMEMBERED THE ENGINE QUITTING AND NOTED THE FUEL TANK WAS EMPTY AND FUEL PRESSURE WAS DOWN. THE WIFE REMEMBERED THE ENGINE SOUNDED FUNNY. WHEN SHE ASKED WHAT WAS WRONG HER HUSBAND SAID "WE ARE OUT OF FUEL-BUT WE CAN'T BE." THE PILOT MADE A SHARP LEFT TURN AND THEN STALLED. THE PREVIOUS OWNER SAID THE ACFT HAD MARGINAL CONTROL, ESPECIALLY AROUND THE YAW AXIS.

Brief of Accident (Continued)

File No. - 664

8/13/83

NORTH POLE, AK

A/C Reg. No. N830PM

Time (Lc1) - 1435 ADT

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 MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 665 8/17/83 FAIRBANKS,AK

A/C Reg. No. N28144

Time (Lcl) - 1830 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

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - PIPER J-5

Eng Make/Model - LYCOMING O-235

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1220

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 115 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 240/010 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PALMER,AK

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

METRO

Runway Ident - 24

Runway Lth/Wid - 4400/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

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

Pilot-In-Command

Age - 38

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - UNK/NR

Total - 76

Last 24 Hrs - 4

SE LAND

Months Since - 4

Make/Model- 6

Last 30 Days- 5

Aircraft Type - J-5

Instrument- 0

Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT GROUND LOOPED DURING LANDING AND COLLIDED WITH TWO PARKED ACFT. THE PILOT LANDED ON RWY 24 AT FAIRBANKS AND DURING THE LANDING HE LOST DIRECTIONAL CONTROL OF THE ACFT. THE ACFT LEFT THE RWY AND COLLIDED WITH TWO PARKED AND UNOCCUPIED ACFT. THE PARKED ACFT, N7830 AND N68564, RECEIVED MINOR DAMAGE.

Brief of Accident (Continued)

File No. - 665

8/17/83

FAIRBANKS,AK

A/C Reg. No. N28144

Time (Lc1) - 1830 ADT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INITIATED - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - AIRCRAFT PARKED
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 741 8/19/83 ATMAUTLUAK, AK A/C Reg. No. N73789 Time (Lcl) - 1130 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	1	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During	-TAKEOFF					1
						4

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

Make/Model	- CESSNA T-207A	Eng Make/Model	- CONTINENTAL IO-420F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	BETHEL, AK	ATMAUTLUAK
Wind Dir/Speed	- 230/012 KTS	ATC/Airspace	Runway Ident
Visibility	- 80.0 SM	Type of Flight Plan	- 33
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 2200/ 40
Lowest Ceiling	- 4500 FT BROKEN	Type Apch/Lndg	- NONE
Obstructions to Vision	- NONE		Runway Surface
Precipitation	- NONE		- GRAVEL
Condition of Light	- DAYLIGHT		Runway Status
			- DRY

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

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4838	Last 24 Hrs - 6
SE LAND, ME SEA	Months Since - 2	Make/Model - 874	Last 30 Days - 120
	Aircraft Type - 207	Instrument - 836	Last 90 Days - 260
		Multi-Eng - 43	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DURING THE TAKEOFF ROLL, HIS SEAT SLID BACKWARDS & HE WAS UNABLE TO REACH THE CONTROLS. SUBSEQUENTLY, THE ACFT VEERED TO THE RIGHT, DEPARTED THE RWY & WENT INTO A SHALLOW POND. THE PLT REPORTED THAT THE SEAT LATCH MALFUNCTIONED & WAS APPARENTLY NOT SECURED BEFORE STARTING THE TAKEOFF, BUT NO BROKEN PARTS WERE FOUND.

Brief of Accident (Continued)

File No. - 741

8/19/83

ATMAUTLUAK,AK

A/C Reg. No. N73789

Time (Lc1) - 1130 EDT

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

Finding(s)

1. FUSELAGE,SEAT - UNLOCKED
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 764 8/20/83 ILIAMNA,AK A/C Reg. No. N3129S Time (Lcl) - 1630 ADT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-ALASKA NORTH FLYING SERVI	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	1	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	1	3	0
Accident Occurred During	-MANEUVERING						

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

Make/Model	- DEHAVILLAND DHC-2	Eng Make/Model	- P & W R-985	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 450 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	
Method	- N/A	ANCHORAGE,AK	
Completeness	- N/A	Destination	
Basic Weather	- VMC	SAME AS ACC/INC	
Wind Dir/Speed	- 230/013 KTS	ATC/Airspace	
Visibility	- 80.0 SM	Type of Flight Plan	- VFR
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE
Lowest Ceiling	- 4000 FT BROKEN	Type Apch/Lndg	-
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,ATP	Current - YES	Total	- 9558
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 4	Make/Model	- 1116
HELICOPTER	Aircraft Type - DHC-2	Instrument	- 1424
		Multi-Eng	- 3894
		Last 24 Hrs	- 12
		Last 30 Days	- 40
		Last 90 Days	- 71
		Rotorcraft	- 1200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT GOT INTO A DOWNDRAFT AND COLLIDED WITH HILLY TERRAIN. THE PILOT STATED THAT HE WAS SPOTTING CARIBOU AND SETTLED INTO THE SIDE OF A HILL. ACCORDING TO THE PASSENGERS THE ACFT WAS ABOUT 300 FT AGL PRIOR TO THE DESCENT TO GROUND CONTACT.

Brief of Accident (Continued)

File No. - 764

8/20/83

ILIAMNA, AK

A/C Reg. No. N3129S

Time (Lc1) - 1630 ADT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 740 8/24/83 ANCHORAGE, AK A/C Reg. No. N734QV Time (Lcl) - 1800 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	1
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point TALACHULITNA, AK	
Method - N/A	Destination	Airport Data
Completeness - N/A	SAME AS ACC/INC	LAKE CREEK
Basic Weather - VMC	ATC/Airspace	Runway Ident - 36
Wind Dir/Speed- 270/010 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 1200/ 40
Visibility - 30.0 SM	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 148
SE LAND	Months Since - 22	Last 24 Hrs - 2
	Aircraft Type - 172	Make/Model- 148
		Last 30 Days- 11
		Instrument- 0
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PLT LANDED ON A GRAVEL STRIP WITH A LEFT X-WIND AT 10 GUSTING 20 KTS. REPORTEDLY, HE ENCOUNTERED A GUST OF WIND DURING THE LANDING & LOST CONTROL WHEN THE LEFT WHEEL WENT INTO SOFT GRAVEL ON THE BANK OF THE STRIP. SUBSEQUENTLY, THE ACFT WENT OVER ON ITS TOP.

Brief of Accident (Continued)

File No. - 740

8/24/83

ANCHORAGE, AK

A/C Reg. No. N734QV

Time (Lc1) - 1800 ADT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. WEATHER CONDITION - GUSTS
 4. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY
 6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 765 9/01/83 SOLDOTNA, AK A/C Reg. No. N7536F Time (Lcl) - 1945 ADT

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

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

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

Make/Model	- CHAMPION 7KCAB	Eng Make/Model	- LYCOMING IO-320-E1B	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	- 2	Rated Power	- 150 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	
Basic Weather	- VMC	SAME AS ACC/INC	
Wind Dir/Speed	- 260/005 KTS	Runway Ident	- UNK/NR
Visibility	- 30.0 SM	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Runway Surface	- UNK/NR
Lowest Ceiling	- NONE	Runway Status	- UNK/NR
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 383	Last 24 Hrs - 2
SE LAND	Months Since - UNK/NR	Make/Model - 383	Last 30 Days - 20
	Aircraft Type - UNK/NR	Instrument - 1	Last 90 Days - 42

Instrument Rating(s) - NONE

-----Narrative-----

WHILE SIGHTSEEING THE PLT STATED HE SAW A MOOSE & MADE A SHARP TURN. THE ACFT STALLED BUT THE PLT RECOVERED FROM THE STALL. DURING RECOVERY THE ACFT HIT THE TOP 8 FT OF AN 80 FT TREE. THE ACFT THEN SPUN TO THE GROUND.

Brief of Accident (Continued)

File No. - 765

9/01/83

SOLDOTNA,AK

A/C Reg. No. N7536F

Time (Lcl) - 1945 ADT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - TREE(S)
-

Occurrence #3 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

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. - 708 2/25/83 ANNISTON,AL A/C Reg. No. N43NC Time (Lc1) - 1530 EST

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

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

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

Make/Model - MOONEY M20F	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 - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MARIETTA,GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CONWAY,AK	Runway Ident - N/A
Wind Dir/Speed- 360/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	
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	Current - YES	Total - 1300
SE LAND	Months Since - 7	Make/Model- 1275
	Aircraft Type - M20F	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 60
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST PRIOR TO DEPARTURE, THE FUEL TANKS WERE FILLED. THE PLT STATED THAT HE DRAINED BOTH TANKS AFTER REFUELING BY USING THE STRAINER PULL HANDLE IN THE COCKPIT WITH THE SELECTOR POSITIONED TO EACH TANK. HOWEVER, HE DID NOT DRAIN THE INDIVIDUAL TANK SUMPS. AFTER TAKEOFF, HE CLIMBED TO 8000 FT & WAS IN NORMAL CRUISE, WHEN THE ENGINE LOST POWER. HE NOTED THAT THE FUEL PRESSURE HAD DROPPED TO NEAR ZERO & HE WAS UNABLE TO RESTORE THE PRESSURE OR START THE ENGINE. WHILE LANDING IN WINDS GUSTING TO 22 KTS, HE CLEARED POWER LINES, BUT JUST BEFORE TOUCHDOWN, THE ACFT STRUCK A TREE. NO DISCREPANCIES OF THE ACFT WERE FOUND EXCEPT WATER IN SOME LOCATIONS OF THE FUEL SYSTEM. THE FLT MANUAL NOTED THAT FREEZING TEMPS WERE COMMON ABOVE 8000 FT & IF ENCOUNTERED, CONDENSED WATER IN THE LINES WOULD FREEZE & CAUSE FUEL STARVATION; THEREFORE, SUMPS SHOULD BE DRAINED BEFORE EACH FLT & AFTER EACH REFUELING. IT ALSO WARNS TO ALLOW 5 MIN FOR WATER & SEDIMENT TO SETTLE IN THE TANKS & FUEL SELECTOR VALVE BEFORE TAKING SAMPLES. TEMP AT 8000 FT APRX 28 DEG.

Brief of Accident (Continued)

File No. - 708

2/25/83

ANNISTON, AL

A/C Reg. No. N43NC

Time (Lc1) - 1530 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
3. WEATHER CONDITION - TEMPERATURE EXTREMES
4. FUEL SYSTEM - FROZEN
5. FLUID, FUEL - STARVATION

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

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

Finding(s)

6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. WEATHER CONDITION - UNFAVORABLE WIND
8. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 694 4/04/83 VERBENA, AL A/C Reg. No. N757HT Time (Lcl) - 1630 CST

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 030/004 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>WETUMPKA, AL</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - SIMULATED FORCED LNDG</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>WETUMPKA</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

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

-----Narrative-----

THE ACFT COLLIDED WITH A WIRE CABLE DURING A SIMULATED EMERGENCY LANDING TO AN OPEN FIELD OFF THE ARPT. THE PILOT SAID HE WAS FLYING LOCALLY AND SAW A FIELD THAT LOOKED LARGE ENOUGH TO LAND IN SO HE REDUCED POWER TO IDLE AND WAS MAKING A SIMULATED EMERGENCY APPROACH WHEN THE PROPELLER AND RIGHT WING STRUCK A WIRE. THE ACFT YAWED VIOLENTLY TO THE RIGHT. THE PILOT REGAINED CONTROL AND RETURNED TO THE ARPT WITHOUT FURTHER INCIDENT. HE ESTIMATED HIS ALT AS 100 FT AGL AT THE TIME OF THE OCCURRENCE. THE LOCATION OF THE WIRE HAS NOT BEEN DETERMINED. THERE HAVE BEEN NO REPORTS OF PROPERTY DAMAGE.

Brief of Accident (Continued)

File No. - 694

4/04/83

VERBENA,AL

A/C Reg. No. N757HT

Time (Lcl) - 1630 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
2. OBJECT - GUY WIRE
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 638 5/28/83 DECATUR,AL A/C Reg. No. N8KD Time (Lcl) - 1310 CDT

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

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

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

Make/Model - CESSNA 310	Eng Make/Model - LYCOMING IO-540-A1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 4800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FT.WALTON BEACH,FL	PRYOR FIELD
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5096/ 150
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 2620
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 620
	Aircraft Type - UNK/NR	Instrument- 640
		Multi-Eng - 1120
Instrument Rating(s) - AIRPLANE		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 20

-----Narrative-----

THE PILOT STATED THAT JUST AFTER RETRACTING THE LANDING GEAR, THE LEFT ENGINE APPEARED TO QUIT. UNABLE TO MAINTAIN FLYING SPEED, HE ELECTED TO LAND IN AN OPEN FIELD BUT WAS UNABLE TO CLEAR A ROW OF TREES. THE ACFT IMPACTED THE GROUND AFTER STRIKING THE TREES. INSPECTION OF THE LEFT ENGINE REVEALED WATER IN THE GASCOLATOR AND IN BOTH SIDES OF THE FIELD INJECTOR DIAPHRAM.

Brief of Accident (Continued)

File No. - 638

5/28/83

DECATUR,AL

A/C Reg. No. N8KD

Time (Lc1) - 1310 CDT

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

Finding(s)

3. OBJECT - TREE(S)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 616 7/02/83 TUSCALOOSA,AL A/C Reg. No. N8876U Time (Lc1) - 0830 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	0	0
Accident Occurred During -MANEUVERING					

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

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TUSCALOOSA,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	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,CFI	Current - YES	Total - 1315
SE LAND,ME LAND	Months Since - 11	Last 24 Hrs - 7
	Aircraft Type - C-150	Make/Model- 122
		Instrument- 50
		Multi-Eng - 15
Instrument Rating(s) - AIRPLANE		Last 30 Days- UNK/NR
		Last 90 Days- 63

-----Narrative-----

THE ACFT COLLIDED WITH A POWER LINE SPANNING A RIVER DURING A LOW PASS OVER THE WATER. THE PILOT SAID THE PURPOSE OF THE LOW PASS WAS TO LOOK FOR HIS FATHER IN A BOAT. HE SAID HE THOUGHT HE SAW THE BOAT AND IN PULLING UP THE ACFT HIT THE POWER LINE. CONTROL WAS LOST AND THE ACFT COLLIDED WITH THE WATER AND SANK.

Brief of Accident (Continued)

File No. - 616

7/02/83

TUSCALOOSA,AL

A/C Reg. No. N8876U

Time (Lc1) - 0830 EDT

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 3. LOW PASS - PERFORMED - PILOT IN COMMAND
 4. CLEARANCE - NOT MAINTAINED - 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. - 751 7/06/83 WEAVER,AL A/C Reg. No. N7649Z Time (Lcl) - 1200 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					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 - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	JACKSONVILLE,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MCMINN
Wind Dir/Speed- 020/006 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2650/ 30
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - WET
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,CFI	Current - YES	Total - 12465
SE LAND,ME LAND,SE SEA	Months Since - 12	Make/Model- 2742
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 199
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 37
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER MAKING 5 SWATH RUNS WHICH EXPENDED ABOUT 1/2 OF HIS LOAD, THE PLT STATED HIS FUEL GAGE READ 5 GALS. HE DIVERTED TO MCMINN ARPT TO REFUEL. ON FINAL THE ENG QUIT & THE ACFT TOUCHED DOWN IN THE MUDDY OVERRUN. THE WHEELS SANK IN THE MUD SHEARING OFF THE MAIN LANDING GEAR.

Brief of Accident (Continued)

File No. - 751

7/06/83

WEAVER,AL

A/C Reg. No. N7649Z

Time (Lc1) - 1200 CDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL SUPPLY - 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)

3. TERRAIN CONDITION - SOFT
 4. 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

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. - 662 2/12/83 TUCSON,AZ A/C Reg. No. N4160D Time (Lcl) - 1702 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	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	4
Accident Occurred During -LANDING					

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

Make/Model - HELIO H-395	Eng Make/Model - LYCOMING G0-480	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 5	Rated Power - 295 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point EL MONTE,CA	Airport Data
Method - TELEPHONE	Destination SAME AS ACC/INC	TUCSON INTERNATIONAL
Completeness - WEATHER NOT PERTINENT		Runway Ident - 11L
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 1202/ 150
Wind Dir/Speed- VARIABLE/003 KTS	Type of Flight Plan - VFR	Runway Surface - ASPHALT
Visibility - 60.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - UNK/NR THIN OVC	Type Apch/Lndg - FULL STOP	
Lowest Ceiling - NONE		
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)
PRIVATE	Current - YES	Total - 1620
SE LAND	Months Since - 3	Last 24 Hrs - 4
	Aircraft Type - H-395	Make/Model- 254
		Instrument- 6
		Last 30 Days- UNK/NR
		Last 90 Days- 22
		Multi-Eng - 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT GROUND LOOPED DURING LANDING AND COLLIDED WITH AN ACFT ARRESTING SYSTEM COMPONENT. THE PILOT WAS LANDING ON RWY 11L. HE DID NOT REPORT ANY DIFFICULTY CONTROLLING THE ACFT UNTIL HE BEGAN HIS FLARE. AT THAT TIME HE STATED THAT A SLIGHT AIR DISTURBANCE WAS ENCOUNTERED AND SHORTLY THEREAFTER HE LOST CONTROL OF THE ACFT. HE DRIFTED TO THE LEFT OF THE RWY AND GROUND LOOPED. DURING THE GROUND LOOP THE ACFT COLLIDED WITH THE TAPE STORAGE REEL OF THE ACFT ARRESTING SYSTEM. THIS COMPONENT WAS ABOUT 25 FT FROM THE RWY EDGE.

Brief of Accident (Continued)

File No. - 662

2/12/83

TUCSON, AZ

A/C Reg. No. N4160D

Time (Lc1) - 1702 MST

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

Finding(s)

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

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

-----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

Brief of Accident

Time (Lc1) - 0830 MST

	Injuries			
Fatal	Serious	Minor	None	
0	0	0	1	
0	1	0	5	

NONE
Fire
NONE

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

Instrument Rating(s) - NONE

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Brief of Accident (Continued)

File No. - 719

3/15/83

MESA, AZ

A/C Reg. No. N5714B

Time (Lc1) - 0830 MST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. PLANNING-DECISION - 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. - 655 3/20/83 MARANA,AZ A/C Reg. No. N59496 Time (Lc1) - 1130 MST

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

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

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

Make/Model - BOEING D75N1	Eng Make/Model - P & W R985 ANI	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2730	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	BLYTHE,CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	TUCSON,AZ	
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 - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1500
SE LAND	Months Since - 12	Make/Model- 10
	Aircraft Type - C-180	Instrument- 80
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 36

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING AN EMERGENCY LANDING IN AN OPEN FIELD. THE WEATHER WAS VMC AND NO FLT PLAN WAS FILED. THE PILOT REPORTED THAT DURING THE FERRY FLT HE FLEW PAST HIS DESTINATION ARPT BY MISREADING HIS SECTIONAL CHART. SHORTLY AFTER THIS HE REVERSED HIS COURSE AND NOTED THE FUEL GAUGES WERE REGISTERING ONE-EIGHTH FULL. FUEL EXHAUSTION OCCURRED 10 MILES FROM THE ARPT. THE FORCED LANDING WAS MADE ON A SOFT DIRT FIELD DURING WHICH THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 655

3/20/83

MARANA, AZ

A/C Reg. No. N59496

Time (Lc1) - 1130 MST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

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

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

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD
6. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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. - 654 3/29/83 GLENDALE, AZ A/C Reg. No. N81191 Time (Lcl) - 1045 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	-TAKEOFF					1
						2

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

Make/Model	- PIPER PA-28-161	Eng Make/Model	- LYCOMING O-320-D3G	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	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	SAME AS ACC/INC	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	PRESCOTT, AZ	GLENDALE
Wind Dir/Speed	- 280/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 30.0 SM	Type of Flight Plan	- 17
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- 2400/ 50
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 - 23	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 64	Last 24 Hrs - 0
SE LAND	Months Since - 1	Make/Model - 10	Last 30 Days - UNK/NR
	Aircraft Type - PA-38	Instrument - 2	Last 90 Days - 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED PERFORMING A NORMAL PREFLIGHT AND RUN-UP. NO WATER WAS OBSERVED IN THE FUEL DURING PREFLIGHT. FULL POWER WAS APPLIED AND THE ACFT ACCELERATED TO 55 KTS. AS THE ACFT ROTATED AND CLIMB ATTITUDE ESTABLISHED THE ENGINE SPUTTERED. THE PILOT ABORTED THE TAKEOFF. THE ACFT SKIDDED OFF THE DEPARTURE END OF THE RWY AND IMPACTED A TELEPHONE POLE LYING ACROSS THE DEPARTURE END OF THE RWY BEFORE CROSSING A DITCH AND ROAD. THE ENG WAS SUBSEQUENTLY TEST RUN FOR 15 MIN DURING WHICH PERIOD IT OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 654

3/29/83

GLENDAL, AZ

A/C Reg. No. N81191

Time (Lcl) - 1045 MST

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 676 4/02/83 SOLOMAN,AZ A/C Reg. No. N2074J Time (Lcl) - 1210 MST

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

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

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

Make/Model	- CESSNA T188C	Eng Make/Model	- CONTINENTAL TS10-520-T	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES	
Max Gross Wt	- 4400	Engine Type	- RECIP-FUEL INJECTED			
No. of Seats	- 1	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	SAFFORD,AZ			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 090/002 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 40.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- 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 - 23500	Last 24 Hrs - 3
SE LAND	Months Since - 1	Make/Model- 1000	Last 30 Days- UNK/NR
	Aircraft Type - C-152	Instrument- UNK/NR	Last 90 Days- 28
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT EXPERIENCED A PARTIAL POWER LOSS AND MADE AN EMERGENCY LANDING IN THE FIELD IT WAS SPRAYING. THE ACFT HAD ONLY MADE ONE SPRAYING PASS SINCE BEING SERVICED WITH A FULL LOAD OF FUEL AND 140 GALLONS OF CHEMICAL BEFORE THE POWER LOSS OCCURRED. AS THE ACFT CONTINUED TO LOSE POWER IT LOST ALT AND LANDED. THE LANDING GEAR WAS TORN FROM THE ACFT AND IT BOUNCED BUT REMAINED UPRIGHT. THE PILOT ATTEMPTED TO DUMP LOAD BEFORE LANDING BUT GATE STOP WAS INCORRECTLY SET AND WOULD NOT DUMP. THE ENGINE WAS LATER TESTED AND FUEL SYSTEM CONTAMINATION WAS FOUND IN THE FORM OF RUST, SAND GRAINS AND FINE ALUMINUM FRAGMENTS. DURING THE TESTING THE #6 FUEL NOZZLE BECAME PLUGGED ENOUGH TO LOSE POWER ON #6 CYLINDER.

Brief of Accident (Continued)

File No. - 676

4/02/83

SOLOMAN,AZ

A/C Reg. No. N2074J

Time (Lc1) - 1210 MST

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

Finding(s)

1. FLUID,FUEL - CONTAMINATION
 2. FLUID,FUEL - WATER
 3. FUEL SYSTEM,NOZZLE - BLOCKED(TOTAL)
-

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

Finding(s)

4. SPRAY/DUSTING EQUIPMENT - INOPERATIVE
 5. LOAD JETTISON - NOT POSSIBLE - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 650 5/06/83 PARKER,AZ A/C Reg. No. N94762 Time (Lcl) - 0800 MST

-----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 182Q	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	YUCCA VALLEY,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PARKER,AZ	Runway Ident - N/A
Wind Dir/Speed- 040/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LNDG	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2300
SE LAND	Months Since - 1	Make/Model - 233
	Aircraft Type - 182Q	Instrument - 25
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE DURING AN OFF ARPT PRECAUTIONARY LANDING AFTER THE ENGINE "STARTED RUNNING ROUGH."
THE PILOT DESCRIBED A SURGING CONDITION AND UTILIZED THE TERM "SPUTTERING" TO CHARACTERIZE THE ENGINE SOUND. DURING
THE INVESTIGATION ABOUT 1 1/2 GALS OF 100LL WERE DRAINED FROM EACH TANK.

Brief of Accident (Continued)

File No. - 650

5/06/83

PARKER, AZ

A/C Reg. No. N94762

Time (Lcl) - 0800 MST

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. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

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

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

Finding(s)

5. OBJECT - 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. - 645 6/11/83 MARICOPA,AZ A/C Reg. No. N160AS Time (Lcl) - 1600 MST

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

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

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

Make/Model - BLANIK L-13	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 - 1102	Engine Type - UNK/NR		
No. of Seats - 2	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	MARICOPA,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 270/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 75.0 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 - 54	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 55
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
GLIDER	Aircraft Type - UNK/NR	Make/Model- 6
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE SAILPLANE COLLIDED WITH A SMALL TREE AND GROUNDLOOPED DURING A PRECAUTIONARY LANDING. THE PILOT STATED THE ACFT HAD ENCOUNTERED A HIGH SINK RATE WHILE GLIDING AT 5000 FT. A RIDGE WAS BETWEEN THE PILOT AND THE INTENDED ROUTE. THE PILOT ELECTED TO LAND SHORT OF THE RIDGE LINE IN THE DESERT. DURING THE FLARE FOR LANDING THE ACFT'S LEFT WING HIT A MESQUITE BUSH ABOUT 8 TO 10 FT AGL AND SPUN AROUND. THE WEATHER WAS REPORTED BY THE PILOT AS CLEAR WITH GUSTY WINDS AND A TEMPERATURE OF 105 DEGREES F.

Brief of Accident (Continued)

File No. - 645

6/11/83

MARICOPA,AZ

A/C Reg. No. N160AS

Time (Lcl) - 1600 MST

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

Finding(s)
1. WEATHER CONDITION - DOWNDRAFT
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. CLIMB - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)
6. OBJECT - TREE(S)
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) 2,4,5,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 767 6/29/83 BUCKEYE, AZ A/C Reg. No. N97300 Time (Lcl) - 1330 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 -LANDING			0	0	0
					None
					1
					1

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

Make/Model - CESSNA 182Q	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

<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- 180/007 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 PHOENIX, AZ</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRSTRIIP</p> <p>Airport Data</p> <p>TURKEY FIELD</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 2700/ 100</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 39</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - C-182</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 205</p> <p>Make/Model- 47</p> <p>Instrument- 13</p> <p>Multi-Eng - 1</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 2</p> <p>Last 90 Days- 2</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT TWO ATTEMPTS TO LAND AT TURKEY AIRSTRIIP RESULTED IN DIFFICULTY IN ACHIEVING A PROPER FINAL APPROACH PATH. AFTER SOME MANEUVERING ON THE 2ND APPROACH THE ACFT LANDED. ONE WITNESS DESCRIBED THE LANDING AS HOT WITH SOME FLOATING AND A LATE TOUCHDOWN. IN SPITE OF THE PILOT'S BRAKING ATTEMPTS THE ACFT RAN OFF THE END OF THE RWY UP A BERM AND INTO A DITCH.

Brief of Accident (Continued)

File No. - 767

6/29/83

BUCKEYE, AZ

A/C Reg. No. N97300

Time (Lc1) - 1330 MST

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

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. AIRSPEED - IMPROPER - PILOT IN COMMAND
 3. PROPER TOUCHDOWN POINT - 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 677 1/02/83 MONTEREY, CA A/C Reg. No. N1947E Time (Lc1) - 1720 PST

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

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

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

Make/Model - CESSNA 340A	Eng Make/Model - CONTINENTAL TS10-520-N	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5990	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OAKLAND, CA	
Wind Dir/Speed- 120/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 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 - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 3200
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 41
		Instrument- 75
		Multi-Eng - 1540
		Last 30 Days- UNK/NR
		Last 90 Days- 44

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT BEGAN TO LOSE POWER AT ABOUT 400 FT AGL AFTER TAKEOFF AND THE PILOT ELECTED TO LAND ALONG THE SHORELINE IN THE OCEAN. THE ACFT DITCHED ABOUT 100 YARDS OFF SHORE. ALL 4 OCCUPANTS WERE ABLE TO EXIT THRU THE AIRSTAIR DOOR AND RECEIVED ONLY MINOR INJURIES. THE ACFT SANK AFTER ABOUT 5 MINUTES. IT WAS NOT RECOVERED FROM THE 27 FT DEEP WATER. TWO OCCUPANTS SWAM ASHORE AND 2 WERE RESCUED BY THE COAST GUARD. THE LINE ATTENDANT WHO SERVICED THE ACFT MISTOOK IT FOR A KING AIR. THE PILOT REQUESTED THAT ALL 4 TANKS BE TOPPED OFF. THE LINE ATTENDANT ADDED 110 GALLONS OF JET A FUEL.

Brief of Accident (Continued)

File No. - 677

1/02/83

MONTEREY, CA

A/C Reg. No. N1947E

Time (Lcl) - 1720 PST

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

Finding(s)

1. FLUID, FUEL GRADE - IMPROPER
 2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - AIRPORT PERSONNEL
 3. AIRCRAFT SERVICE - INATTENTIVE - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 687 2/15/83 SAN FRANCISCO, CA A/C Reg. No. N704CC Time (Lc1) - 1200 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	2
Accident Occurred During -TAXI					

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

Make/Model - BEECH 95-55	Eng Make/Model - CONTINENTAL IO-470-L	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4880	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ROSENBERG, OR	SAN FRANCISCO
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 14000 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 - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 15312
SE LAND, ME LAND	Months Since - 4	Make/Model - 400
	Aircraft Type - C-340	Instrument - UNK/NR
		Multi-Eng - 14312
		Last 24 Hrs - 0
		Last 30 Days - UNK/NR
		Last 90 Days - 125
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS PREPARING TO TAXI WHEN HE NOTICED A LOOSE FUEL CAP ON THE ACFT'S LEFT WING. HE SET THE PARKING BRAKE, EXITED THE ACFT WITH BOTH ENGINES OPERATING, PLACED A CHOCK ON THE RIGHT WHEEL AND WAS SECURING THE LOOSE FUEL CAP WHEN THE ACFT STARTED TO MOVE. HE TRIED TO HOLD THE ACFT BY THE WING BUT IT CONTINUED TO TURN AND STRUCK A PARKED COMMANDER 690C, N155WP. THE PILOT STATED THAT PRIOR TO EXITING THE COCKPIT HE ASKED THE FRONT SEAT PASSENGER TO HOLD THE BRAKES IN CASE THE ACFT MOVED. THE PASSENGER WAS FAMILIAR WITH THE BRAKES. THE PASSENGERS ATTEMPTS TO STOP THE ACFT WERE NOT SUCCESSFUL. POST ACCIDENT EXAMINATION DISCLOSED THAT THE PARKING BRAKE VALVE DID NOT HOLD PRESSURE AND THE LEFT BRAKE LININGS WERE AT MINIMUM THICKNESS.

Brief of Accident (Continued)

File No. - 687

2/15/83

SAN FRANCISCO, CA

A/C Reg. No. N704CC

Time (Lcl) - 1200 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. LANDING GEAR, EMERGENCY BRAKE SYSTEM - INOPERATIVE
 2. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN
-

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

Finding(s)

3. FUEL SYSTEM, CAP - LOOSE
 4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 5. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INTENTIONAL - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 692 3/04/83 LA VERNE, CA A/C Reg. No. N761RG Time (Lcl) - 0850 PST

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

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

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

Make/Model	- CESSNA 210M	Eng Make/Model	- CONTINENTAL TS10-520	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 310 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	SANTA YNEZ, CA	BRACKETT
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 26L
Lowest Sky/Clouds	- IFR	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- 4800/ 75
Obstructions to Vision	- IFR	Runway Surface
Precipitation	Type Apch/Lndg	- ASPHALT
Condition of Light	- NONE	Runway Status
		- DRY

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

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total - 647
SE LAND	Months Since	- 25	Make/Model- 150
	Aircraft Type	- C-210	Instrument- 106
			Last 24 Hrs - 0
			Last 30 Days- 0
			Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD FOUND WATER IN THE WING TANKS DURING HIS PREFLT BUT DID NOT DRAIN THE FUEL ACCUMULATOR TANKS AS HE WAS NOT AWARE OF THEIR EXISTENCE. THE ENGINE SPUTTERED AND QUIT AT 100 FT AGL, BUT THE PILOT WAS ABLE TO NEGOTIATE A LANDING ON THE ARPT. EXAMINATION REVEALED EXTENSIVE WATER IN BOTH FUEL TANK ACCUMULATORS, ENGINE DRIVEN FUEL PUMP OUTLET LINE TO THE FUEL SERVO AND THE FUEL MANIFOLD INLET LINE. THE CESSNA 210 OWNERS MANUAL STATES THAT IF WATER IS FOUND IN THE WING TANKS, THE ACCUMULATOR TANKS MUST BE DRAINED UNTIL THE WATER IS ELIMINATED. BOTH ACCUMULATOR TANKS ON THE ACFT WERE CAPPED WITH A QUICK REMOVAL TYPE CAP. THE EXTENDED ACCUMULATOR TANK DRAIN FITTINGS WERE NOT INSTALLED. LATER MODEL CESSNA 210 ACFT HAVE THE EXTERIOR DRAINS INSTALLED.

Brief of Accident (Continued)

File No. - 692

3/04/83

LA VERNE,CA

A/C Reg. No. N761RG

Time (Lcl) - 0850 PST

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
3. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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

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

Finding(s)

4. TERRAIN CONDITION - WET
5. TERRAIN CONDITION - ROUGH/UNEVEN
6. LANDING GEAR,NOSE GEAR - OVERLOAD
7. LANDING GEAR,NOSE GEAR - SEPARATION

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 649 3/08/83 PT REYES, CA A/C Reg. No. N1456M Time (Lcl) - 1615 PST

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

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

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

Make/Model - CESSNA U2061	Eng Make/Model - CONTINENTAL IO-520-F	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAN RAFAEL, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	BEND, OR	Runway Ident - N/A
Wind Dir/Speed- 220/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN		
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 - NO	Total - 1000
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- 9
		Instrument- UNK/NR
		Last 90 Days- 9
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR
Instrument Rating(s) - NONE		

-----Narrative-----

THE CESSNA U2061, PURCHASED THAT DAY BY THE OCCUPANTS, COLLIDED WITH TREES ON A HILLSIDE 10 MILES FROM PT. REYES, CA. AN EYEWITNESS OBSERVED THE AIRCRAFT FLYING INTO WORSENING WEATHER AT 500 AGL OR LOWER UNDER A THIN CLOUD LAYER IN THE OLEMA VALLEY. DURING THE WEATHER BRIEFING PRIOR TO FLIGHT, VFR FLIGHT WAS NOT RECOMMENDED. EXAMINATION OF THE WRECKAGE AND A SUBSEQUENT ENGINE TEARDOWN DID NOT REVEAL ANY INDICATIONS OF PREIMPACT FAILURE.

Brief of Accident (Continued)

File No. - 649

3/08/83

PT REYES,CA

A/C Reg. No. N1456M

Time (Lc1) - 1615 PST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. BECAME LOST/DISORIENTED - INTENTIONAL - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - RAIN
5. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. TERRAIN CONDITION - HIGH TERRAIN
7. IMPROPER DECISION, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
8. OBJECT - TREE(S)
9. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
10. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
11. IMPROPER DECISION, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,7,9,10,11

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 693 3/11/83 CONCORD, CA A/C Reg. No. N5691H Time (Lcl) - 1030 PST

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

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

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

Make/Model	- ENSTROM F280C	Eng Make/Model	- LYCOMING HIO-360-EIAD	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- UNK/NR
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	OFF AIRPORT/STRIP	
Method	- ACFT RADIO		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	Runway Ident	- N/A
Wind Dir/Speed	- 270/008 KTS	Runway Lth/Wid	- N/A
Visibility	- 30.0 SM	Runway Surface	- N/A
Lowest Sky/Clouds	- 3000 FT SCATTERED	Runway Status	- N/A
Lowest Ceiling	- NONE		
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 1810	Last 24 Hrs - 1
SE LAND, SE SEA	Months Since - 4	Make/Model - 620	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 173	Last 90 Days - 147
			Rotorcraft - 850

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER COLLIDED WITH A TREE DURING A LANDING AFTER A DECAY IN ROTOR RPM DURING TAKEOFF. ACCORDING TO THE PILOT THE ACFT WAS FACING SOUTHEAST PRIOR TO DEPARTURE AND THE PILOT ESTIMATED THAT THE WIND WAS FROM THE NORTHWEST AT 8 KTS. FOLLOWING A PEDAL TURN INTO THE WIND AFTER TAKEOFF MAXIMUM PERFORMANCE WAS EXECUTED TO CLEAR A TREE THAT WAS 10 FT HIGHER THAN THE SADDLE BETWEEN 2 RIDGES WHERE THE TAKEOFF TOOK PLACE. NEAR THE TOP OF THE TREE THERE WAS A RAPID DECAY OF ROTOR RPM. DUE TO TERRAIN CONSIDERATIONS THE PILOT CHOSE NOT TO LOWER COLLECTIVE. THE ACFT WAS FLYING NEAR A STEEP SLOPE SO THE PILOT ELECTED TO LAND IN THE OAK TREE TO PREVENT A DOWNHILL ROLL. HE DID NOT FLARE TO PREVENT BALLOONING OVER THE TREE. THE ACFT WAS ABOUT 12 LBS. UNDER MAX GROSS WT DENSITY ALTITUDE WAS ABOUT 2000 FT. DURING THE LANDING THE ACFT WAS SUBSTANTIALLY DAMAGED. THE 3 OCCUPANTS RECEIVED MINOR INJURIES.

Brief of Accident (Continued)

File No. - 693

3/11/83

CONCORD, CA

A/C Reg. No. N5691H

Time (Lc1) - 1030 PST

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

Finding(s)

1. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

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

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

Finding(s)

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. - 704 3/11/83 BAKERSFIELD, CA A/C Reg. No. N630CB Time (Lcl) - 1305 PST

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

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

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

Make/Model	- VAN'S AIRCRAFT RV-3A	Eng Make/Model	- LYCOMING O-290-D2	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 135 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	BAKERSFIELD
Wind Dir/Speed	- 340/008 KTS	ATC/Airspace	Runway Ident - 31
Visibility	- 15.0 SM	Type of Flight Plan	- NONE
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE
Lowest Ceiling	- 2800 FT BROKEN	Type Apch/Lndg	- TRAFFIC PATTERN
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,CFI	Current - YES	Total - 9260	Last 24 Hrs - 2
SE LAND,ME LAND	Months Since - 18	Make/Model- 40	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 440	Last 90 Days- 63
		Multi-Eng - 210	
Instrument Rating(s) - NONE			

-----Narrative-----

ACCORDING TO THE PLT, HE TOOK OFF, CLIMBED TO 1500 FT & SET THE ENGINE CONTROLS AT CRUISE POWER (2500 RPM AT 160 MPH). HE STATED THAT HE THEN TURNED BACK TOWARD THE ARPT & MADE A LOW PASS WITHOUT CHANGING THE POWER SETTING. AS HE STARTED TO CLIMB FROM THE LOW PASS, HE TRIED TO ADD POWER, BUT THERE WAS NO RESPONSE. WHILE MAKING A FORCED LANDING IN A FIELD, THE HOME BUILT ACFT HIT A DITCH & NOSED OVER. ACCORDING TO THE PILOT, NO ENGINE LOG BOOK WAS AVAILABLE. INITIALLY, HE SUSPECTED THAT BROKEN, ENGINE MOUNTS HAD AFFECTED THE MIXTURE CONTROL, BUT SUBSEQUENTLY HE BELIEVED THAT CARBURETOR ICE HAD ACCUMULATED. NO OTHER MALFUNCTION OR FAILURES WERE REPORTED. THE TEMP & DEW POINT WERE 64 & 52 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, SERIOUS CARBURETOR ICING COULD HAVE OCCURRED AT GLIDE POWER & VISIBLE ICING WAS PROBABLE AT CRUISE POWER.

Brief of Accident (Continued)

File No. - 704

3/11/83

BAKERSFIELD,CA

A/C Reg. No. N630CB

Time (Lc1) - 1305 PST

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

Finding(s)

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

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

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

Finding(s)

5. TERRAIN CONDITION - DITCH
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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. - 777 3/11/83 FIDDLTOWN,CA A/C Reg. No. N444N Time (Lcl) - 2015 PST

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

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

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

Make/Model - RYAN NAVION A	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3233	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WINTERS,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- 150/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 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 - 8000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 1500
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO HILLY TERRAIN WHILE DESCENDING TO ENTER THE TRAFFIC PATTERN AT THE RANCHO MURIETA AIRPORT. THE PILOT HAD CALLED SACRAMENTO FSS TO GET ASSISTANCE IN LOCATING THIS ARPT WHICH IS ABOUT 11 NM FROM SACRAMENTO VOR ON A BEARING OF ABOUT 65 DEGREES MAGNETIC. WITNESSES SAW THE ACFT AT BELOW 1000 FT AGL DESCENDING IN THE DIRECTION OF FIDDLTOWN SHORTLY BEFORE THE ACCIDENT. THE WEATHER WAS VMC AND VISIBILITY WAS GOOD BUT IT WAS AFTER DARK. A WITNESS NEAR THE ACCIDENT SITE HEARD THE ACFT GO OVER HIM AT LOW ALT. HE SAW THE ACFT LIGHTS AS IT DESCENDED INTO THE HILLS THERE WERE FLAMES VISIBLE ALMOST IMMEDIATELY AFTER THE IMPACT. HE STATED THAT THE ENGINE SOUNDS WERE NORMAL AND SEEMED TO BE AT A HIGH RPM SETTING. HE ESTIMATED THAT THE ACFT DESCENDED ABOUT 200 FT IN 1/2 MILE.

Brief of Accident (Continued)

File No. - 777

3/11/83

FIDDLTOWN,CA

A/C Reg. No. N444N

Time (Lc1) - 2015 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. LIGHT CONDITION - DARK NIGHT
 4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 5. 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) 1,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 656 3/12/83 FRESNO, CA A/C Reg. No. N23415 Time (Lcl) - 1559 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-K2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

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

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

Weather Data

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

Wind Dir/Speed- 030/009 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 9000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN SHOWERS
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
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

FRESNO
Runway Ident - 29
Runway Lth/Wid - 3900/ 75
Runway Surface - ASPHALT
Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 55
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)
Total	24
Make/Model-	24
Instrument-	0
Last 24 Hrs -	0
Last 30 Days-	UNK/NR
Last 90 Days-	2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A HARD LANDING AS A STUDENT PILOT WAS MAKING HIS SECOND SUPERVISED SOLO LANDING. THE ACFT HAD BEEN CLEARED FOR A TOUCH AND GO LANDING. THE STUDENT PILOT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL IN A CROSS WIND CONDITION. HE ATTEMPTED ALIGNMENT OF THE ACFT USING RIGHT AILERON AND RIGHT RUDDER. AFTER A HARD LANDING AND A HIGH BOUNCE THE ACFT APPROACHED A STALL. THE PILOT LOWERED THE NOSE OF THE ACFT AND RETRACTED THE FLAPS. THE WIND WAS 40 DEGREES OFF THE RIGHT OF THE ACFT NOSE AT 9 KTS IN A LOCAL OBSERVATION MADE AT 1601. THE ACCIDENT HAPPENED AT 1559. ACCORDING TO THE INSTRUCTOR THE WIND HAD INCREASED FOLLOWING A DUAL FLT. WHEN THE INSTRUCTOR MADE THIS OBSERVATION IT WAS TOO LATE TO CONTACT THE STUDENT. THE STUDENT HAD DEPARTED AT 1553.

Brief of Accident (Continued)

File No. - 656

3/12/83

FRESNO,CA

A/C Reg. No. N23415

Time (Lc1) - 1559 PST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 5. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
-

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

----Probable Cause----

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

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. - 749 3/16/83 CLARKSBURG, CA A/C Reg. No. N9957J Time (Lcl) - 1030 PST

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

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

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

Make/Model	- CESSNA T188C	Eng Make/Model	- CONTINENTAL TIO-520	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 4400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 300 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	AG STRIP
Wind Dir/Speed	- 170/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 5.0 SM	Type of Flight Plan	- 05
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Clearance	- 3000 -UNK/NR
Lowest Ceiling	- 10000 FT BROKEN	Type Apch/Lndg	- GRAVEL
Obstructions to Vision	- HAZE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 4193
SE LAND, ME LAND	Months Since - 10	Make/Model	- 2000
	Aircraft Type - UNK/NR	Instrument	- 0
		Multi-Eng	- 31
		Last 24 Hrs	- 12
		Last 30 Days	- UNK/NR
		Last 90 Days	- 174

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS TAKING OFF FROM A NARROW GRAVEL STRIP WITH A X-WIND WHEN HE ENCOUNTER A STRONG GUST. REPORTEDLY, HE LOST CONTROL WHEN THE ACFT WAS ABOUT 1 FT AGL & THE RIGHT MAIN WHEEL HIT A DITCH. SUBSEQUENTLY, THE ACFT WAS SPUN AROUND & WAS DAMAGED. THE PILOT ESTIMATED THAT THE WIND WAS GUSTING TO 35 KTS.

Brief of Accident (Continued)

File No. - 749

3/16/83

CLARKSBURG, CA

A/C Reg. No. N9957J

Time (Lcl) - 1030 PST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. WEATHER CONDITION - GUSTS
 4. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - DITCH
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 737 3/26/83 TORRANCE, CA A/C Reg. No. N2112G Time (Lcl) - 1303 PST

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

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

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

Make/Model	- CESSNA 182A	Eng Make/Model	- CONTINENTAL O-470	ELT Installed/Activated	- YES/YES
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	- 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- 160/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 2000 FT SCATTERED</p> <p>Lowest Ceiling - 20000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - PRECAUTIONARY LNDG</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">TORRANCE</p> <p>Runway Ident - 11L</p> <p>Runway Lth/Wid - 5000/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 27</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 20</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 256</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 256</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 3</td> <td>Last 90 Days- 6</td> </tr> </table>	Total - 256	Last 24 Hrs - UNK/NR	Make/Model- 256	Last 30 Days- UNK/NR	Instrument- 3	Last 90 Days- 6
Total - 256	Last 24 Hrs - UNK/NR							
Make/Model- 256	Last 30 Days- UNK/NR							
Instrument- 3	Last 90 Days- 6							

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHEN HE REACHED APRX 60 FT AGL DURING TAKEOFF, HE NOTICED THE AIRSPEED INDICATOR DROP BELOW 40 MPH. HE SAID THE ENG SOUNDED NORMAL. HE LOWERED THE NOSE OF THE ACFT, BUT THE AIRSPEED INDICATOR READING REMAINED BELOW 40 MPH, SO HE ELECTED TO ABORT. DURING THE ABORT, THE ACFT TOUCHED DOWN 600 FT BEYOND THE END OF THE 5000 FT RWY. AFTER THE 1ST TOUCHDOWN, IT BOUNCED, TRAVEL 170 FT BEFORE THE 2ND TOUCHDOWN, BOUNCED AGAIN & TRAVELED ANOTHER 65 FT BEFORE THE 3RD TOUCHDOWN. IT THEN COLLIDED WITH A BERM & A CHAIN LINK FENCE & TRAVELED AN ADDITIONAL 320 FT BEFORE COMING TO REST. ALL 3 GEAR SEPARATED & THERE WAS EXTENSIVE DAMAGE TO THE NOSE SECTION, BELLY, RIGHT WING & FUSELAGE. BOTH PROPELLER BLADES WERE CURLED REARWARD & EXHIBITED CONSIDERABLE TWISTING, BENDING. EDGE GOUGING & CHORDWISE SCRATCHING. THE PITOT SYS WAS CHECKED, BUT NO SYS LEAKS WERE FOUND & THE AIRSPEED INDICATOR CHECKED WITHIN 1 MPH OF COMPARATOR INDICATIONS.

Brief of Accident (Continued)

File No. - 737

3/26/83

TORRANCE,CA

A/C Reg. No. N2112G

Time (Lc1) - 1303 PST

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

Finding(s)

1. PITOT/STATIC SYSTEM - UNDETERMINED

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

Finding(s)

2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. TERRAIN CONDITION - ROUGH/UNEVEN
5. TERRAIN CONDITION - DIRT BANK

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

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) 2

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 724 3/26/83 COBB,CA A/C Reg. No. N2571W Time (Lc1) - 1309 PST

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

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

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

Make/Model - MOONEY M20E	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAKEPORT,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	PALO ALTO,CA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - SNOW SHOWER		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 309
SE LAND	Months Since - 7	Make/Model- 270
	Aircraft Type - M20E	Instrument- 7
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 4
		Last 90 Days- 32
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD LEFT HIS ACFT AT LAKEPORT, CA FOR MAINTENANCE TO BE PERFORMED & BARROWED MOONEY M20E, N2571W. BEFORE THE PLT TOOK OFF, THE OWNER HEARD HIM TALKING TO SOMEONE ABOUT THE WX, BUT NO RECORD OF A WX BRIEFING WAS FOUND. WHILE EN ROUTE TO PALO ALTO, CA, THE ACFT CRASHED ON THE SIDE OF A MOUNTAIN AT AN ELEVATION OF APRX 3600 FT MSL. THE IMPACT OCCURRED ON 30 DEG DOWN SLOPING TERRAIN. AN EXAMINATION OF THE CRASH SITE REVEALED THE ACFT HAD CRASHED IN A STEEP NOSE DOWN, LEFT WING LOW ATTITUDE. SEVERAL PEOPLE HEARD THE ACFT & REPORTED THAT THE ENGINE SOUNDED NORMAL, EXCEPT IT SOUNDED LIKE THE PLT APPLIED FULL POWER JUST PRIOR TO IMPACT. WITNESSES AGREED THAT THE UPPER SLOPES OF THE MOUNTAIN WAS OBSCURED BY CLOUDS & THE BOTTOM OF THE CLOUD LAYER WAS BETWEEN 3500 & 3800 FT MSL. THE NON-INSTRUMENT RATED PLT HAD LOGGED ONLY ABOUT 7 HRS OF SIMULATED INSTRUMENT TIME.

Brief of Accident (Continued)

File No. - 724

3/26/83

COBB,CA

A/C Reg. No. N2571W

Time (Lcl) - 1309 PST

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

Finding(s)

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

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

Finding(s)

5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 653 4/07/83 KETTLEMAN CITY, CA A/C Reg. No. N68024 Time (Lcl) - 0855 PST

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

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

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

Make/Model - HILLER UH12-E	Eng Make/Model - LYCOMING VO-540-C2A	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 3	Rated Power - 305 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	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 - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 22000 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 - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2769
SE LAND	Months Since - 3	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - PA-22	Make/Model- 1900
		Last 30 Days- UNK/NR
		Last 90 Days- 111
		Rotorcraft - 2188

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE BEGAN FLYING ABOUT 0725 WITH 23 GALLONS OF FUEL ON BOARD. HE APPLIED A HERBICIDE FOR ABOUT AN HOUR AND CAME BACK TO RELOAD. AFTER RELOADING HE BEGAN A RETURN TO THE AREA TO BE SPRAYED. ABOUT 10 MINUTES LATER ALL POWER WAS LOST. DURING THE FORCED AUTOROTATION LANDING THE ACFT HIT HARD AND ROLLED OVER. LESS THAN A GALLON OF FUEL REMAINED ON BOARD THE ACFT.

Brief of Accident (Continued)

File No. - 653

4/07/83

KETTLEMAN CITY, CA

A/C Reg. No. N68024

Time (Lc1) - 0855 PST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

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

----Probable Cause,----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 626 4/08/83 FAIR OAKS,CA A/C Reg. No. N2348T Time (Lc1) - 1900 PST

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - MILITARY	Last Departure Point	ON AIRPORT
Method - IN PERSON	FRESNO,CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PHOENIX FIELD
Wind Dir/Speed- 180/004 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2590/ 40
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- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 59
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - 150	Make/Model- 5
		Last 30 Days- UNK/NR
		Instrument- 5
		Last 90 Days- 44

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TERRAIN WHEN IT OVERRAN THE RUNWAY ON A PLEASURE FLIGHT. NIGHT VISUAL METEOROLOGICAL CONDITIONS PREVAILED. THE PILOT STATED THAT UPON ARRIVAL HE WAS UNABLE TO SEE THE "WIND INDICATOR", HOWEVER, WHEN HE SAW AN ACFT LAND TO THE NORTH HE ELECTED TO DO THE SAME. HIS FIRST ATTEMPT AT LANDING WAS "TOO FAST" AND HE "WAVED OFF." ON THE SECOND ATTEMPT HE WAS UNABLE TO STOP PRIOR TO REACHING THE END OF RUNWAY 36. THE WIND WAS FROM THE SOUTH AT 4 TO 7 KTS.

Brief of Accident (Continued)

File No. - 626

4/08/83

FAIR OAKS, CA

A/C Reg. No. N2348T

Time (Lc1) - 1900 PST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
5. WEATHER CONDITION - TAILWIND

----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. - 718 4/08/83 WEAVERVILLE, CA A/C Reg. No. N15351 Time (Lcl) - 1940 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 2	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 4	0	0	0
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA32-300	Eng Make/Model - LYCOMING IO-540K1A5	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CAMERON PARK, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	WEAVERVILLE, CA	LONNIE POOL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3380/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3200
SE LAND,ME LAND	Months Since - 18	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS BEING FLOWN TO A UNI-DIRECTIONAL ARPT WITH AN INSTRUCTOR PLT (CFI) IN THE RIGHT FRONT SEAT & A STUDENT PLT/PROSPECTIVE BUYER IN THE LEFT FRONT SEAT. THE RWY ELEVATION WAS 2230 FT MSL AT THE SOUTH END & 2350 FT AT THE NORTH END. NORTH OF THE RWY, THE TERRAIN CONTINUED TO RISE & THE APPROACH END OF RWY 18 WAS OBSTRUCTED BY TREES UP TO 100 FT TALL. LANDINGS WERE PROHIBITED ON RWY 18 & ALL NIGHT OPERATIONS WERE PROHIBITED TO TRANSIENT PLTS. ACCORDING TO THE OPERATOR (ACFT), THE CFI SAID HE WAS AWARE OF THE OBSTRUCTIONS & LIMITATIONS & WAS FAMILIAR WITH THE ARPT. A WITNESS OBSERVED THE ACFT TOUCH DOWN AT NIGHT APRX 1/4 OF THE WAY DOWN THE RWY, THEN BOUNCE. THE ACFT DISAPPEARED FROM HIS VIEW, BUT SEVERAL WITNESSES HEARD WHAT THEY DESCRIBED AS APPLICATION OF FULL POWER. DURING A GO-AROUND, THE ACFT HIT THE TOPS OF THE TREES NEAR THE NORTH END OF THE RWY, THEN CRASHED & BURNED. ONE OF THE PASSENGERS WAS A PILOT & WAS A RESIDENT OF WEAVERVILLE, CA.

Brief of Accident (Continued)

File No. - 718

4/08/83

WEAVERVILLE, CA

A/C Reg. No. N15351

Time (Lc1) - 1940 PST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. GO-AROUND - DELAYED - PILOT IN COMMAND
6. TERRAIN CONDITION - RISING
7. OBJECT - TREE(S)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 675 4/08/83 DELANO, CA A/C Reg. No. N1397X Time (Lcl) - 0701 PST

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

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

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

Make/Model	- BELL 47G-3B-1	Eng Make/Model	- LYCOMING TVQ-435-BIB	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 270 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	Type of Clearance	- N/A
Lowest Ceiling	Type Apch/Lndg	- N/A
Obstructions to Vision		- N/A
Precipitation		
Condition of Light		

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

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total	- 11560
SE LAND	Months Since - 3	Make/Model	- 2100
HELICOPTER	Aircraft Type - H-12E	Instrument	- 10
		Last 24 Hrs	- 7
		Last 30 Days	- UNK/NR
		Last 90 Days	- 180
		Rotorcraft	- 11415

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A POWER LINE AND TREES WHILE APPLYING PESTICIDE TO AN ORCHARD. THE PILOT WAS FLYING INTO THE RISING SUN AND FAILED TO SEE THE POWER LINE WHICH SERVICED AN AGRICULTURAL DEEP WELL.

Brief of Accident (Continued)

File No. - 675

4/08/83

DELANO, CA

A/C Reg. No. N1397X

Time (Lcl) - 0701 PST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. OBJECT - TREE(S)
3. LIGHT CONDITION - SUNGLARE
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 720 4/13/83 AUBURN, CA A/C Reg. No. N333LK Time (Lcl) - 1740 PST

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

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

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

Make/Model	- CESSNA 182P	Eng Make/Model	- CONTINENTAL O-470R-25A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELETYPE	SAME AS ACC/INC	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	FRESNO, CA	AUBURN MUNI
Wind Dir/Speed	- 070/015 KTS	ATC/Airspace	Runway Ident
Visibility	- 30.0 SM	Type of Flight Plan	- 07
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Clearance	- 3100/ 60
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 - 33	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 725
SE LAND	Months Since - 20	Make/Model	- 369
	Aircraft Type - UNK/NR	Instrument	- 197
		Multi-Eng	- 2
		Last 24 Hrs	- 0
		Last 30 Days	- UNK/NR
		Last 90 Days	- 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO THIS FLT, THE ACFT HAD NOT BEEN FLOWN FOR TWO MONTHS OR REFUELED IN FIVE MONTHS. DURING THAT PERIOD, IT HAD BEEN EXPOSED TO UNUSUALLY HEAVY AMOUNTS OF RAINFALL. AN ANNUAL INSPECTION HAD BEEN COMPLETED ON 1/12/82 & 77 HRS HAD BEEN FLOWN SINCE THAT TIME. ON 3/17/83, THE ACFT HAD BEEN TAXIED FROM ITS TIE-DOWN TO A MAINTENANCE FACILITY FOR ANOTHER ANNUAL INSPECTION. ON THE DAY OF THE ACCIDENT, IT HAD NOT BEEN RETURNED TO SERVICE SINCE THE FACILITY HAD FOUND WATER IN THE FUEL FILTER & CARB, AND HAD PLANNED TO TROUBLESHOOT THE FUEL SYS. THE OWNER ASSUMED THAT THE ANNUAL INSPECTION WAS COMPLETE SINCE HE HAD RECEIVED AN INVOICE FOR THE SERVICE. DURING A PREFLIGHT, HE DRAINED THE SUMPS. SOME WATER WAS FOUND, BUT THE SUMPS WERE DRAINED UNTIL ONLY FUEL FLOWED. DURING TAKEOFF, THE ENG LOST POWER AT APRX 200 FT AGL & WOULD NOT RESTART. THE ACFT COLLIDED WITH TREES & CRASHED DURING A FORCED LANDING. WATER WAS FOUND IN THE CARB, FUEL SELECTOR & STRAINER, & LEFT TANK. ALSO, THE O-RINGS IN THE FUEL CAPS WERE WORN.

Brief of Accident (Continued)

File No. - 720

4/13/83

AUBURN, CA

A/C Reg. No. N333LK

Time (Lc1) - 1740 PST

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

Finding(s)

1. FUEL SYSTEM, CAP - WORN
 2. MAINTENANCE, ANNUAL INSPECTION - INITIATED - PILOT IN COMMAND
 3. MAINTENANCE, ANNUAL INSPECTION - NOT ATTAINED - OTHER MAINTENANCE PSNL
 4. IMPROPER DECISION - FBO PERSONNEL
 5. FLUID, FUEL - WATER
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 652 4/15/83 RIVERSIDE, CA A/C Reg. No. N68714 Time (Lcl) - 1135 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
0

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - LYCOMING O-234-L-2L
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

RIVERSIDE
Runway Ident - 27
Runway Lth/Wid - 5400/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 33
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 - 26 Last 24 Hrs - 1
Make/Model- 26 Last 30 Days- UNK/NR
Instrument- 1 Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE ACFT BECAME MISALIGNED WITH THE RWY AS HE FLARED. THE ACFT ALSO BALLOONED AND AT TOUCHDOWN THE NOSE GEAR COLLAPSED. THE ACFT SKIDDED OFF THE RIGHT SIDE OF THE RWY AND DESTROYED A RWY LIGHT DURING THE MANEUVER.

Brief of Accident (Continued)

File No. - 652

4/15/83

RIVERSIDE,CA

A/C Reg. No. N68714

Time (Lcl) - 1135 PST

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. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

4. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - RUNWAY LIGHT

Occurrence #4 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) 1,2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 644 5/14/83 BAKERSFIELD, CA A/C Reg. No. N63404 Time (Lcl) - 1830 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 150M
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/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/009 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

COSTERISAN FARMS
Runway Ident - 34
Runway Lth/Wid - 2200/ 40
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - 150

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

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A POWERLINE WHILE ON FINAL APPROACH AND NOSED OVER IN A OPEN FIELD ONE HALF MILE SHORT OF THE RUNWAY. THE PILOT HAD FLOWN INTO THIS ARPT THE MORNING OF THE ACCIDENT AS A PAX. SHE DECIDED TO DO SOME TAKEOFFS AND LANDINGS. LOCAL PILOTS WARNED HER ABOUT THE POWERLINE BEFORE HER DEPARTURE. DURING HER 1ST PATTERN SHE TURNED BASE INSIDE OF A POWERLINE 3/4 MILE FROM THE RUNWAY AND THOUGHT THIS WAS THE ONLY LINE. SHE BECAME OVERLY CONCERNED WITH CORRECTING AN OVERSHOOT OF THE WIND LINE ON FINAL AND DID NOT SEE THE SECOND SET OF WIRES 1/2 MILE FROM THE RUNWAY. THESE WIRES ARE ABOUT 65 FT HIGH. ACCORDING TO THE PILOT THE WIRE CONTACTED THE NOSE GEAR STRUT AND THE ACFT NOSED DOWN INTO A PLOWED FIELD.

Brief of Accident (Continued)

File No. - 644

5/14/83

BAKERSFIELD, CA

A/C Reg. No. N63404

Time (Lcl) - 1830 PDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 625 7/03/83 HEMET,CA A/C Reg. No. NN83FU Time (Lc1) - 1740 PDT

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

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

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

Make/Model - EIRI AVION PIK 20E	Eng Make/Model - ROTAX 501	ELT Installed/Activated - NO -N/A
Landing Gear - BODY GEAR	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 AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HEMET
Wind Dir/Speed- 200/010 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 36	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 615
SE LAND,SE SEA	Months Since. - 15	Make/Model- 25
GLIDER	Aircraft Type - UNK/NR	Instrument- 38
		Multi-Eng - 14
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 5
		Rotorcraft - 5
Instrument Rating(s) - UNK/NR		

-----Narrative-----

THE ACFT MADE A HARD LANDING OFF THE RUNWAY SURFACE AFTER THE ENGINE LOST POWER DURING A GO-AROUND. THIS WAS A MOTOR GLIDER AND THE PILOT SAID HE PLANNED THIS MISSED APPROACH GO-AROUND MANEUVER PRIOR TO HIS APPROACH. AT ABOUT 400 FT AGL HE APPLIED FULL THROTTLE BUT THE ENGINE WOULD NOT DEVELOP FULL POWER SO THE PILOT ELECTED TO MAKE A 180 DEGREE TURN AND LAND DOWNWIND. THE INITIAL APPROACH WAS TO RWY 22 WITH THE WIND FROM 200 DEGREES AT 10 KTS. UNABLE TO REACH THE RWY FOR LANDING HE LANDED ON THE ARPT IN A ROUGH DIRT GRASS AREA. TOUCHDOWN OCCURRED AT ABOUT 45 KTS AND A WING WAS DRAGGED DURING ROLL-OUT. THE PILOT REPORTED THE CAUSE OF THE ENGINE FAILURE WAS A CLOGGED FUEL FILTER.

Brief of Accident (Continued)

File No. - 625

7/03/83

HEMET, CA

A/C Reg. No. NN83FU

Time (Lc1) - 1740 PDT

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

Finding(s)

1. FUEL SYSTEM, FILTER - BLOCKED(PARTIAL)
 2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
-

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

Finding(s)

3. FUEL SYSTEM, FILTER - BLOCKED(PARTIAL)
 4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 673 7/16/83 GRASS VALLEY, CA A/C Reg. No. N3407T Time (Lcl) - 1154 PDT

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

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

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

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	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	HALF MOON BAY, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ALTA SIERRA
Wind Dir/Speed- 190/005 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 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 - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 105
SE LAND	Months Since - 15	Make/Model- 104
	Aircraft Type - C-177	Instrument- 6
		Last 24 Hrs - UNK/NR
		Last 30 Days- 3
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD FLOWN TO THE ARPT 5 TIMES BEFORE AND WAS AWARE THAT ALL LANDINGS WERE TO THE NORTH AND TAKEOFFS TO THE SOUTH ON THE SINGLE RWY 01-19. THIS WAS FOR NOISE ABATEMENT AT THE NORTH END OF THE RWY AND BECAUSE OF THE RWY UPSLOPE TO THE NORTH. AT ABOUT 1150 AN ACFT BELIEVED TO BE THE ACCIDENT ACFT WAS SEEN BY THE DAUGHTER AND SON-IN-LAW OVER THEIR HOUSE SOUTH OF THE ARPT HEADING TOWARD THE ARPT AS IF TO LAND ON RWY 01. AT 1154 THE ACFT WAS SEEN NORTH OF THE ARPT FLYING LOW WHERE IT STRUCK A TREE, PULLED UP, STALLED AND ROLLED OVER ON ITS LEFT SIDE TO CRASH NOSE FIRST. THE FLAPS WERE FOUND RETRACTED IN THE WRECKAGE. THE OWNER'S MANUAL STATES THAT IN A GO AROUND CLIMB APPLY FULL POWER SMOOTHLY, REMOVE CARBURETOR HEAT AND REDUCE FLAPS PROMPTLY TO THE HALF POSITION. AT 75 MPH RETRACT FLAPS SLOWLY TO FULL UP. IF OBSTACLES ARE AHEAD THE WING FLAPS SHOULD BE LEFT AT HALF UNTIL OBSTACLES ARE CLEARED.

Brief of Accident (Continued)

File No. - 673

7/16/83

GRASS VALLEY, CA

A/C Reg. No. N3407T

Time (Lc1) - 1154 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
 3. GO-AROUND - INITIATED - PILOT IN COMMAND
 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 6. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND
-

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

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

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. - 657 7/16/83 COLUMBIA, CA A/C Reg. No. N5492W Time (Lc1) - 1620 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 -MANEUVERING					

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

Make/Model - PIPER PA-28	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	LOCAL	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 - 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 - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 114
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - PA-28	Make/Model- 69
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED A POWERLINE 100 FT ABOVE THE WATER AT NEW MELLONES RESERVOIR. THE ACFT WAS LANDED AT COLUMBIA, CA WITHOUT FURTHER INCIDENT. AN INSPECTION OF THE ACFT REVEALED THAT THE TOP PORTION OF THE VERTICAL STABILIZER WAS MISSING AND THE RUDDER WAS TORN BACKWARDS. THE PILOT STATED HE WAS 600 FT ABOVE THE WATER. HOWEVER, THE ELECTRIC COMPANY VERIFIED THAT THE LINES WERE 100 FT ABOVE THE WATER.

Brief of Accident (Continued)

File No. - 657

7/16/83

COLUMBIA, CA

A/C Reg. No. N5492W

Time (Lc1) - 1620 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 658 7/16/83 AUBURN, CA A/C Reg. No. N8059W Time (Lcl) - 1520 PDT

-----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	2	
Accident Occurred During -LANDING						

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

Make/Model - PIPER PA-28	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - VRS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	MEDFORD, OR	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	AUBURN
Wind Dir/Speed- 180/025 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3100/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance -	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 - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 129
SE LAND	Months Since - 7	Make/Model- 24
	Aircraft Type - PA-28	Instrument- 0
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE ACFT MAKE TWO APPROACHES TO RWY 25. DURING THE SECOND APPROACH THE ACFT GOT CLOSE TO THE RWY AND DRIFTED TO THE RIGHT. POWER WAS APPLIED AND THE ACFT COLLIDED WITH A TREE. THE WIND WAS GUSTING TO 30 KTS.

Brief of Accident (Continued)

File No. - 658

7/16/83

AUBURN,CA

A/C Reg. No. N8059W

Time (Lc1) - 1520 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - CROSSWIND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
 5. GO-AROUND - INITIATED - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 646 7/18/83 CALIPATRIA,CA A/C Reg. No. N4463Q Time (Lcl) - 2210 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 - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D9	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CALIPATRIA,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 225/002 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LNDG	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5036
SE LAND,ME LAND	Months Since - 6	Make/Model- 1309
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 478
		Multi-Eng - 80
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 185
		Rotorcraft - 87
Instrument Rating(s) - AIRPLANE		

-----Narrative-----

THE ACFT MADE A HARD LANDING IN A COTTON FIELD DURING A CROP DUSTING OPERATION AFTER BUFFETING WAS FELT IN A TURN. THE PILOT THOUGHT HE WAS STALLING IN VORTEX TURBULENCE FROM ANOTHER ACFT IN FRONT OF HIM. A TOXIC LOAD OF SUPRECID WAS DUMPED BEFORE THE PILOT LANDED IN THE COTTON FIELD. THE PILOT ALSO SAID THAT EVEN THOUGH SOME POWER WAS AVAILABLE THE POWER DID NOT INCREASE WHEN HE ADDED MORE THROTTLE. HE STATED THAT HE MADE A PRECAUTIONARY LANDING IN THE LEVEL FIELD. AN EXAMINATION OF THE ENGINE REVEALED VALVE TRAIN CONTINUITY, THE MAGNETOS SPARKED, AND DIFFERENTIAL COMPRESSION WAS GOOD THERE NO FUEL CONTAMINATION. NO CONDITIONS WERE FOUND THAT WOULD PREVENT NORMAL OPERATION OF THE ENGINE.

Brief of Accident (Continued)

File No. - 646

7/18/83

CALIPATRIA, CA

A/C Reg. No. N4463Q

Time (Lc1) - 2210 PDT

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

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

Finding(s)
 1. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

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

Finding(s)
 3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

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. - 661 7/22/83 AVENAL, CA A/C Reg. No. N57SK Time (Lcl) - 1800 PDT

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

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

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

Make/Model - AYRES TURBO THRUSH S2R-34	Eng Make/Model - P & W PT6A-34AG	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - TURBOPROP	
No. of Seats - 1	Rated Power - 750 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	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5921
SE LAND, ME LAND	Months Since - 9	Make/Model- 2202
HELICOPTER	Aircraft Type - C-150	Instrument- 10
		Multi-Eng - 26
		Last 24 Hrs - 5
		Last 30 Days- 100
		Last 90 Days- 400
		Rotorcraft - 572

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH WIRES DURING AERIAL APPLICATION. THE ACFT HOPPER WAS INADVERTENTLY SET ON FULL OPEN FOR THE 3RD OPERATION OF THE DAY. THERE IS NO INDICATOR IN THE COCKPIT TO SHOW THE PILOT THE POSITION OF THE GATE STOP. WHEN THE PILOT OPENED THE HOPPER GATE EXPECTING IT TO OPEN HALF-WAY IT OPENED ALL THE WAY. THE ACFT BALLOONED AS A RESULT AND COLLIDED WITH THE WIRES. THE PILOT WAS ABLE TO LEVEL THE ACFT BUT COULD NOT SEE BECAUSE OF MATERIAL FROM THE HOPPER ON THE WINDSHIELD AND HE COLLIDED WITH THE GROUND.

Brief of Accident (Continued)

File No. - 661

7/22/83

AVENAL, CA

A/C Reg. No. N57SK

Time (Lc1) - 1800 PDT

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

Finding(s)

1. SPRAY/DUSTING EQUIPMENT - UNMARKED
 2. LOAD JETTISON - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 4. OBJECT - WIRE, TRANSMISSION
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

5. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 660 7/24/83 JACUMBA, CA A/C Reg. No. N53619 Time (Lcl) - 1500 PDT

-----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	2
Accident Occurred During	-APPROACH	NONE	Pass 0	0	0	0

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

Make/Model	- LAISTER LK10	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	- UNK/NR	Engine Type	- UNK/NR		
No. of Seats	- 2	Rated Power	- N/A		

-----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- 270/010 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">JACUMBA</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 2985/ 133</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL,CFI</p> <p style="padding-left: 20px;">ME LAND</p> <p style="padding-left: 20px;">GLIDER</p>	<p>Age - 31</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 1</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 419</p> <p style="padding-left: 20px;">Make/Model- 71</p> <p style="padding-left: 20px;">Instrument- 0</p> <p style="padding-left: 20px;">Last 24 Hrs - 2</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 13</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STRUCK A BUSH DURING A LANDING SHORT OF THE RWY. THE INSTRUCTOR IN THE REAR SEAT NOTED THAT THE AIRSPEED INDICATOR AT THAT POSITION DID NOT REGISTER BELOW 60 MPH BY DESIGN. THE INSTRUCTOR HAD NO RECENT EXPERIENCE IN THIS MAKE OF ACFT AND HAD NO FEELING FOR AIRSPEED IN IT. HE SAW THE ACFT WAS LOW AND SLOW AND REACHED TO CLOSE THE DIVE BRAKES AS THE ACFT STARTED TO SETTLE. THE ACFT IMPACTED A BUSH WITH THE LEFT WING AND GROUNDLOOPED COMING TO REST SHORT OF RWY 25. THE INSTRUCTOR OBSERVED THAT THERE WERE WIND SHEAR CONDITIONS AT THE TIME AND GUSTS TO 20 KTS.

Brief of Accident (Continued)

File No. - 660

7/24/83

JACUMBA,CA

A/C Reg. No. N53619

Time (Lc1) - 1500 PDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - WINDSHEAR
 3. DISTANCE - MISJUDGED - DUAL STUDENT
 4. ALTITUDE - MISJUDGED - DUAL STUDENT
 5. AIRSPEED - MISJUDGED - DUAL STUDENT
 6. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND(CFI)
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 769 7/25/83 BAKERSFIELD, CA A/C Reg. No. N8370L Time (Lc1) - 1630 PDT

-----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	5	
Accident Occurred During -LANDING						

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

Make/Model - PIPER PA32R-T301	Eng Make/Model - LYCOMING TIO-540-31AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6500	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RIO BRAVO
Wind Dir/Speed- 340/009 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3065/ 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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1230
SE LAND	Months Since - 4	Make/Model- 32
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED HARD, COLLIDED WITH A DITCH AND COLLAPSED THE LANDING GEAR DURING A FORCED LANDING AFTER THE ENGINE QUIT AT 75 FT AGL DURING TAKEOFF. THE ENGINE WAS STARTED AFTER THE ACCIDENT AND RAN FOR OVER 7 MINUTES UNTIL IT WAS CUT OFF.

Brief of Accident (Continued)

File No. - 769

7/25/83

BAKERSFIELD,CA

A/C Reg. No. N8370L

Time (Lc1) - 1630 PDT

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 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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. - 778 7/26/83 ARVIN,CA A/C Reg. No. N6445Q Time (Lcl) - 1210 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	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 - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	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	MOJAVE,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BAKERSFIELD,CA	Runway Ident - N/A
Wind Dir/Speed- 300/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 5210
SE LAND,ME LAND	Months Since - 2	Make/Model- 905
	Aircraft Type - UNK/NR	Instrument- 910
		Multi-Eng - 3210
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 106
Instrument Rating(s) - AIRPLANE		

-----Narrative-----

THE ACFT EXPERIENCED A ROUGH ENGINE PRIOR TO THE POWER LOSS. THE PILOT REDUCED POWER AND APPLIED CARBURETOR HEAT DURING THE DESCENT WHICH ENDED IN A FORCED LANDING IN A PLOWED FIELD. THE ACFT WAS LANDED PERPENDICULAR TO THE FURROWS & NOSED OVER. THE INVESTIGATION REVEALED A CRACKED CARBURETOR. WHEN A NEW CARBURETOR WAS INSTALLED THE ENGINE STARTED AND RAN UNTIL SHUT DOWN. FUEL ABOARD THE ACFT AT THE CRASH SITE AND SIX QUARTS OF OIL REMAINED IN THE ENGINE.

Brief of Accident (Continued)

File No. - 778

7/26/83

ARVIN,CA

A/C Reg. No. N6445Q

Time (Lcl) - 1210 PDT

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

Finding(s)

1. FUEL SYSTEM,CARBURETOR - CRACKED

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

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

Finding(s)

2. TERRAIN CONDITION - 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. - 647 8/06/83 SAN SIMEON,CA A/C Reg. No. N64196 Time (Lcl) - 1500 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 3	0	0	0
Accident Occurred During -CRUISE					

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

Make/Model - CESSNA 172	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	MONTEREY,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 220/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - BROKEN	Type Apch/Lndg -	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 101
SE LAND	Months Since - 14	Make/Model- 46
	Aircraft Type - 152	Instrument- 2
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE TERRAIN WHILE ON A PLEASURE FLIGHT FOR THE PURPOSE OF SIGHTSEEING. THE WRECKAGE WAS FOUND IN A BOX CANYON AT 3500 FT MSL. EXAMINATION OF THE ACCIDENT SITE REVEALED THAT THE ACFT IMPACTED ON A HEADING OF APPROX 085 DEGREES. THE SURROUNDING MOUNTAIN PEAKS ARE UP TO 5155 FT MSL. INVESTIGATION DID NOT REVEAL ANY REASON FOR THE CRASH.

Brief of Accident (Continued)

File No. - 647

8/06/83

SAN SIMEON, CA

A/C Reg. No. N64196

Time (Lcl) - 1500 PDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
 2. UNDETERMINED
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 792 8/13/83 KERNVILLE, CA A/C Reg. No. N94369 Time (Lcl) - 1300 PDT

-----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	1	Serious	Minor	None
Accident Occurred During -CLIMB			0	0	0	0
			0	0	0	0

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

Make/Model - ERCOUPE 415-C	Eng Make/Model - CONTINENTAL C85	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1400	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 85 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	KERNVILLE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BAKERSFIELD, CA	
Wind Dir/Speed- 320/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 261
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 241
		Last 30 Days- 2
		Instrument- 0
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN RISING TERRAIN 6 MI WEST OF THE DEPARTURE ARPT AT 5,000 FT MSL. THE ALTA SIERRA PASS IS 6,500 FT MSL WITH MOUNTAIN TOPS AT 8,320 FT MSL. THE PLT WAS ISSUED A STUDENT CERTIFICATE ON 8/22/80 WHICH WAS NOT RENEWED.

Brief of Accident (Continued)

File No. - 792

8/13/83

KERNVILLE,CA

A/C Reg. No. N94369

Time (Lcl) - 1300 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. TERRAIN CONDITION - RISING
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, INADEQUATE RECURRENT TRAINING - PILOT IN COMMAND
 6. PROPER CLIMB RATE - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

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

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. - 791 8/16/83 KERNVILLE,CA A/C Reg. No. N4738F Time (Lcl) - 1225 PDT

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

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

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

Make/Model - CESSNA P206B	Eng Make/Model - CONTINENTAL IO-520-A	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 - 4	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	KERNVILLE,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 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 - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1879
SE LAND	Months Since - 7	Make/Model- 810
	Aircraft Type - C-206	Instrument- 350
		Multi-Eng - 161
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS CONDUCTING AN AERIAL SEARCH IN A BOX CANYON. ACCORDING TO THE SURVIVING PAX THEY RAN OUT OF ROOM TO TURN THE ACFT AROUND IN THE CANYON. THE ACFT CRASHED AT THE 3,850 FT LEVEL. SURROUNDING MOUNTAIN PEAKS ARE 9,470 FT MSL.

Brief of Accident (Continued)

File No. - 791

8/16/83

KERNVILLE, CA

A/C Reg. No. N4738F

Time (Lc1) - 1225 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. TERRAIN CONDITION - RISING
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 773 1/30/83 ENGLEWOOD, CO A/C Reg. No. N24924 Time (Lcl) - 1030 MST

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

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

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

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 115 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	ARAPAHOE
Wind Dir/Speed	- 110/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 50.0 SM	Type of Flight Plan	- 16L
Lowest Sky/Clouds	- 20000 FT SCATTERED	Type of Clearance	- 5140/ 77
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 - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total	- 50
	Months Since - N/A	Make/Model	- 50
	Aircraft Type - N/A	Instrument	- 0
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A SNOWBANK AT THE EDGE OF THE RWY DURING ROLLOUT ON LANDING AND NOSED OVER. THE STUDENT PILOT STATED THAT HE HAD MADE ONE TOUCH AND GO LANDING ON RWY 16L. THE TOWER CHANGED TRAFFIC TO 16R AND GAVE WINDS AS FROM 11 DEGREES AT 10 KTS. THE PILOT TOUCHED DOWN ON RWY 16R NEAR THE RIGHT EDGE. DURING ROLLOUT THE WIND VEERED THE ACFT TOWARD THE LEFT EDGE. BEFORE THE PILOT COULD CORRECT THE SWERVE THE ACFT COLLIDED WITH A SNOW BANK AND NOSED OVER.

Brief of Accident (Continued)

File No. - 773

1/30/83

ENGLEWOOD, CO

A/C Reg. No. N24924

Time (Lc1) - 1030 MST

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. 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 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 732 2/12/83 N. WINTER PARK, CO A/C Reg. No. N28TW Time (Lc1) - 1453 MST

-----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	NONE	Pass	0	1	0
Accident Occurred During -DESCENT				0	0

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

Make/Model - NORTH AMERICAN T-28A	Eng Make/Model - LYCO/WRIGHT R-1820	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 7150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 800 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LONGMONT, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 300/030 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 -	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-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4314
SE LAND, ME LAND	Months Since - 6	Make/Model- 60
	Aircraft Type - T-28	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 34
		Last 90 Days- 59
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE SURVIVING PASSENGER (THE PLT'S 15 YR OLD SON), THEY SAW SOME SKIERS AFTER CROSSING OVER A MOUNTAIN PASS. HE STATED THAT AS THEY TURNED, HIS FATHER SAID, "LET'S BUZZ THEM." HE REPORTED THAT THEY TURNED SHARPLY, "SORT OF DOVE DOWN TO BUZZ THEM," THEN THAT WAS ALL HE COULD REMEMBER. ACCORDING TO ONE OF THE SKIERS THAT WAS FAMILIAR WITH T-28 ACFT, THEY HEARD & SAW THE T-28 CROSS ROLLINS PASS AT APRX 300 TO 350 FT AGL. AS THE ACFT PASSED, THEY WAVED AT IT & THEN THE PLT RESPONDED (THEY BELIEVED) BY ROCKING HIS WINGS. SOON AFTER THAT, THE ACFT WENT INTO A STEEP LEFT BANK AS IF TO TURN BACK TOWARD THEM. THE WITNESS REPORTED THAT THE ACFT WAS TURNING AT A CONSTANT ALTITUDE, WHEN THE NOSE SUDDENLY DROPPED. THE PLT LEVELED THE WINGS & THE ACFT STARTED A DIVE, THEN DISAPPEARED FROM HIS VIEW, BEHIND A RIDGE. HE HEARD POPPING SOUNDS THAT HE THOUGHT SOUNDED LIKE A T-28 HAVING HAD THE THROTTLE MOVED RAPIDLY. AN INVESTIGATION REVEALED THE ACFT HAD COLLIDED WITH TREES & CRASHED. NO PREIMPACT/MECHANICAL FAILURES FOUND.

Brief of Accident (Continued)

File No. - 732

2/12/83

N. WINTER PARK, CO

A/C Reg. No. N28TW

Time (Lc1) - 1453 MST

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

Finding(s)

1. LOW PASS - INITIATED - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. TERRAIN CONDITION - HIGH TERRAIN
 4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

7. OBJECT - TREE(S)
-

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

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 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) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 611 2/15/83 DOVE CREEK, CO A/C Reg. No. N84631 Time (Lcl) - 1335 MST

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

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

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

Make/Model - CESSNA 172K	Eng Make/Model - LYCOMING O-320-D2G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
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	NUCLA, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DOVE CREEK
Wind Dir/Speed- 270/006 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 135
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - SNOW - WET
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 - 1400
SE LAND, ME LAND	Months Since - 8	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model - 784
		Instrument - 53
		Last 30 Days - UNK/NR
		Last 90 Days - 22
		Multi-Eng - 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED DURING A LOW PASS OVER THE SNOW COVERED RUNWAY. THE PILOT STATED THAT HE MADE TWO LOW PASSES OVER THE RWY DURING THE 2ND PASS "THE ACFT WAS IN GROUND, EFFECT WITH MILD UP AND DOWN DRAFTS USING MINIMAL POWER SETTING." THE LEFT WING WAS DOWN DUE TO LEFT CROSSWIND. THE PILOT WAS FLYING FROM THE RT. SEAT AND 1ST LOOKED OUT THE RT WINDOW. "WE WERE 3 TO 4 FT ABOVE THE SNOW AT ABOUT 65-70 MPH. I LOOKED TO THE FRONT THEN TO MY LEFT. THE ACFT WENT INTO AN ABRUPT NOSE LOW ATTITUDE. THE RT WING HIT THEN CARTWHEELED TO THE LEFT." IN A WRITTEN REPORT THE PILOT WROTE, "WHEN I MADE THE 2ND PASS I SHOULD HAVE BEEN SUBSTANTIALLY HIGHER WITH 5 TO 10 KTS MORE AIRSPEED."

Brief of Accident (Continued)

File No. - 611

2/15/83

DOVE CREEK, CO

A/C Reg. No. N84631

Time (Lc1) - 1335 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. VISUAL LOOKOUT - INACCURATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 5. AIRSPEED - BELOW - PILOT IN COMMAND
 6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 774 2/15/83 SALIDA, CO A/C Reg. No. N12775 Time (Lcl) - 1530 MST

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

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

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

Make/Model - CESSNA 182	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 - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 150/010 KTS Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN	Airport Proximity ON AIRPORT Airport Data ALEXANDER Runway Ident - 24 Runway Lth/Wid - 6065/ 60 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
STUDENT	Current - N/A	Total - 65	Last 24 Hrs - 2	
	Months Since - N/A	Make/Model- 65	Last 30 Days- UNK/NR	
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- 45	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLAPSED THE NOSE GEAR AND DAMAGED THE PROPELLER DURING A LANDING. THE PILOT WAS PRACTICING CROSS-WIND LANDINGS WHEN THE ACFT STARTED TO PORPOISE. THE NOSE GEAR AND THE PROPELLER STRUCK THE RWY SEVERAL TIME BEFORE THE ACFT WAS STOPPED.

Brief of Accident (Continued)

File No. - 774

2/15/83

SALIDA, CO

A/C Reg. No. N1277S

Time (Lc1) - 1530 MST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND

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. - 798 4/24/83 GRAND JUNCTION, CO A/C Reg. No. N9644C Time (Lcl) - 1143 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	0
Accident Occurred During - LANDING					

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

Make/Model - NORTH AMERICAN T-6	Eng Make/Model - P & W R1340-AN-1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL FIXED-MAINS RETRACT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 5239	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		WALKER FIELD
Basic Weather - VMC	ATC/Airspace	Runway Ident - 22
Wind Dir/Speed- 180/018 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 5366/ 100
Visibility - 90.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 7000 FT SCATTERED	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4000
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 1
GLIDER	Aircraft Type - UNK/NR	Make/Model- 100
		Instrument- 250
		Multi-Eng - 2000
Instrument Rating(s) - NONE		Last 30 Days- UNK/NR
		Last 90 Days- 7

-----Narrative-----

THE PILOT STATED THAT HE MADE HIS APPROACH TO RWY 22 WITH A CROSSWIND OF 23 KTS. THE ACFT BOUNCED AND RELANDED ON 3 POINTS FAIRLY HARD. THE ACFT ROLLED OUT FOR 100 YARDS VEERING TO LEFT, THEN TURNING 90 DEGREES LEFT. THE RIGHT GEAR COLLAPSED. THE WIND WAS REPORTED FROM 180 DEGREES AT 18 KTS GUSTING TO 25 KTS.

Brief of Accident (Continued)

File No. - 798

4/24/83

GRAND JUNCTION, CO

A/C Reg. No. N9644C

Time (Lcl) - 1143 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. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 770 6/08/83 MOLINA,CO A/C Reg. No. N732ZQ Time (Lcl) - 1418 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	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 TU206G	Eng Make/Model - CONTINENTAL TSIO-520-M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GRAND JUNCTION,CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DENVER,CO	Runway Ident - N/A
Wind Dir/Speed- 350/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT OVERCAST	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)
COMMERCIAL	Current - YES	Total - 1263
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 72
		Last 30 Days- UNK/NR
		Instrument- 116
		Last 90 Days- 9
		Multi-Eng - 333

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD LEVELED OFF AT 17500 FT MSL WHEN THE ENGINE MADE A DETONATING SOUND AND LOST POWER. MANIFOLD PRESSURE WENT TO ABOUT 12 INCHES. FUEL PRESSURE WAS NORMAL BUT THE CYLINDER HEAD TEMPERATURE FELL RAPIDLY. AT 9000 FT MSL THE ENGINE SURGED TO ABOUT 16 INCHES OF MANIFOLD PRESSURE. WHEN THE PILOT LEANED THE MIXTURE THE ENGINE VIBRATED SEVERELY SO THE PILOT SECURED THE ENGINE. POST ACCIDENT INVESTIGATION REVEALED THAT THE RUBBER HOSE FROM THE TURBOCHARGER COMPRESSOR DUCT TO THE THROTTLE BODY DUCT HAD SEPARATED.

Brief of Accident (Continued)

File No. - 770

6/08/83

MOLINA,CO

A/C Reg. No. N732ZQ

Time (Lcl) - 1418 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF

Phase of Operation CRUISE - NORMAL

Finding(s)

1. EXHAUST SYSTEM,TURBOCHARGER - IMPROPER
2. EXHAUST SYSTEM,TURBOCHARGER - LOOSE
3. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
4. EXHAUST SYSTEM,TURBOCHARGER - SEPARATION

Occurrence #2 FORCED LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER

Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 691 1/21/83 NAPLES, FL A/C Reg. No. N342T Time (Lcl) - 1651 EST

-----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	1
Accident Occurred During -LANDING					

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

Make/Model - BEECH E18-S	Eng Make/Model - P & W PT-6A-20	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL RETRACT	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 9300	Engine Type - TURBOPROP	
No. of Seats - 6	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	HOUSTON, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	NAPLES MUNICIPAL
Wind Dir/Speed- 260/008 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s).	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 22300
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 20
	Aircraft Type - UNK/NR	Instrument- 3000
		Multi-Eng - 22200
Instrument Rating(s) - AIRPLANE		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

-----Narrative-----

THE ACFT DEPARTED THE RIGHT SIDE OF THE RUNWAY AND THE RIGHT GEAR SEPARATED FROM THE ACFT. EXAMINATION OF THE FRACTURE SURFACE REVEALED NO EVIDENCE OF FATIGUE OR OTHER TYPE OF SLOW GROWTH CRACKING.

Brief of Accident (Continued)

File No. - 691

1/21/83

NAPLES, FL

A/C Reg. No. N342T

Time (Lc1) - 1651 EST

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

Finding(s)

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

Occurrence #2 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. - 702 2/19/83 ST. PETERSBURG, FL A/C Reg. No. N507LS Time (Lcl) - 1130 EST

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

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

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

Make/Model - PITTS SPECIAL S-1C	Eng Make/Model - LYCOMING IO-320-C1A	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	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	ST. PETERSBURG, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 030/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 356
SE LAND	Months Since - 21	Make/Model- 1
	Aircraft Type - 152	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 645

Instrument Rating(s) - UNK/NR

-----Narrative-----

THIS WAS THE PLT'S 2ND FLT IN HIS HOME BUILT ACFT. DURING HIS PREFLIGHT, HE CHECKED THE SIGHT GAUGE FOR FUEL, BUT DID NOT VISUALLY CHECK THE FUEL TANK. THE GAUGE INDICATED THAT THERE WAS ABOUT 17 GAL OF FUEL REMAINING. DURING FLIGHT, THE ENGINE LOST POWER AND RAN ONLY A FEW SECONDS WHEN A RESTART WAS ATTEMPTED. SUBSEQUENTLY, A CRASH LANDING WAS MADE ON A COLLEGE CAMPUS. THE PLT REPORTED THAT HE HAD INCORPORATED AN ON/OFF VALVE IN A FUEL LINE TO THE SIGHT GAUGE, SO HE COULD TURN IT OFF IF A FUEL LEAK OCCURRED IN THE GAUGE SYSTEM. HE REPORTED THAT EARLIER, HE HAD TURNED THE VALVE OFF & HAD FORGOTTEN IT, THUS TRAPPING FUEL IN THE GAUGE. AFTER THE ACCIDENT, HE ESTIMATED THAT HE HAD ABOUT 3 GAL OF FUEL ON BOARD WHEN HE TOOKOFF.

Brief of Accident (Continued)

File No. - 702

2/19/83

ST. PETERSBURG, FL

A/C Reg. No. N507LS

Time (Lc1) - 1130 EST

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

Finding(s)

1. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INOPERATIVE
2. ENGINE INSTRUMENT - IMPROPER USE OF - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
4. FLUID, FUEL - EXHAUSTION
5. 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) 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. - 602 2/19/83 CEDAR KEY, FL A/C Reg. No. N112DB Time (Lcl) - 1430 EST

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

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

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

Make/Model - CESSNA 310R	Eng Make/Model - CONTINENTAL IO-520-M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 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	DAYTONA BEACH, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GEORGE T. LEWIS
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE		
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, CFI	Current - YES	Total - 1900
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 160
		Instrument- 156
		Multi-Eng - 195
		Last 30 Days- UNK/NR
		Last 90 Days- 120
Instrument Rating(s) - AIRPLANE		

-----Narrative-----

REPORTEDLY, THE FLT INSTRUCTOR (CFI) ELECTED TO DEMONSTRATE A SHORT FIELD LANDING & LANDED THE ACFT WITH THE STALL WARNING SYS ON. HE REPORTED THAT AFTER TOUCHDOWN, HE TRIED TO SLOW THE ACFT WITH THE BRAKES, BUT IT WOULD NOT SLOW DOWN. THE CFI THEN ELECTED TO GO AROUND, BUT HAD INSUFFICIENT AIRSPEED. SUBSEQUENTLY, THE ACFT WENT OFF THE END OF THE RWY & CAME TO REST UPSIDE DOWN IN WATER.

Brief of Accident (Continued)

File No. - 602

2/19/83

CEDAR KEY, FL

A/C Reg. No. N112DB

Time (Lc1) - 1430 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. UNDETERMINED
 2. GO-AROUND - CONTINUED - PILOT IN COMMAND(CFI)
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 672 3/20/83 FORT LAUDERDALE, FL A/C Reg. No. N3618K Time (Lcl) - 1003 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - PIPER J3C-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 1

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

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

Airport Data

FORT LAUDERDALE
Runway Ident - 13
Runway Lth/Wid - 4000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 080/008 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 8000 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

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

Pilot-In-Command

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

Age - 22
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

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

Total	- 634	Last 24 Hrs -	7
Make/Model-	320	Last 30 Days-	UNK/NR
Instrument-	44	Last 90 Days-	112
Multi-Eng -	10		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT'S FATHER AND FIANCEE WERE ACTING AS GROUND CREW FOR THE BANNER PICKUP. THE PILOT'S FATHER, WHO IS A SENIOR CAPTAIN FOR PAN AM, STATED THAT THE ACFT FLEW IN A VERY ERRATIC MANNER AFTER THE BANNER TOWING HOOK WAS THROWN OUT. THE ACFT WAS BANKING AND PITCHING UNTIL IT PITCHED DOWN INTO A STEEP DESCENDING RIGHT TURN. TWO OTHER WITNESSES THOUGHT THE ACFT ACTED AS IF IT WERE IN A CROSS CONTROL OR ACCELERATED STALL CONDITION. INVESTIGATION REVEALED THE PITCH TRIM WAS IN THE FULL NOSE UP POSITION. NO REASON COULD BE FOUND FOR THIS. NO PROBLEMS WERE FOUND WITH THE ENGINE. WITNESSES SAID THE ENGINE OPERATED AT CONSTANT POWER DURING THE CRASH.

Brief of Accident (Continued)

File No. - 672

3/20/83

FORT LAUDERDALE, FL

A/C Reg. No. N3618K

Time (Lc1) - 1003 EST

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

Finding(s)

1. ELEVATOR TRIM - IMPROPER - PILOT IN COMMAND
 2. AIRCRAFT HANDLING - IMPROPER - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 725 4/14/83 HOLLYWOOD, FL A/C Reg. No. N444PV Time (Lcl) - 1508 EST

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-WALKER'S INTERL., INC.	DESTROYED					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	Fatal	0	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	0
Accident Occurred During	-LANDING						

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

Make/Model	- BEECH G18S	Eng Make/Model	- P & W R-985-14B	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL RETRACT	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 9800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 450 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	WALKER'S CAY BH	FT. LAUDERDALE HW. INTL.
Wind Dir/Speed- 140/015 KTS	ATC/Airspace	Runway Ident - 09L
Visibility - 8.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 8048/ 150
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 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 - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5810
SE LAND, ME LAND	Months Since - 1	Make/Model - 800
GLIDER	Aircraft Type - G18S	Instrument - 950
		Multi-Eng - 3200
		Last 24 Hrs - 2
		Last 30 Days - UNK/NR
		Last 90 Days - 36

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT START, TAXI & TAKEOFF WERE NORMAL UNTIL AFTER HE RAISED THE GEAR HANDLE & THE ACFT WAS CLIMBING THRU APRX 150 TO 200 FT AGL. AT THAT TIME, HE NOTICED THAT THE LEFT ENG RPM WAS DECAYING. THERE WAS INSUFFICIENT RWY REMAINING TO ABORT, SO HE ELECTED TO FEATHER THE LEFT ENG & CONTINUE THE TAKEOFF. THE LEFT PROP STOPPED ROTATING BEFORE IT FEATHERED. WITH ADDITIONAL DRAG FROM THE LEFT PROP, THE ACFT WOULD NOT CLIMB OR MAINTAIN LEVEL FTL. THE PLT WAS ABLE TO FLY THE ACFT OVER BUILDINGS & OTHER OBSTACLES (UP TO 75 FT TALL) NEAR THE ARPT BOUNDRY. JUST BEYOND THESE OBSTACLES, THE ACFT STRUCK TREES & CRASHED IN A WOODED AREA. THERE WAS A SMALL POST-IMPACT FIRE NEAR THE ACCESSORY SECTION OF THE RIGHT ENG. AN EXAM & TEARDOWN OF THE LEFT ENG REVEALED THAT AN IMPELLER SHAFT BEARING, PRATT & WHITNEY PART NUMBER 288943, HAD FAILED & ALLOWED THE IMPELLER TO RUB AGAINST THE DIFFUSER. NO OTHER PREIMPACT FAILURES WERE FOUND.

Brief of Accident (Continued)

File No. - 725

4/14/83

HOLLYWOOD, FL

A/C Reg. No. N444PV

Time (Lc1) - 1508 EST

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

Finding(s)

1. ENGINE ASSEMBLY, BLOWER/IMPELLER - FAILURE, TOTAL

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

Finding(s)

2. PROPELLER FEATHERING - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. OBJECT - TREE(S)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 659 4/27/83 DAYTONA BEACH, FL A/C Reg. No. N9450V Time (Lcl) - 1515 EDT

-----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 - MOONEY M20E
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/015 KTS
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
FT. LAUDERDALE, FL
Destination:
DAYTONA, FL

Airport Proximity
ON AIRPORT

Airport Data

SPRUCE CREEK
Runway Ident - 23
Runway Lth/Wid - 4000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 32
Biennial Flight Review

Current - YES
Months Since - 17
Aircraft Type - UNK/NR

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

Total	-	251	Last 24 Hrs -	2
Make/Model-	155	Last 30 Days-	11	
Instrument-	14	Last 90 Days-	12	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING TOUCH DOWN THE ACFT BOUNCED & HE LOST CONTROL. HE ELECTED TO GO AROUND TO TRY TO REGAIN CONTROL OF THE ACFT. DURING THE GO-AROUND THE ACFT VEERED RIGHT & COLLIDED WITH A PALM TREE.

Brief of Accident (Continued)

File No. - 659

4/27/83

DAYTONA BEACH, FL

A/C Reg. No. N9450V

Time (Lc1) - 1515 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
4. GO-AROUND - INITIATED - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 637 5/07/83 BROOKSVILLE, FL A/C Reg. No. N9086 Time (Lcl) - 1315 EDT

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

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

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

Make/Model - ENSTROM F-28A	Eng Make/Model - LYCOMING HIO-360-CIA	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 - 3	Rated Power - 205 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	HERNANDO CO.
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - UNK/NR	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-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 750
SE LAND,ME LAND	Months Since - 4	Make/Model- 42
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 100
		Multi-Eng - 18
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 145
		Rotorcraft - 220
Instrument Rating(s) - AIRPLANE		

-----Narrative-----

THE ACFT ROLLED OVER AND CRASHED DURING AN ATTEMPTED DOWNWIND RUNNING TAKEOFF. THE ACFT WAS DESTROYED BY IMPACT FORCES AND FIRE. THE PILOT AND 2 PASSENGERS WERE NOT INJURED. A WITNESS ON THE GROUND AND ONE OF THE PASSENGERS WHO IS AN A&P MECHANIC STATED THAT THE PILOT HOVER-TAXIED DOWNWIND AND ALL OWED THE ACFT TO SETTLE TO THE GROUND. HE THEN ATTEMPTED THE DOWNWIND RUNNING TAKEOFF. THE PILOT SAID "I SHOULD NOT HAVE ATTEMPTED TO TAKEOFF WITH BOTH PASSENGERS, AGAIN BUT LET ONE OFF." HE STATED HE RAN OUT OF POWER AND PEDAL.

Brief of Accident (Continued)

File No. - 637

5/07/83

BROOKSVILLE, FL

A/C Reg. No. N9086

Time (Lcl) - 1315 EDT

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

Finding(s)

1. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
 2. WIND INFORMATION - NOT FOLLOWED - PILOT IN COMMAND
 3. WEATHER CONDITION - TAILWIND
 4. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND
 5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 636 6/25/83 LAKE SEMINOLE, FL A/C Reg. No. N8008F Time (Lcl) - 1607 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 - LAKE LA2-200	Eng Make/Model - LYCOMING IO-360-A1B	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - UNK/NR	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	OFF AIRPORT/STRIP
Method - N/A		SAME AS ACC/INC	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 270/010 KTS			Runway Lth/Wid - N/A
Visibility - 10.0 SM	ATC/Airspace		Runway Surface - N/A
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Flight Plan - NONE		Runway Status - N/A
Lowest Ceiling - NONE	Type of Clearance - NONE		
Obstructions to Vision- NONE	Type Apch/Lndg - FULL STOP		
Precipitation - NONE			
Condition of Light - DAYLIGHT			

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 11917
SE LAND, ME LAND, SE SEA	Months Since - 7	Make/Model- 186
	Aircraft Type - UNK/NR	Instrument- 70
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 153

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RIGHT FLOAT HIT A SUBMERGED OBJECT DURING LANDING AT ABOUT 40 MPH. THE RIGHT FLOAT BROKE OFF BUT WAS DRAGGED BY A FUEL LINE STILL ATTACHED TO IT. THE PILOT TAXIED TO SHORE WITH THE RIGHT WING DRAGGING IN THE WATER. THE FLOAT WAS DESTROYED AND THE WING DAMAGED.

Brief of Accident (Continued)

File No. - 636

6/25/83

LAKE SEMINOLE, FL

A/C Reg. No. N8008F

Time (Lc1) - 1607 EDT

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

Finding(s)

1. OBJECT - SUBMERGED OBJECT
2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 713 2/14/83 MARIETTA,GA A/C Reg. No. N756MZ Time (Lcl) - 2130 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MCCOLLUM
Wind Dir/Speed- 250/006 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4580/ 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	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 52	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 700
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 0
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE TOOK OFF TO PRACTICE ENGINE OUT PROCEDURES & TOUCH-AND-GO LANDINGS. TWO SUCCESSFUL TOUCH-AND-GO LANDINGS WERE EXECUTED, THE 1ST WITH 20 DEG OF FLAPS & THE 2ND WITH 10 DEG OF FLAPS. A 3RD ENGINE-OUT LANDING WAS INITIATED, BUT WITH NO FLAPS EXTENDED. ACCORDING TO THE PLT, THE APPROACH WAS NORMAL WITH A PROJECTED TOUCHDOWN "ON THE NUMBERS." AT ONE POINT ON THE APPROACH, THE AIRSPEED WAS NOTED TO BE 70 KTS. THE PLT'S OPERATING HANDBOOK CALLED FOR A NORMAL APPROACH SPEED OF 75 TO 85 KTS IN THE FLAPS UP CONFIGURATION. DURING THE FLARE, THE PLT FELT THE TAIL SLAM DOWN. HE TOOK OFF AGAIN, BUT NOTICED THAT THE CLIMB PERFORMANCE WAS SLUGGISH. A NORMAL LANDING WAS MADE. DURING A POST FLT CHECK, HE NOTICED THAT THE FUSELAGE WAS WRINKLED & THE HORIZONTAL STABILIZER WAS BENT.

Brief of Accident (Continued)

File No. - 713

2/14/83

MARIETTA,GA

A/C Reg. No. N756MZ

Time (Lc1) - 2130 EST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
 3. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. FLARE - IMPROPER - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 736 4/28/83 ALBANY,GA A/C Reg. No. N406Y Time (Lcl) - 1000 EDT

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

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

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

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P & W R-985-AN114B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3725	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	ALBANY,GA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 110/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 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	- FORCED LANDING	
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)	
COMMERCIAL,MILITARY	Current	- 2115	Last 24 Hrs - 2
SE LAND,ME LAND,SE SEA,ME SEA	Months Since	- UNK/NR	Last 30 Days- UNK/NR
GLIDER	Aircraft Type	- UNK/NR	Last 90 Days- 50
		Multi-Eng	- 1700

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON AN INSTRUCTIONAL FLT IN AERIAL APPLICATION. AFTER COMPLETING A SIMULATED SWATH RUN, HE ENTERED A TURN-AROUND MANEUVER. DURING THE TURN, THE ENGINE REPORTEDLY QUIT WITHOUT ANY WARNING & THE PROP STOPPED TURNING. DURING A FORCED LANDING, THE PLT TRIED TO GLIDE TO AN OPEN FIELD. HOWEVER, BEFORE HE COULD REACH THE FIELD, THE ACFT COLLIDED WITH 1 OR MORE TREES & CRASHED. DURING AN INVESTIGATION, THE WIRE-REINFORCED INDUCTION AIR HOSE WAS FOUND COLLAPSED. HOWEVER, IT HAD BEEN SUBJECT TO IMPACT IN THE AREA THAT IT WAS COLLAPSED; THEREFORE, ITS PREIMPACT CONDITION COULD NOT BE VERIFIED. NO OTHER POSSIBLE PREIMPACT/MECHANICAL MALFUNCTION OR FAILURES WERE FOUND THAT WOULD HAVE CAUSED THE POWER LOSS.

Brief of Accident (Continued)

File No. - 736

4/28/83

ALBANY,GA

A/C Reg. No. N406Y

Time (Lc1) - 1000 EDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 697 5/06/83 FITZGERALD,GA A/C Reg. No. N9526R Time (Lcl) - 1715 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	1
Accident Occurred During -LANDING					

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

Make/Model - BEECH K35	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 - 2950	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FITZGERALD,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FITZGERALD MUNI.
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 19
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 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 - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL,CFI	Current - UNK/NR	Total - UNK/NR
SE LAND,ME LAND,SE SEA	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 MADE A FORCED LANDING IN AN OPEN FIELD OFF THE AIRPORT AFTER THE ENGINE QUIT AT ABOUT 300 FT AGL DURING A GO-AROUND. THE PILOT WHO WAS BEING CHECKED OUT IN THIS ACFT BY AN INSTRUCTOR WAS TRAINED IN A C-172 WHICH HAS DIFFERENCES IN THE FUEL SYSTEM. THESE PECULIARITIES WERE DISCUSSED BY CFI AND THE PRIVATE PILOT BEING INSTRUCTED. DURING AN APPROACH FOR ONE OF THE LANDINGS THE CFI TOLD THE PILOT TO GO-AROUND. AT ABOUT 300 FT THE ENGINE QUIT. THE PILOT SAID HE SWITCHED THE FUEL SELECTOR TO ANOTHER TANK. DURING THE LANDING MADE BY THE CFI THE NOSE GEAR DUG IN AND SEPARATED. THE INVESTIGATION SHOWED BOTH MAIN TANKS FULL AND THE AUXILLIARY TANKS NEARLY EMPTY. A DECAL WARNS AGAINST USING THE AUXILLIARY TANKS IN OTHER THAN LEVEL FLT. THE "BOTH" POSITION OF THE FUEL SELECTOR IN THE CESSNA 172 CORRESPONDS TO THE AUXILLIARY POSITION IN THIS ACFT. THE ENGINE OF THE ACCIDENT ACFT WAS STARTED ON THE FIRST ATTEMPT WITH THE SELECTOR ON LEFT MAIN TANK POSITION. ALL SYSTEMS CHECKED NORMAL.

Brief of Accident (Continued)

File No. - 697

5/06/83

FITZGERALD,GA

A/C Reg. No. N9526R

Time (Lc1) - 1715 EDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - DUAL STUDENT
 3. FUEL TANK SELECTOR POSITION - NOT IDENTIFIED - PILOT IN COMMAND(CFI)
-

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

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. - 619 5/24/83 AUGUSTA,GA A/C Reg. No. N66AH Time (Lcl) - 0954 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	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	3
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TS10-360-E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4570	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	TOLEDO,OH	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BUSH FIELD
Wind Dir/Speed- 310/004 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 12.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6001/ 150
Lowest Sky/Clouds - 9000 FT SCATTERED	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2823
SE LAND,ME LAND	Months Since - 7	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 353
		Instrument- 50
		Multi-Eng - 603
		Last 30 Days- UNK/NR
		Last 90 Days- 31
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED HARD, BOUNCED SEVERAL TIMES AND COLLAPSED THE NOSE GEAR. AN ATC SPECIALIST ON DUTY SAID HE OBSERVED THE ACFT BOUNCE AND EACH TIME IT BOUNCED IT SEEMED TO BOUNCE HIGHER. ON THE FOURTH BOUNCE THE NOSE GEAR COLLAPSED. THE ACFT SKIDDED 200 FEET ON THE RUNWAY AND CAME TO REST ON THE LEFT SIDE OF THE RUNWAY ABOUT 3500 FT FROM THE APPROACH END OF THE RUNWAY. THE FOUR OCCUPANTS WERE NOT INJURED.

Brief of Accident (Continued)

File No. - 619

5/24/83

AUGUSTA,GA

A/C Reg. No. N66AH

Time (Lcl) - 0954 EDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 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. - 716 6/08/83 ASHBURN,GA A/C Reg. No. N60LS Time (Lcl) - 1830 EDT

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

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

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

Make/Model - ROLLADEN-SCHNEIDER LS-4A	Eng Make/Model - N/A	ELT Installed/Activated - YES/NO
Landing Gear - BODY GEAR	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1157	Engine Type - UNK/NR	
No. of Seats - 1	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	CORDELE,GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	TURNER CO.
Wind Dir/Speed- 020/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1686
SE LAND	Months Since - 4	Last 24 Hrs - 10
GLIDER	Aircraft Type - UNK/NR	Make/Model- 98
		Last 30 Days- UNK/NR
		Instrument- 145
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS PARTICIPATING IN A SOARING CONTEST & WAS ON A ROUND ROBIN COURSE FROM CORDELE, GA TO PERRY, DAWSON, SYLVESTER & BACK TO CORDELE. ON THE RETURN LEG, THERE WAS INSUFFICIENT LIFT TO COMPLETE THE TRIP, SO AN ALTERNATE LANDING SITE (WHEAT FIELD) WAS SELECTED. DURING THE LANDING, THE LEFT WING CONTACTED A PATCH OF GRAIN THAT HAD NOT BEEN CUT. SUBSEQUENTLY, THE GLIDER GROUND LOOPED DAMAGING THE FUSELAGE & LEFT WING.

Brief of Accident (Continued)

File No. - 716

6/08/83

ASHBURN,GA

A/C Reg. No. N60LS

Time (Lc1) - 1830 EDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

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
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 617 6/12/83 ST. SIMONS IS.,GA A/C Reg. No. N91660 Time (Lc1) - 1500 EDT

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

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

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

Make/Model - CESSNA 182-M	Eng Make/Model - CONTINENTAL O-470-R255	ELT Installed/Activated - 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 - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	AUGUSTA,GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MCKINNON
Wind Dir/Speed- 005/015 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 7.0 SM	Type of Flight Plan -	Runway Lth/Wid - 5911/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - VOR/TVOR	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 303
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - 182	Make/Model- 99
		Instrument- 81
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACFT MADE A HARD LANDING AND COLLAPSED THE NOSE GEAR. THE PILOT RECALLED THAT A TOUCHDOWN WAS ACCOMPLISHED AFTER WHICH THE ACFT BALLONED AND RE-LANDED HARD FOLLOWED BY SEVERAL BOUNCES UNTIL THE ACFT CAME TO REST. EXAMINATION SHOWED THAT THE NOSE GEAR HAD PARTIALLY COLLAPSED WITH PROP AND ENGINE MOUNT DAMAGE PENETRATING THE FIREWALL.

Brief of Accident (Continued)

File No. - 617

6/12/83

ST. SIMONS IS., GA

A/C Reg. No. N91660

Time (Lc1) - 1500 EDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
-

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

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 695 7/11/83 HOPEFUL,GA A/C Reg. No. N7019Z Time (Lcl) - 1115 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	1	0	0
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 IO-540	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
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- VARIABLE/002 KTS	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 - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 460
SE LAND	Months Since - 2	Make/Model- 166
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 11
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 192
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND DURING A TURN AROUND WHILE CONDUCTING AN AERIAL APPLICATION OPERATION. THE PILOT WAS SPRAYING SOY BEANS AND WAS PERFORMING A TURN WHEN HE STALLED THE ACFT WITHOUT SUFFICIENT ALT TO RECOVER. THE PILOT SAID THERE WAS NO PROBLEM WITH THE ACFT OR ENGINE. THE TEMPERATURE OF THE DAY WAS 95 DEGREES.

Brief of Accident (Continued)

File No. - 695

7/11/83

HOPEFUL,GA

A/C Reg. No. N7019Z

Time (Lc1) - 1115 EDT

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

Finding(s)

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

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 752 7/24/83 CORNELIA,GA A/C Reg. No. N5088S Time (Lcl) - 1100 EDT

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

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

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

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	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	ATHENS,GA	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HABERSHAM COUNTY
Wind Dir/Speed- 290/010 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3750/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 277
SE LAND	Months Since - 2	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 21
		Instrument- 43
		Last 30 Days- UNK/NR
		Last 90 Days- 49
		Multi-eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE LEFT MAIN GEAR REPORTEDLY JUMPED A PARTIALLY OBSCURED CURB DURING A TURN AROUND AT THE END OF THE RWY AFTER LANDING. THE CURB HAD BEEN INSTALLED FOR EROSION CONTROL FOR WATER RUNOFF. THE LEFT WING AND LANDING GEAR OF THE ACFT WERE DAMAGED.

Brief of Accident (Continued)

File No. - 752

7/24/83

CORNELIA,GA

A/C Reg. No. N5088S

Time (Lc1) - 1100 EDT

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

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - HIDDEN OBSTRUCTION(S)
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 712 7/28/83 TWIN FALLS, ID A/C Reg. No. N17RV Time (Lcl) - 1210 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - VANGRUNSVEN RV-3
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 1

Eng Make/Model - LYCOMING O-290-G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 130 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 035/008 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
HILLSBORO, OR
Destination
TWIN FALLS, ID

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND

Age - 41

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	602	Last 24 Hrs	-	3
Make/Model	-	85	Last 30 Days	-	UNK/NR
Instrument	-	103	Last 90 Days	-	41
Multi-Eng	-	58			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HOME BUILT PLANE WAS ONE OF A FLT OF FOUR ACFT THAT WERE BEING FLOWN ON A CROSS-COUNTRY FLT. WHILE EN ROUTE FROM HILLSBORO, OR TO TWIN FALLS, ID, THE PILOTS HAD TO DIVERT AROUND WEATHER. AS THEY WERE APPROACHING TWIN FALLS, N17RV LOST POWER FROM FUEL EXHAUSTION. THE PLT WAS UNABLE TO REACH THE ARPT, SO HE LANDED IN A WHEAT FIELD WHERE THE ACFT NOSED OVER. REPORTEDLY, A STRIP OF WHEAT, 20 FT WIDE BY 150 FT LONG, WAS DAMAGED. THE PLT REPORTED THAT HE HAD NEVER KNOWN THE ACFT TO USE MORE THAN 7.5 GAL/HR, BUT ON THIS FLT IT HAD BURNED 8.2 GAL/HR. HE NOTED THAT AFTER A RECENT TOP OVERHAUL, THE ACFT HAD ADDITIONAL POWER & AIRSPEED. THE ACFT HAD ACCUMULATED 9 HRS SINCE THE OVERHAUL.

- Brief of Accident (Continued)

File No. - 712

7/28/83

TWIN FALLS, ID

A/C Reg. No. N17RV

Time (Lc1) - 1210 MDT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. FLIGHT INTO KNOWN ADVERSE WEATHER - NOT PERFORMED - PILOT IN COMMAND
3. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. FLUID,FUEL - EXHAUSTION
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - HIGH VEGETATION

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 709 8/05/83 DRIGGS, ID A/C Reg. No. N5469V Time (Lcl) - 1210 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew 0
NONE Pass 0

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

Make/Model - CESSNA T210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-H
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 330/006 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ELMONTE, CA
Destination
DRIGGS, ID

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

DRIGGS MUNICIPAL
Runway Ident - 21
Runway Lth/Wid - 5200/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 63
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3928 Last 24 Hrs - 1
Make/Model- 92 Last 30 Days- UNK/NR
Instrument- 182 Last 90 Days- 8
Multi-Eng - 830

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT THE FUEL TANKS WERE TOPPED OFF ON THE DAY BEFORE HE DEPARTED EL MONTE, CA. HE ESTIMATED THAT THE ACFT HAD 534 LBS OF FUEL ON BOARD & CONSUMED 80 PPH DURING CRUISE AT 9500 FT MSL. ACCORDING TO THE PLTS OPERATING MANUAL, THE ACFT HAD AN ENDURANCE OF 6.7 HRS WITH NO RESERVE. DURING THE FLT, THE PLT SWITCHED TANKS AT 1/4 TANK INTERVALS. WHEN HE WAS ABOUT 40 MI FROM HIS DESTINATION, THE LEFT TANK WAS EXHAUSTED. HE SELECTED THE RIGHT TANK & HAD AN INDICATION THAT IT WAS STILL 1/4 FULL. WHILE ON FINAL APPROACH TO THE DRIGGS MUNI ARPT, THE ENGINE LOST POWER. WHILE LANDING IN A FIELD, THE NOSE WHEEL ENCOUNTERED A SHARP HOLE & FAILED, THEN THE ACFT WENT OVER ON ITS TOP. NO FUEL WAS FOUND IN EITHER FUEL TANK DURING AN ON SCENE EXAMINATION.

Brief of Accident (Continued)

File No. - 709

8/05/83

DRIGGS, ID

A/C Reg. No. N5469V

Time (Lc1) - 1210 MDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
 5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 727 8/07/83 MONTPELIER, ID A/C Reg. No. N49532 Time (Lcl) - 1007 MDT

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	ON-DEMAND AIR TAXI	SUBSTANTIAL						
Type of Operation	-BUSINESS	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During	-OTHER			0	0	0	1	
					0	0	3	

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

Make/Model	- AEROSPATIALE SA-315B	Eng Make/Model	- ARTOUSTE IIIB	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4300	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 562 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MONTPELIER, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed - 140/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 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 - FULL STOP	Runway Status - N/A
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 4001
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 1031
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 99
		Multi-Eng - 324
		Last 24 Hrs - 3
		Last 30 Days - UNK/NR
		Last 90 Days - 159
		Rotorcraft - 3194

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT & 3 PASSENGERS WERE ON A FLT TO FIND DRILLING SUPPLIES THAT HAD BEEN DROPPED OFF OF A TRUCK ON THE PREVIOUS DAY. THE PLT REPORTED THAT HE WAS HOVERING DOWN AN ABANDONED ROAD AT ABOUT 5 TO 10 MPH & 15 TO 20 FT AGL WHEN THE HELICOPTER COLLIDED WITH POWER LINES. THE POWER LINES WERE UNMARKED & CROSSED THE ROAD AT A 90 DEG ANGLE. THE COLLISION OCCURRED WHERE THE LINES SPANNED 2000 FT BETWEEN SUPPORTS. AFTER HITTING THE POWER LINES, THE HELICOPTER STRUCK THE GROUND & CAME TO REST ON ITS SIDE.

Brief of Accident (Continued)

File No. - 727

8/07/83

MONTPELIER, ID

A/C Reg. No. N49532

Time (Lcl) - 1007 MDT

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 776 6/25/83 MONEE, IL A/C Reg. No. N123JS Time (Lcl) - 1400 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	3

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

Make/Model	- GRUMMAN AA5	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	- 2200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point ALTON, IL</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 - UNK/NR</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data SANGER</p> <p>Runway Ident - 90</p> <p>Runway Lth/Wid - 2400/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - ROUGH</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 162
SE LAND	Months Since - 12	Make/Model- 10
	Aircraft Type - AA5	Instrument- 4
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED ON THE LEFT WING TIP INTO A BEAN FIELD DURING A GO-AROUND. THE PILOT STATED THAT THE APPROACH WAS HIGH. THE ACFT BALLOONED AND BOUNCED AT TOUCHDOWN. THE PILOT THOUGHT THAT THERE WAS NOT ENOUGH RUNWAY LEFT SO SHE STARTED A GO-AROUND. AT ABOUT 25 FEET AGL SHE LOST CONTROL AND THE LEFT WING DROPPED. THE AIRCRAFT VEERED OFF TO THE LEFT AND THE LEFT WING DUG INTO THE GROUND AND THE AIRCRAFT CARTWHEELED INTO THE BEAN FIELD. THE PILOT HAD LOWERED FULL FLAPS FOR THE LANDING AND DID NOT RETRACT THE FLAPS FOR THE GO-AROUND.

Brief of Accident (Continued)

File No. - 776

6/25/83

MONEE,IL

A/C Reg. No. N123JS

Time (Lc1) - 1400 CDT

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

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. LEVEL OFF - IMPROPER - PILOT IN COMMAND
4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
5. GO-AROUND - INITIATED - PILOT IN COMMAND
6. RAISING OF FLAPS - NOT SELECTED - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 632 8/09/83 DECATUR,IL A/C Reg. No. N7QA Time (Lcl) - 1650 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
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 - QUICKIE Q2	Eng Make/Model - DQ 2100	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	UNK/NR
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DECATUR
Wind Dir/Speed- 070/009 KTS	ATC/Airspace	Runway Ident - 60
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6497/ 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	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 340	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 11	Make/Model- 0	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 70	Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A HARD LANDING AND BROKE THE FRONT CANARD AFTER BOUNCING ON TOUCHDOWN AND DRAGGING THE LEFT WING. THE PILOT HAD BEEN INFORMED BY THE TOWER THAT BLACK SMOKE WAS COMING OUT OF THE ENGINE. THIS TURNED OUT TO BE FROM AN EXCESSIVELY RICH MIXTURE. THE PILOT LATER STATED THAT HE WAS NERVOUS PLUS THIS WAS HIS FIRST LANDING IN THIS ACFT. HE FURTHER STATED THAT HE COULD NOT SEEM TO GET THE PROPER ACFTATTITUDE FOR LANDING. THE PILOT WAS NOT INJURED DURING THE LANDING.

Brief of Accident (Continued)

File No. - 632

8/09/83

DECATUR,IL

A/C Reg. No. N7QA

Time (Lc1) - 1650 CDT

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

Finding(s)

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

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

Finding(s)

3. FLARE - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,ANXIETY/APPREHENSION - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #3 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) 2,3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 629 8/10/83 WHEELING, IL A/C Reg. No. N29AM Time (Lcl) - 0800 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	3
Accident Occurred During	-TAXI					

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

Make/Model	- PIPER PA-32R-301	Eng Make/Model	- LYCOMING IO-540	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 230/008 KTS</p> <p>Visibility - 12.0 SM</p> <p>Lowest Sky/Clouds - 4000 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>SAME AS ACC/INC</p> <p>Destination</p> <p>UNK/NR</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - UNK/NR</p> <p>Type Apch/Lndg -</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>PALWAUKEE</p> <p>Runway Ident - 34</p> <p>Runway Lth/Wid - 5000/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND,SE SEA</p>	<p>Age - 48</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1800</p> <p>Make/Model- 406</p> <p>Instrument- 275</p> <p>Multi-Eng - 75</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 46</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE TAXIED SOUTHEAST ON RUNWAY 12L, THEN TURNED TO TAXI NORTHWEST ON RUNWAY 34. DURING THE TURN, THE LEFT MAIN GEAR WENT OFF THE RUNWAY AND INTO A HOLE IN THE SOD. THE WIDTH OF RUNWAY 12L IS 50 FT AND THE WIDTH OF RUNWAY 34 IS 100 FT. THE ACFT SUSTAINED SUBST DAMAGE TO THE LEFT MAIN GEAR AND LEFT WING.

Brief of Accident (Continued)

File No. - 629

8/10/83

WHEELING,IL

A/C Reg. No. N29AM

Time (Lc1) - 0800 CDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. TERRAIN CONDITION - NONE SUITABLE
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 683 5/18/83 WARSAW, IN A/C Reg. No. N2797E Time (Lcl) - 1300 EST

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

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

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

Make/Model - CESSNA 172	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 - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WARSAW
Wind Dir/Speed- 110/015 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5500/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 12000 FT BROKEN	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 70
SE LAND	Months Since - 2	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 2
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS ON HIS FINAL APPROACH FOR A THIRD TOUCH-AND-GO LANDING AND THAT HE WAS AWARE OF A RIGHT QUARTERING CROSSWIND. HE MADE ADJUSTMENTS TO COMPENSATE FOR THE WIND BUT JUST BEFORE TOUCHDOWN A GUST OF WIND LIFTED THE RIGHT WING. BEFORE THE PILOT COULD COMPENSATE THE LEFT WING HIT THE GROUND AND THE ACFT NOSED OVER. WINDS WERE GUSTING 21 KTS.

Brief of Accident (Continued)

File No. - 683

5/18/83

WARSAW, IN

A/C Reg. No. N2797E

Time (Lc1) - 1300 EST

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

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - CROSSWIND
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

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. - 628 6/14/83 ANDERSON, IN A/C Reg. No. N82DG Time (Lc1) - 0847 EST

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

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

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

Make/Model	- QUICKIE Q2	Eng Make/Model	- REVMaster 2100	ELT Installed/Activated	- YES/YES
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-----

<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- 210/008 KTS</p> <p>Visibility - 5.0 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</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>ANDERSON MUNICIPAL</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 3400/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 45</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 110</p> <p>Make/Model- 4</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 4</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE HOMEBUILT ACFT VEERED AND NOSED OVER DURING A LANDING. EXAMINATION OF THE ACFT REVEALED THAT THE CABLE TO THE LEFT FRONT RUDDER ATTACH POINT BECAME DISCONNECTED. THE CABLE HAD PULLED THROUGH THE MICROPRESS OVAL SLEEVE. WHEN THE PILOT/BUILDER WAS QUESTIONED ABOUT THE INSTALLATION, HE APPARENTLY DID NOT KNOW THE PROPER INSTALLATION PROCEDURES.

Brief of Accident (Continued)

File No. - 628

6/14/83

ANDERSON, IN

A/C Reg. No. N82DG

Time (Lcl) - 0847 EST

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

Finding(s)

1. FLIGHT CONTROL, RUDDER - DISCONNECTED
 2. MAINTENANCE, INSTALLATION - IMPROPER - PILOT IN COMMAND
-

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 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 761 6/17/83 LEBANON, IN A/C Reg. No. N35JR Time (Lcl) - 1600 EST

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

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

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

Make/Model - HOME BUILT BABY GREAT LAKES	Eng Make/Model - LYCOMING O-290	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	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 - FORCED LANDING	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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 91
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 10
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDING GEAR COLLAPSED AND THE ACFT NOSED OVER AFTER THE ENGINE QUIT DUE TO FUEL STARVATION. THE ENGINE LOST POWER IN A STEEP CLIMB OF AT LEAST A 45 DEG ANGLE AND COULD NOT BE RESTARTED. THE FUEL FLOWS TO THE ENGINE BY GRAVITY. IN A STEEP CLIMB THE FUEL SUPPLY IS LOWER THAN THE CARBURETOR AND THE FUEL CANNOT REACH THE ENGINE. A STARTER WAS NOT INSTALLED.

Brief of Accident (Continued)

File No. - 761

6/17/83

LEBANON, IN

A/C Reg. No. N35JR

Time (Lc1) - 1600 EST

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

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

Finding(s)

3. ENGINE ACCESSORIES, ENGINE STARTER - LACK OF

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

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

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. - 743 7/03/83 KENTLAND,IN A/C Reg. No. N4558E Time (Lcl) - 1330 EST

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

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

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

Make/Model - GRUMMAN AA-5B	Eng Make/Model - LYCOMING O-320-A4K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ROCKFORD,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KENTLAND,IN	KENTLAND
Wind Dir/Speed- 180/025 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAWN		

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

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2550
SE LAND,ME LAND	Months Since - 23	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 50
		Last 30 Days- UNK/NR
		Instrument- 90
		Last 90 Days- 78

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PLT LANDED ON RWY 27 WITH A LEFT X-WIND FROM THE SOUTH. HE STATED THAT HE HAD NO INDICATION OF EXCESSIVE X-WINDS OR GUSTS UNTIL THE ACFT WAS ABOUT TO TOUCH DOWN. HE STATED THAT AT THAT TIME, THE PLANE ENCOUNTERED HEAVY GUSTS & A DOWNDRAFT. SUBSEQUENTLY, THE ACFT LANDED HARD & THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 743

7/03/83

KENTLAND, IN

A/C Reg. No. N4558E

Time (Lc1) - 1330 EST

Occurrence #1 HARD LANDING
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

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

Finding(s)
4. 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) 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. - 680 8/12/83 WABASH, IN A/C Reg. No. N9031F Time (Lcl) - 0630 EST

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

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

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

Make/Model	- ROBINSON R-22	Eng Make/Model	- LYCOMING A0-320-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		UNK/NR	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		Runway Ident	- UNK/NR
Wind Dir/Speed	- CALM			Runway Lth/Wid	- UNK/NR
Visibility	- UNK/NR	ATC/Airspace		Runway Surface	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- NONE	Runway Status	- UNK/NR
Lowest Ceiling	- NONE	Type of Clearance	- NONE		
Obstructions to Vision	- NONE	Type Apch/Lndg	- FORCED LANDING		
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)	
COMMERCIAL	Current - YES	Total - 819	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 12	Make/Model - 331	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - R-22	Instrument - 50	Last 90 Days - 22
		Multi-Eng - 34	

Instrument Rating(s) - NONE

-----Narrative-----

DURING AUTOROTATION PRACTICE, WHEN THE PILOT ROLLED THE THROTTLE OFF, THE ENGINE QUIT. AN ENGINE RESTART WAS ATTEMPTED. THIS TIME LAPSE ALLOWED THE ROTOR RPM TO DECAY AND A PROPER AUTOROTATION COULD NOT BE DONE IN THE REMAINING ALTITUDE. THE ACFT LANDED HARD HITTING A FARM FENCE AND ROLLING OVER. BEFORE TAKEOFF THE PILOT DID NOT TOP OFF THE FUEL BUT ESTIMATED 15 GALLONS ABOARD. THREE DAYS AFTER THE CRASH THERE WAS NO FUEL IN THE TANK OR THE FUEL SYSTEM. THERE WERE NO FUEL STAINS ON THE OVERTURNED FUSELAGE. THERE DID SEEM TO BE SOME EVIDENCE OF FUEL SMELL ON THE GROUND. INSPECTION OF THE ENGINE DID NOT REVEAL ANYTHING TO PREVENT NORMAL OPERATION.

Brief of Accident (Continued)

File No. - 680

8/12/83

WABASH, IN

A/C Reg. No. N9031F

Time (Lcl) - 0630 EST

Occurrence #1 LOSS OF POWER
Phase of Operation LANDING

Finding(s)

1. UNDETERMINED

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

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

Finding(s)

2. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 679 8/13/83 FORT WAYNE, IN A/C Reg. No. N77372 Time (Lc1) - 0652 EST

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

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

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

Make/Model	- CESSNA 120	Eng Make/Model	- CONTINENTAL C-85	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 85 HP		

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

<p>Weather Data</p> <p>Wx Briefing - 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 - 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 - TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">SMITH FIELD</p> <p>Runway Ident - 23</p> <p>Runway Lth/Wid - 3110/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 32</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 23</p> <p style="padding-left: 20px;">Aircraft Type - C-120</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>- 532</td> <td>Last 24 Hrs</td> <td>- 0</td> </tr> <tr> <td>Make/Model-</td> <td>220</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>0</td> <td>Last 90 Days-</td> <td>43</td> </tr> </table>	Total	- 532	Last 24 Hrs	- 0	Make/Model-	220	Last 30 Days-	UNK/NR	Instrument-	0	Last 90 Days-	43
Total	- 532	Last 24 Hrs	- 0											
Make/Model-	220	Last 30 Days-	UNK/NR											
Instrument-	0	Last 90 Days-	43											

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE QUIT AT ABOUT 50 FT AGL DURING THE SECOND TAKEOFF NEAR MID RWY. THE PILOT TRIED TO RESTART THE ENGINE AND LOST THE OPPORTUNITY TO TRY TO LAND ON THE REMAINING RWY. THE ACFT LANDED IN AN ADJOINING SOYBEAN FIELD. THE LEFT FUEL TANK WAS EMPTY. THE RIGHT TANK WAS 3/4 FULL AND THE FUEL SELECTOR WAS FOUND ON THE RIGHT ENGINE. NO FUEL WAS IN THE SYSTEM FROM THE FIREWALL FORWARD.

Brief of Accident (Continued)

File No. - 679

8/13/83

FORT WAYNE, IN

A/C Reg. No. N77372

Time (Lcl) - 0652 EST

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

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 3. FUEL SUPPLY - INATTENTIVE - 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)

4. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 670 2/11/83 WICHITA,KS A/C Reg. No. N8981C Time (Lc1) - 1915 CST

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

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

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

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES/YES
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	OFF AIRPORT/STRIP
Method - TELEPHONE	ADA,OK	
Completeness - PARTIAL,LMTD BY FCSTR	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	COLONEL JAMES JABARA
Wind Dir/Speed- 340/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 2800/ 40
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 400 FT OVERCAST	Type Apch/Lndg - VOR/DME	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1683
SE LAND	Months Since - 18	Make/Model- 330
	Aircraft Type - PA-28R	Instrument- 162
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 52

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS CLEARED TO MAKE THE APPROACH AND TO DESCEND NOT BELOW 2300 FT. THE PILOT DESCENDED FROM 3000 AFTER HE REPORTED PASSING HANCE, THE FINAL APPROACH FIX. HE DESCENDED TO 2300 FT AT 500 FT A MINUTE AND LEVELED THE ACFT AND LOWERED THE LANDING GEAR. THE PILOT SAID THAT AT THE POINT 2 NM FROM THE ARPT WHERE THE DESCENT TO 1820 FT IS TO BE BEGUN HE LOWERED ONE NOTCH OF FLAPS AND HIT THE GROUND. THE CRASH SITE IS ONE AND ONE QUARTER MILES FROM THE ARPT ON THE FINAL APPROACH COURSE.

Brief of Accident (Continued)

File No. - 670

2/11/83

WICHITA,KS

A/C Reg. No. N8981C

Time (Lcl) - 1915 CST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - FOG
 3. WEATHER CONDITION - LOW CEILING
 4. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 760 6/08/83 PLAINVILLE,KS A/C Reg. No. N2436Q Time (Lcl) - 1750 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 -LANDING					

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

Make/Model - CESSNA 182K	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	CENTERVILLE,IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PLAINVILLE,IA	
Wind Dir/Speed- 160/009 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 - PRECAUTIONARY LNDG	Runway Status - N/A
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)
PRIVATE	Current - YES	Total - 446
SE LAND	Months Since - 21	Last 24 Hrs - 4
	Aircraft Type - C-182K	Make/Model- 377
		Last 30 Days- UNK/NR
		Instrument- 72
		Last 90 Days- 38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A POST DURING A PRECAUTIONARY LANDING ON A ROAD. THE PLT HAD BEEN FLYING ON THIS FLT FOR 2 AND A HALF HOURS WHEN HE NOTICED THE OIL PRESSURE GO TO ZERO. HE LANDED ON A HIGHWAY AND DURING THE LANDING ROLL THE RIGHT WING HIT A SIGNPOST WHICH CAUSED THE ACFT TO SWERVE INTO A DITCH. THE PLT SAID HE ADDED A QUART OF OIL TO THE ACFT PRIOR TO TAKEOFF WHICH BROUGHT THE OIL LEVEL UP TO 9 QUARTS. AFTER THE ACCIDENT THE ACFT CONTAINED 3 TO 4 QTS OF OIL. THERE WAS NO EVIDENCE OF AN OIL LEAK. THE ENGINE WAS PARTIALLY DISASSEMBLED AND NO REASON WAS FOUND FOR THE OIL LOSS OR CONSUMPTION OF 5 OR 6 QUARTS OF OIL IN LESS THAN 3 HOURS.

Brief of Accident (Continued)

File No. - 760

6/08/83

PLAINVILLE,KS

A/C Reg. No. N2436Q

Time (Lcl) - 1750 CDT

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

Finding(s)

1. FLUID,OIL - NO PRESSURE
2. FLUID,OIL - LOW LEVEL
3. FLUID,OIL - UNDETERMINED
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. OBJECT - FENCE
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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 797 7/09/83 GREENSBURG,KS A/C Reg. No. N6575V Time (Lc1) - 1145 CDT

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

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

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

Make/Model	- BELLANCA 17-31A	Eng Make/Model	- LYCOMING IO-540	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 3000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 260 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/010 KTS</p> <p>Visibility - 10.0 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</p> <p>KIOWA,KS</p> <p>Destination</p> <p>OAKLEY,KS</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>UNK/NR</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p> <p>Instrument Rating(s) - NONE</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 23</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 312</p> <p>Make/Model- 71</p> <p>Instrument- 8</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 10</p>
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-----Narrative-----

THE PILOT STATED THAT THE AUXILIARY TANK RAN DRY AND THE ENGINE QUIT. HE SWITCHED THE TANK SELECTOR TO THE RIGHT MAIN FUEL TANK WHICH HAD AMPLE FUEL BUT HE WAS UNABLE TO RESTART THE ENGINE. HE MADE A FORCED LANDING ON A HIGHWAY AND AFTER TOUCHDOWN THE LEFT WING AND AILERON WAS DAMAGED IN A COLLISION WITH A RAILROAD CROSSING SIGN.

Brief of Accident (Continued)

File No. - 797

7/09/83

GREENSBURG,KS

A/C Reg. No. N6575V

Time (Lc1) - 1145 CDT

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

Finding(s)

1. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
2. FLUID,FUEL - STARVATION
3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 750 4/27/83 IRVINE, KY A/C Reg. No. N666JD Time (Lcl) - 1100 EDT

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

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

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

Make/Model - CESSNA 414	Eng Make/Model - CONTINENTAL TS10-520-J	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 6350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	FRANKFORT, KY	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CALLA
Wind Dir/Speed- 240/014 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5000
SE LAND, ME LAND	Months Since - 2	Make/Model- 100
	Aircraft Type - UNK/NR	Instrument- 869
		Multi-Eng - 4400
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PILOT MADE HIS LANDING APPROACH TO RWY 14 WITH A X-WIND FROM 230 DEG, GUSTING FROM 6 TO 22 KTS. THE AIRPORT WAS ON A KNOLL & THE TERRAIN SLOPED DOWNWARD FROM THE APPROACH END OF THE RUNWAY. THE PLT STATED THAT AS THE ACFT WAS FLYING OVER THE LOW TERRAIN ON FINAL APPROACH, IT ENCOUNTERED A DOWNDRAFT. HE CORRECTED WITH POWER, BUT THE ACFT TOUCHED DOWN ON THE END OF THE RWY, A GUST OF WIND LIFTED THE RIGHT WING, THEN THE LEFT GEAR SLAMMED DOWN & COLLAPSED. SUBSEQUENTLY, THE OTHER 2 GEAR COLLAPSED IN MUDDY TERRAIN BEFORE THE ACFT CAME TO REST.

Brief of Accident (Continued)

File No. - 750

4/27/83

IRVINE,KY

A/C Reg. No. N666JD

Time (Lcl) - 1100 EDT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. WEATHER CONDITION - CROSSWIND
 3. WEATHER CONDITION - GUSTS
 4. WEATHER CONDITION - DOWNDRAFT
 5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 6. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

7. TERRAIN CONDITION - SOFT
 8. TERRAIN CONDITION - WET
 9. LANDING GEAR - 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) 1,2,3,4,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 620 5/26/83 PIKEVILLE,KY A/C Reg. No. N738QD Time (Lcl) - 2000 EDT

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

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	PIKE COUNTY
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 02
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 70
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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 21
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 21
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A HARD LANDING, BOUNCED, LANDED ON THE NOSE GEAR AND REPEATED THIS SEQUENCE TWICE. THEN THE ACFT VEERED OFF THE RUNWAYS RIGHT SIDE AND CAREENED DOWN AN EMBANKMENT. THE PILOTS REPORTS STATED THAT THE ACFT WAS LANDED ON THE NOSE GEAR TWICE. THE 2ND IMPACT WAS FOLLOWED BY LOSS OF CONTROL, RUNWAY DEPARTURE AND ROLL DOWN A HILL.

Brief of Accident (Continued)

File No. - 620

5/26/83

PIKEVILLE, KY

A/C Reg. No. N738QD

Time (Lcl) - 2000 EDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - NOT CORRECTED - 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. - 615 6/08/83 JACKSON,KY A/C Reg. No. N90672 Time (Lc1) - 1243 EDT

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

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

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

Make/Model - ROBINSON R-22	Eng Make/Model - LYCOMING O-320-A2C	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 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	ON AIRPORT
Method - N/A	CLAYHOLE,KY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JULLIAN CARROLL
Wind Dir/Speed- 290/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 490
SE LAND	Months Since - UNK/NR	Make/Model- 490
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT WHEN HE EXITED THE HELICOPTER FOR THE PURPOSE OF RETRIEVEING A MAP FROM BELOW THE PLT'S SEAT, THE ACFT BEGAN TO LIFT AND MOVE Laterally. THE ACFT THEN TIPPED OVER TRAPPING HIS LEG AND HIP BENEATH IT. HE STATED THAT HE HAD NOT FULLY LOWERED THE COLLECTIVE PRIOR TO DEPLANING AND RAISED IT HIGHER WHEN HE LOST HIS BALANCE.

Brief of Accident (Continued)

File No. - 615

6/08/83

JACKSON, KY

A/C Reg. No. N90672

Time (Lc1) - 1243 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation STANDING - IDLING ROTORS

Finding(s)

1. COLLECTIVE - IMPROPER - PILOT IN COMMAND
 2. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - ATTEMPTED - PILOT IN COMMAND
 3. PROPER ASSISTANCE - NOT ATTAINED - PILOT IN COMMAND
 4. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation STANDING - IDLING ROTORS

----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. - 605 6/02/83 CHATHAM, MA A/C Reg. No. N5545C Time (Lcl) - 1130 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 - LANDING					

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

Make/Model - CESSNA 170A	Eng Make/Model - CONTINENTAL C-145-2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	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	CHATHAM, MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CHATHAM
Wind Dir/Speed- 350/012 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 61
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 36
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED ONTO THE GRASS AND NOSED OVER DURING LANDING. THE PILOT SAID A GUST OF WIND CAUGHT THE TAIL OF THE ACFT AND TURNED IT 45 DEGREES TO THE LEFT AND WHEN BRAKES WERE APPLIED AS A CORRECTIVE ACTION THE ACFT NOSED OVER. THE LANDING WAS ON RUNWAY 6 AND THE WIND WAS FROM 350 DEGREES AT 12 KTS GUSTING TO 22 KTS.

Brief of Accident (Continued)

File No. - 605

6/02/83

CHATHAM,MA

A/C Reg. No. N5545C

Time (Lc1) - 1130 EDT

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. WEATHER CONDITION - HIGH WIND
 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. WEATHER CONDITION - GUSTS
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 608 6/15/83 MARLBORO, MA A/C Reg. No. N8167Y Time (Lcl) - 1840 EDT

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

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

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

Make/Model - PIPER PA-32	Eng Make/Model - LYCOMING IO-540-K1G5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 7	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	STOW, MA	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	TETERBORO, MA	MARLBORO
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 14
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1680/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LNDG	Runway Status - WET
Obstructions to Vision- HAZE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 308
SE LAND, SE SEA	Months Since - 10	Make/Model- 83
	Aircraft Type - UNK/NR	Instrument- 27
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE END OF THE RUNWAY WHILE MAKING A PRECAUTIONARY LANDING DUE TO WEATHER. DURING THE OVERRUN THE ACFT COLLIDED WITH A FENCE. THE PILOT WAS NOT INJURED.

Brief of Accident (Continued)

File No. - 608

6/15/83

MARLBORO,MA

A/C Reg. No. N8167Y

Time (Lcl) - 1840 EDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
 2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

3. DISTANCE - MISJUDGED - PILOT IN COMMAND
 4. PRECAUTIONARY LANDING - PERFORMED - 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) 2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 623 6/23/83 NANTUCKET, MA A/C Reg. No. N2908U Time (Lc1) - 1100 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	1	0
Accident Occurred During - TAKEOFF					

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

Make/Model - MESSERSCHMITT BOELKOW BO-105	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - UNK/NR
Landing Gear - SKID	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 1500	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 425 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point NANTUCKET, MA	Airport Data NANTUCKET
Method - N/A	Destination SAME AS ACC/INC	Runway Ident - UNK/NR
Completeness - N/A	ATC/Airspace	Runway Lth/Wid - UNK/NR
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Wind Dir/Speed- UNK/NR	Type of Clearance - NONE	Runway Status - UNK/NR
Visibility - 6.0 SM	Type Apch/Lndg - NONE	
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
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,CFI	Current - YES	Total - 8020
SE LAND	Months Since - 10	Make/Model- 361
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 211
		Multi-Eng - 50
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 91
		Rotorcraft - 7580

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE HELICOPTER MADE A HARD LANDING DURING AN ABORTED TAKEOFF FOLLOWING A MEDICAL EVACUATION DEMONSTRATION AT NANTUCKET. AFTER THE PRESENTATION THE ACFT WAS CHANGED FROM A 2 LITTER CONFIGURATION. THE PILOT NOTED THAT THE CYCLIC RETENTION CAP WAS ON THE CYCLIC STICK MOUNTING POINT BUT DID NOT KNOW WHO PUT IT THERE. THE RACK WAS THEN PUT IN PLACE AND HELD THERE BY ONE OF THE RETAINING CLIPS AND THE STRETCHER MOUNTED IN POSITION. CONTROLS WERE CHECKED FOR FREEDOM OF MOVEMENT AND THE FLIGHT TOOK OFF. IN THE INITIAL CLIMB, CYCLIC WAS MOVED FORWARD WITH NO PROBLEM BUT LATER IN THE CLIMB THE NOSE CONTINUED UP AND FORWARD CYCLIC WAS ATTEMPTED BUT WOULD NOT GO FORWARD OF THE POSITION IT WAS IN. THE PILOT LOWERED COLLECTIVE AND DESCENDED HITTING THE GROUND TAIL LOW. THE ACFT BOUNCED AND COLLECTIVE WAS HELD DOWN UNTIL THE ACFT TWISTED TO A STOP. INVESTIGATION REVEALED THAT CONTROL INTERFERENCE BY A CYCLIC STICK RETENTION KNOB, INADVERTENTLY INSTALLED, PREVENTED FORWARD CYCLIC MOVEMENT BECAUSE OF CONTACT WITH THE LEFT LITTER RACK.

Brief of Accident (Continued)

File No. - 623

6/23/83

NANTUCKET,MA

A/C Reg. No. N2908U

Time (Lc1) - 1100 EDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. ROTORCRAFT FLIGHT CONTROL,CYCLIC CONTROL - JAMMED
 3. CYCLIC - IMPROPER - OTHER PERSON
-

Occurrence #2 HARD LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 734 7/16/83 FT. WASHINGTON, MD A/C Reg. No. N2203U Time (Lc1) - 2230 EDT

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

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

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1G5	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 - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	WATERVILLE, MA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	FT. WASHINGTON, MD	P.G. AIRPARK
Wind Dir/Speed- 280/006 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 2580/ 36
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 627
SE LAND	Months Since - 3	Last 24 Hrs - 8
	Aircraft Type - C-172	Make/Model- 31
		Last 30 Days- 33
		Instrument- 70
		Last 90 Days- 78

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE ACFT WAS LANDED ON RWY 6 ON A DARK NIGHT. THE PLT STATED THAT THE AIRSPEED INDICATED 85 KTS AS THE ACFT WAS OVER THE RWY NUMBERS, AND AFTER A NORMAL LANDING, HE APPLIED BOTH BRAKES. HE REPORTED THAT AS SOON AS HE APPLIED BRAKES, THE ACFT BEGAN A RIGHT TURN AS IF THE BRAKES LOCKED. HE RELEASED THE BRAKES & APPLIED LEFT BRAKE & RUDDER, BUT THERE WAS NO RESPONSE. THE ACFT CONTINUED SKIDDING SIDEWAYS, WENT OFF THE RIGHT SIDE OF THE RWY & COLLIDED WITH 2 PARKED ACFT; A PIPER PA-28, N4842L & A GRUMMAN AMERICAN AA-5, N5462L. AN INVESTIGATION REVEALED THAT THE SKID MARKS BEGAN APRX 1900 FT FROM THE APCH END OF THE 2580 FT RWY. MEASUREMENTS OF 3 SKID MARKS ON THE RWY REVEALED THAT THE PLANE SKIDDED 272 FT WHILE ANGLED UP TO 35 TO 40 DEG FROM THE RWY HEADING. AFTER DEPARTING THE RWY, THE PLANE SKIDDED ANOTHER 262 FT BEFORE STRIKING THE OTHER 2 ACFT. THE PASSENGER (A STUDENT PLT) IN THE COPILOT'S SEAT ADMITTED HE APPLIED THE BRAKES ON HIS SIDE WHEN HE SAW THAT THE ACFT WAS DEPARTING THE RWY.

Brief of Accident (Continued)

File No. - 734

7/16/83

FT. WASHINGTON, MD

A/C Reg. No. N2203U

Time (Lc1) - 2230 EDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - TAILWIND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
7. CONTROL INTERFERENCE - INADVERTENT - PASSENGER
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. GROUND LOOP/SWERVE - UNCONTROLLED -

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

Finding(s)

10. OBJECT - AIRCRAFT PARKED

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 681 5/16/83 IRONWOOD, MI A/C Reg. No. N6687J Time (Lcl) - 1600 CDT

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
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 - TELEPHONE	WAUSAU, WI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GOGEBIC
Wind Dir/Speed- 180/021 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6500/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 123
SE LAND	Months Since - 5	Make/Model- 27
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DRIFTED TO THE RIGHT ON THE RWY DURING A CROSSWIND LANDING AND COLLIDED WITH A RWY LIGHT.

Brief of Accident (Continued)

File No. - 681

5/16/83

IRONWOOD,MI

A/C Reg. No. N6687J

Time (Lc1) - 1600 CDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
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 - RUNWAY LIGHT

-----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. - 634 6/11/83 DETROIT,MI A/C Reg. No. N7995J Time (Lcl) - 1300 EDT

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

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

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

Make/Model - BELL 47G5A	Eng Make/Model - LYCOMING VO-436-B1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	DETROIT,MI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3784
SE LAND,ME LAND	Months Since - 4	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 2466
		Last 30 Days- UNK/NR
		Instrument- 181
		Last 90 Days- 74
		Multi-Eng - 43
		Rotorcraft - 2568

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PILOT STATED THAT HE WAS ASSIGNED A COMMUNITY AFFAIRS PROJECT TO FLY A "RONALD MCDONALD" CLOWN TO A NEARBY RESTAURANT FOR A MAGIC SHOW. DURING THE HOVER IN THE LANDING AREA THE ROTOR BLADES STRUCK A LIGHT POLE. THE HELICOPTER PITCHED FORWARD AND LANDED ON THE BUBBLE CANOPY.

Brief of Accident (Continued)

File No. - 634

6/11/83

DETROIT,MI

A/C Reg. No. N7995J

Time (Lcl) - 1300 EDT

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

Finding(s)

1. OBJECT - UTILITY POLE
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. CLEARANCE - INADEQUATE - PILOT IN COMMAND
-

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

-----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. - 682 6/14/83 GAYLORD,MI A/C Reg. No. N19996 Time (Lcl) - 1900 EDT

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

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

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

Make/Model - CESSNA 172	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 - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	ALBA,MI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	GAYLORD,MI	
Wind Dir/Speed- 160/016 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 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- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 205
SE LAND	Months Since - 20	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT INITIALLY DEPARTED GRAYLING, MI WITH INTERMEDIATE STOPS IN ALBA, GAYLORD, ALBA AGAIN, & FINALLY TERMINATING AT GRAYLING. THE PLT STATED HE LANDED SHORT AT ALBA. HE ALSO STATED THAT WHILE PRACTICING LANDINGS AT GAYLORD HE RAN OFF THE SIDE OF THE RWY. THE PLT WAS UNAWARE OF DAMAGE TO THE ACFT UNTIL COMPLETION OF THE DAYS FLYING AT GRAYLING. THE TIME & LOCATION OF THE ACCIDENT IS PRESUMED. GUSTY CROSSWIND CONDITIONS EXISTED AT BOTH ALBA & GAYLORD.

Brief of Accident (Continued)

File No. - 682

6/14/83

GAYLORD,MI

A/C Reg. No. N19996

Time (Lc1) - 1900 EDT

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

Finding(s)

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident 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. - 745 6/23/83 KALAMAZOO,MI A/C Reg. No. NONE Time (Lcl) - 2110 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 103	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

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

Make/Model - ROBERTSON BI-RD	Eng Make/Model - CAYUNA 430-R	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 - 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	KALAMAZOO,MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 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 - 50	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT VEHICLE CRASHED IN TREES WHILE TAKING OFF FROM THE AIRPORT. THE PLT WAS SERIOUSLY INJURED & HAD NO RECOLLECTION OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 745

6/23/83

KALAMAZOO,MI

A/C Reg. No. NONE

Time (Lc1) - 2110 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
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. - 744 8/11/83 GRAND RAPIDS, MI A/C Reg. No. N1025F Time (Lcl) - 1520 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
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					1
					4

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
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	LONE ROCK, WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	KENT COUNTY
Wind Dir/Speed- 030/014 KTS		Runway Ident - 08R
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 10000/ 150
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 1600 FT OVERCAST	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- HAZE	Type Apch/Lndg - FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 80
SE LAND	Months Since - 1	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model- 80
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HELD A PRIVATE PLT CERTIFICATE THAT HAD RECENTLY BEEN ISSUED ON 8/1/83. DURING ARRIVAL THE WINDS WERE FROM 030 DEG AT 14 GUSTING 22 KTS. AT FIRST HE WAS CLEARED FOR AN APPROACH TO RWY 36, BUT WAS THEN CLEAR TO LAND ON RWY 8. THE INEXPERIENCE PLT RECOGNIZED THAT THERE WOULD HAVE BEEN LESS OF A X-WIND COMPONENT FOR RWY 36, BUT HE FELT AWKWARD IN CHALLENGING THE CONTROLLER, SO HE ACCEPTED THE CLEARANCE TO RWY 8. DURING THE LANDING ROLL, HE ENCOUNTERED A GUST OF WIND & LOST DIRECTIONAL CONTROL. SUBSEQUENTLY, THE ACFT WENT OFF THE SOUTH SIDE OF THE RWY & COLLIDED WITH RWY LIGHTS.

Brief of Accident (Continued)

File No. - 744

8/11/83

GRAND RAPIDS,MI

A/C Reg. No. N1025F

Time (Lc1) - 1520 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT PERFORMED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - RUNWAY LIGHT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 738 8/15/83 HAMTRAMCK,MI A/C Reg. No. N67374 Time (Lcl) - 1300 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LANSING,MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DETROIT,MI	Runway Ident - N/A
Wind Dir/Speed- 150/050 KTS	ATC/Airspace	Runway Lth/Wld - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 5000 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 - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 2793	Last 24 Hrs - 4
SE LAND,ME LAND	Months Since - 2	Make/Model- 2200	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 120	Last 90 Days- 180
		Multi-Eng - 20	
Instrument Rating(s) - AIRPLANE			

-----Narrative-----

WHILE EN ROUTE, THE ENG LOST POWER & THE PLT RESTARTED THE ENG. AFTER FLYING APRX 4 MI FURTHER, THE ENG LOST POWER AGAIN, AND AGAIN, THE PLT OBTAINED A RESTART. AFTER A 3RD LOSS OF POWER, THE PLT WAS MAKING A FORCED LANDING WHEN THE ACFT COLLIDED WITH AN ELECTRICAL WIRE & CRASHED APRX 1 MI FROM THE ARPT.

Brief of Accident (Continued)

File No. - 738

8/15/83

HAMTRAMCK,MI

A/C Reg. No. N67374

Time (Lc1) - 1300 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

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

Finding(s)
2. OBJECT - WIRE,TRANSMISSION
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 674 5/28/83 BEMIDJI, MN A/C Reg. No. N7453G Time (Lcl) - 1000 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	2
Accident Occurred During - LANDING					

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	MAPLE LAKE, MN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	WARROAD, MN	BEMIDJI
Wind Dir/Speed- 360/015 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5700/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 74
SE LAND	Months Since - 2	Last 24 Hrs - 2
	Aircraft Type - C-172	Make/Model- 7
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED OFF THE RWY DURING LANDING. THE LANDING WAS ON RWY 07. THE WIND WAS FROM 360 DEGREES AT 15 KTS. A THUNDERSTORM WAS IN THE AREA AND SOME TURBULENCE REMAINED. THE PILOT STATED HE FELT ONE GOOD BUMP AT 50 AGL AND FROM THAT POINT TO TOUCHDOWN VERY LITTLE WIND OR TURBULENCE. HE HEARD STALL WARNING AS MAIN GEAR TOUCHED DOWN. THE NOSEWHEEL WAS LOWERED TO SURFACE. THE ACFT BEGAN TO DRIFT RIGHT. THE PILOT SAID HE RESPONDED WITH FULL AILERON AND RUDDER BUT IT WAS NOT ENOUGH. THE ACFT LEFT THE RWY TO THE LEFT.

Brief of Accident (Continued)

File No. - 674

5/28/83

BEMIDJI, MN

A/C Reg. No. N7453G

Time (Lcl) - 1000 CDT

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. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 757 6/04/83 BIG LAKE, MN A/C Reg. No. N55270 Time (Lcl) - 1855 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
Accident Occurred During - APPROACH					

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	PRINCETON, MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HOOKS
Wind Dir/Speed- 330/015 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1850/ 50
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 212
SE LAND	Months Since - 8	Make/Model- 37
	Aircraft Type - PA-28	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 47

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A RAILROAD SIGN DURING APPROACH TO A PRIVATE AIRSTRIP. THE WEATHER WAS VMC BUT THERE WAS A CROSS-WIND OF ABOUT 15 KTS AND A LOW SUN CREATING SUNGLARE. THE ACFT DRIFTED TO THE SOUTH SIDE OF THE RWY DUE TO WIND AND COLLIDED WITH THE SIGN. THE PLT WAS HAVING DIFFICULTY SEEING THE RWY OR OBSTRUCTION BECAUSE OF THE SUNGLARE.

Brief of Accident (Continued)

File No. - 757

6/04/83

BIG LAKE, MN

A/C Reg. No. N55270

Time (Lc1) - 1855 CDT

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

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. WEATHER CONDITION - CROSSWIND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 754 6/06/83 ST. CLOUD, MN A/C Reg. No. N9465Z Time (Lcl) - 1110 CDT

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

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

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

Make/Model	- CESSNA 206A	Eng Make/Model	- CONTINENTAL IO-520	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	ON AIRPORT	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	ST. CLOUD	
Wind Dir/Speed	- 290/011 KTS	Runway Ident	- 31
Visibility	- 25.0 SM	Runway Lth/Wid	- 5200/ 100
Lowest Sky/Clouds	- CLEAR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 290	Last 24 Hrs - 1
SE LAND	Months Since - 1	Make/Model - 263	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 77	Last 90 Days - 25

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BOUNCED DURING A HARD LANDING AND NOSED OVER. THE WEATHER WAS VMC BUT THERE WAS A CROSSWIND ON RWY 31 WHICH WAS THE ACTIVE RWY. THE WIND WAS 290 DEGREES AT 11 KTS WITH GUSTS TO 19 KTS. AFTER 2 BOUNCES DURING WHICH THE ACFT MOVED ABOUT 20-25 FT TO THE RIGHT, THE RIGHT LANDING GEAR WENT OFF THE RWY AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 754

6/06/83

ST. CLOUD, MN

A/C Reg. No. N9465Z

Time (Lc1) - 1110 CDT

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----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. - 678 6/09/83 ST. PAUL, MN A/C Reg. No. N201FC Time (Lcl) - 0930 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries 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 -LANDING					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	LAKE ELMO
Wind Dir/Speed- 350/005 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 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 - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 6030
SE LAND, ME LAND	Months Since - 4	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 85
		Instrument- 318
		Multi-Eng - 680
Instrument Rating(s) - AIRPLANE		Last 30 Days- UNK/NR
		Last 90 Days- 131

-----Narrative-----

THE CFI STATED THAT THE STUDENT (PRIVATE PILOT) WAS INFORMED OF A CROSSWIND CONDITION AFTER THE ACFT WAS ESTABLISHED ON THE BASE LEG. THE CFI STATED THAT AFTER TOUCHDOWN THE ACFT YAWED SHARPLY TO THE LEFT AND PROCEEDED TOWARD THE GRASS AREA ADJACENT TO THE RWY.

Brief of Accident (Continued)

File No. - 678

6/09/83

ST. PAUL, MN

A/C Reg. No. N201FC

Time (Lc1) - 0930 CDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 2. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

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

Finding(s)

4. TERRAIN CONDITION - DITCH
-

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

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 630 6/16/83 ANOKA, MN A/C Reg. No. N68438 Time (Lcl) - 1640 CDT

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-R2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	GATEWAY NORTH
Wind Dir/Speed- 290/010 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2365/ 130
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
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)
STUDENT	Current - N/A	Total - 17
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 17
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT TOUCHED DOWN OFF THE RUNWAY AND NOSED OVER. THE LOW TIME STUDENT PILOT STATED THAT ON HIS 6TH AND FINAL LANDING HE LANDED "SLIGHTLY OFF RUNWAY." WHEN THE NOSE WHEEL WAS LOWERED IT TOUCHED DOWN IN SOFT SAND AND THE ACFT NOSED OVER. THE STUDENT PILOT WAS NOT INJURED.

Brief of Accident (Continued)

File No. - 630

6/16/83

ANOKA, MN

A/C Reg. No. N68438

Time (Lc1) - 1640 CDT

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

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 762 6/17/83 LITCHFIELD, MN A/C Reg. No. N8471E Time (Lcl) - 1030 CDT

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

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

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

Make/Model	- BELL 47-G3B	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	- 2950	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	LITCHFIELD, MN			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL			
Wind Dir/Speed	- CALM			Runway Ident	- N/A
Visibility	- 25.0 SM	ATC/Airspace		Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	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	- NONE		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1715	Last 24 Hrs - 16
SE LAND	Months Since - 5	Make/Model - 1353	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - BELL 47	Instrument - 12	Last 90 Days - 102
			Rotorcraft - 1352

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER ROLLED OVER WHILE ATTEMPTING A TAKEOFF AFTER SERVICING FROM A TRUCK PLATFORM FOR A SPRAYING OPERATION. THE HOSE USED TO PUT THE CHEMICAL SPRAY INTO THE HOPPER WAS NOT REMOVED. WHEN TAKEOFF WAS ATTEMPTED THE ACFT WAS TETHERED TO THE GROUND RIG AND CONTINUED APPLICATION OF COLLECTIVE ROLLED THE HELICOPTER.

Brief of Accident (Continued)

File No. - 762

6/17/83

LITCHFIELD, MN

A/C Reg. No. N8471E

Time (Lcl) - 1030 CDT

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

Finding(s)

1. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
 2. CREW/GROUP COORDINATION - INADEQUATE - GROUND PERSONNEL
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 729 7/28/83 WINONA, MN A/C Reg. No. N4K Time (Lcl) - 1130 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	0	0	0	0
Accident Occurred During -TAKEOFF					

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

Make/Model - KANE BUSH BY MUSTANG 2	Eng Make/Model - LYCOMING O-290-02	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 135 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	GRASS STRIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 36
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1535
SE LAND, ME LAND	Months Since - 14	Make/Model- 10
	Aircraft Type - UNK/NR	Instrument- 262
		Multi-Eng - 35
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT INITIATED A TAKEOFF ON A 2000 FT GRASS STRIP. HE STATED THAT THE TAKEOFF WAS NORMAL UNTIL IT BECAME APPARENT THAT THE ACFT WOULD NOT CLIMB OUT OF GROUND EFFECT. SINCE THE GO/NO GO DECISION POINT HAD BEEN PASSED, HE ATTEMPTED TO CLIMB STRAIGHT AHEAD. THE ACFT CONTACTED TREES NEAR THE END OF THE RWY & WAS SUBSTANTIALLY DAMAGED. HE REPORTED THAT THE WIND WAS CALM, THE TEMP WAS 88 DEG & THE ELEVATION WAS 1300 FT.

Brief of Accident (Continued)

File No. - 729

7/28/83

WINONA, MN

A/C Reg. No. N4K

Time (Lc1) - 1130 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
-

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

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

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. - 782 1/31/83 SALEM, MO A/C Reg. No. N99SJ Time (Lcl) - 1020 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	0	0	0
Accident Occurred During -DESCENT					

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

Make/Model - PIPER PA-28R-201T	Eng Make/Model - CONTINENTAL TSIO-360-FB	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 - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ST. LOUIS, MO	SALEM MEMORIAL
Wind Dir/Speed- 070/013 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2650/ 30
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- FOG		
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 - 150
SE LAND	Months Since - 13	Make/Model- 20
	Aircraft Type - C-152	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE 0910 TELEPHONE WX BRIEFING BY THE ST. LOUIS FSS, THE PLT MENTIONED THAT THERE WAS GROUND FOG IN THE SALEM AREA. AT ABOUT 1010 THE PLT DEPARTED FROM RWY 16, MADE A LEFT TURN & CROSSED THE ARPT HEADING NORTH. A WITNESS WHO DROVE THE PLT TO THE ARPT STATED HE WATCHED THE ACFT UNTIL IT WAS OBSCURED BY CLOUDS AS IT CLIMBED. ANOTHER WITNESS, WHO WAS LOCATED ABOUT 1/2 MI EAST OF THE APPROACH END OF RWY 16, STATED HE SAW THE ACFT FLYING NORTH BEFORE IT WAS OBSCURED BY A NEARBY BUILDING. HE THEN HEARD THE ENG REV UP, THEN A CRASH. HE REPORTED THAT THE SKY WAS OVERCAST & GROUND VISIBILITY WAS ABOUT A MILE. WRECKAGE EXAMINATION DISCLOSED THAT THE LEFT OUTER WING SEPARATED AT THE INBOARD EDGE OF THE AILERON. THE EMPENNAGE DISPLAYED EVIDENCE OF LEFT WING IMPACT FORWARD OF THE VERTICAL STABILIZER. THE SPARS & WING SKIN DISPLAYED EVIDENCE OF OVERLOAD FAILURE. THE 0958 WX AT VICHY, MO, LOCATED 34 NM NW OF SALEM, WAS 2 MI IN FOG & HAZE.

Brief of Accident (Continued)

File No. - 782

1/31/83

SALEM,MO

A/C Reg. No. N99SJ

Time (Lc1) - 1020 CST

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

Finding(s)

1. WEATHER CONDITION - HAZE
2. WEATHER CONDITION - FOG
3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND

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

Finding(s)

4. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. WING, SPAR - OVERLOAD
8. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
9. WING, SPAR - FAILURE, TOTAL
10. WING, SPAR - SEPARATION

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

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,7,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 781 5/28/83 WHEATLAND, MO A/C Reg. No. N6288U Time (Lcl) - 1945 CDT

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

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

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

Make/Model	- MOONEY M20C	Eng Make/Model	- LYCOMING O-360-A1D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2575	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	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	SKYRIDERS
Wind Dir/Speed-	CALM		Runway Ident
Visibility	- 15.0 SM	ATC/Airspace	- 16
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- 2910/ 60
Lowest Ceiling	- NONE	Type of Clearance	- GRASS/TURF
Obstructions to Vision-	NONE	Type Apch/Lndg	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 320
SE LAND	Months Since - 1	Make/Model-	11
	Aircraft Type - BE-24R	Instrument-	84
		Multi-Eng -	8
		Last 24 Hrs -	4
		Last 30 Days-	UNK/NR
		Last 90 Days-	31

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID THE ENGINE LOST POWER AFTER TAKEOFF AND SETTLED INTO TREES OFF THE END OF THE RWY. THE ENGINE, DAMAGED BY FIRE, WAS EXAMINED AND THERE WAS NO EVIDENCE OF PRE-IMPACT FAILURES OR DEFICIENCIES.

Brief of Accident (Continued)

File No. - 781

5/28/83

WHEATLAND, MO

A/C Reg. No. N6288U

Time (Lc1) - 1945 CDT

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. TERRAIN CONDITION - NONE SUITABLE

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. - 631 7/02/83 OSAGE BEACH, MO A/C Reg. No. N9346S Time (Lcl) - 1700 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
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 C-23	Eng Make/Model - LYCOMING IO-360-A4J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2450	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GRAVOIS MILLS, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LINN CREEK GRAND GLAIZE
Wind Dir/Speed- 230/023 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 10.0 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 - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 436	Last 24 Hrs - 1
SE LAND	Months Since - 11	Make/Model- 39	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 14
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR
Instrument Rating(s) - NONE			

-----Narrative-----

THE ACFT RAN OFF THE SIDE OF THE RUNWAY AND CONTINUED TO OVERRUN THE DEPARTURE END OF THE RUNWAY WHERE COLLISION WITH A DITCH OCCURRED. THERE WAS EVIDENCE THAT THE BRAKES WERE USED BUT WERE NOT EFFECTIVE IN STOPPING THE ACFT. AN FAA INSPECTOR INSPECTED THE WRECKAGE AT THE SITE AND REPORTED- "THAT THE ACFT ROLLED 825 FT WITH THE RIGHT WHEEL OFF THE RUNWAY." HE ALSO REPORTED BOTH BRAKES WORN OUT. THE BRAKE RESERVOIR WAS EMPTY. THE RIGHT BRAKE HELD SOME PRESSURE. THE LEFT BRAKE WOULD HOLD NO PRESSURE. THE LOGBOOKS INDICATED THAT THE LAST ANNUAL INSPECTION WAS PERFORMED ON DEC. 11, 1981. THERE WERE NO INDICATIONS THAT THE BRAKES WERE EXAMINED SINCE THAT LAST ANNUAL.

Brief of Accident (Continued)

File No. - 631

7/02/83

OSAGE BEACH, MO

A/C Reg. No. N9346S

Time (Lc1) - 1700 CDT

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN
 2. FLUID, HYDRAULIC - LACK OF
 3. MAINTENANCE, ANNUAL INSPECTION - NOT OBTAINED - PILOT IN COMMAND
 4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

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

Finding(s)

5. TERRAIN CONDITION - DITCH
-

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

Finding(s)

6. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
-

----Probable Cause----

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

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. - 618 1/06/83 SULA,MT A/C Reg. No. N55LW Time (Lc1) - 1020 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - BELL 206B III
Landing Gear - SKID
Max Gross Wt - 2822
No. of Seats - 4

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 420 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 - IMC
Wind Dir/Speed- 170/005 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - SNOW SHOWER
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CORVALLIS,MT
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 29
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - EXPIRED
Flight Time (Hours)

Total - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER CRASHED TAIL LOW AND ROLLED OVER IN AN OPEN FIELD DURING MARGINAL WEATHER. THE PILOT WAS FLYING ON AN EXPIRED STUDENT CERTIFICATE AND EXPIRED MEDICAL. ACCORDING TO A PILOT WHO HAD WORKED WITH HIM THE PILOT HAD NO HELICOPTER RATING. WITNESSES STATED THE WEATHER CONDITIONS AS POOR VISIBILITY AND SNOWING. EXAMINATION OF THE WRECKAGE DID NOT REVEAL ANY SPECIFIC REASON FOR LOW ROTOR RMP JUST PRIOR TO GROUND IMPACT.

Brief of Accident (Continued)

File No. - 618

1/06/83

SULA,MT

A/C Reg. No. N55LW

Time (Lc1) - 1020 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
3. WEATHER CONDITION - SNOW

----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. - 790 4/23/83 KALISPELL, MT A/C Reg. No. N88075 Time (Lcl) - 1700 MST

-----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 - APPROACH						

-----Aircraft Information-----

Make/Model - PIPER J3C65	Eng Make/Model - CONTINENTAL C-68	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	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 - VISUAL STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 3219
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 150
		Instrument- 791
		Multi-Eng - 2373
		Last 30 Days- UNK/NR
		Last 90 Days- 51

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE MAKING AN APPROACH TO A FIELD ON A RANCH, THE ACFT HIT A POWER LINE ON SHORT FINAL AND CRASHED UPRIGHT IN THE FIELD. THE PILOT SAID HE DID NOT SEE THE WIRE ACROSS THE NORTH APPROACH TO THE FIELD.

Brief of Accident (Continued)

File No. - 790

4/23/83

KALISPELL,MT

A/C Reg. No. N88075

Time (Lcl) - 1700 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 772 6/09/83 CONRAD,MT A/C Reg. No. N23069 Time (Lc1) - 0950 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - AIRTRACTOR AT-301	Eng Make/Model - P & W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	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	CONRAD,MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 240/017 KTS		Runway Ident - N/A
Visibility - 60.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Ceiling - 15000 FT BROKEN	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 - 23	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 901
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 343
		Instrument- 13
		Multi-Eng - 9
		Last 30 Days- UNK/NR
		Last 90 Days- 115
		Rotorcraft - 15
Instrument Rating(s) - NONE		

-----Narrative-----

THE ACFT LANDED HARD AND COLLAPSED THE RIGHT MAIN LANDING GEAR DURING A FORCED LANDING AFTER FUEL EXHAUSTION. DURING A LANDING TO RELOAD THE PILOT HAD HANDLED THE HERBICIDE ON-LOADING AND A GROUND CREWMAN WAS LOADING THE ACFT FUEL. THE SUPPLY OF 80/87 OCTANE FUEL WAS EXHAUSTED BUT THERE WAS 100 OCTANE AVAILABLE. THE PILOT WAS TOLD ABOUT THE FUEL SUPPLY BUT HE MADE NO REPLY AS HE WAS BUSY LOADING HERBICIDE. THE REFUELING WAS NOT COMPLETED. ABOUT AN HOUR AFTER TAKEOFF THE ENGINE CEASED OPERATION DURING A PULL-UP MANEUVER. AFTER THE ACCIDENT THE PILOTS FATHER DRAINED ABOUT 1 CUP OF FUEL FROM EACH FUEL TANK. THE PILOT STATED HE SHOULD HAVE TOPPED OFF WITH FUEL.

Brief of Accident (Continued)

File No. - 772

6/09/83

CONRAD,MT

A/C Reg. No. N23069

Time (Lc1) - 0950 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL SUPPLY - 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)

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. - 686 2/22/83 HENDERSONVILLE,NC A/C Reg. No. N6313P Time (Lcl) - 1851 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	2	0	0	0	0
Pass	1	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-24-180
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 240/004 KTS
Visibility - 1.500 SM
Lowest Sky/Clouds - 200 FT SCATTERED
Lowest Ceiling - 1200 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ASHEVILLE,NC
Destination
SANFORD,NC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ASHEVILLE REGIONAL
Runway Ident - 34
Runway Lth/Wid - 8000/ 150
Runway Surface - ASPHALT
Runway Status - WET

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND
GLIDER

Age - 24
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1444 Last 24 Hrs - 0
Make/Model- 50 Last 30 Days- 23
Instrument- 105 Last 90 Days- 39
Multi-Eng - 30 Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER REPORTING LEVEL AT 7,000 FT IN RAIN, THE PLT REPORTED THAT ALTITUDE COULD NOT BE MAINTAINED DUE TO A POWER LOSS. HE STATED THAT "...WE'RE DOWN TO ABOUT FOURTEEN INCHES AND WE JUST BROKE OUT AND I GOT THE LIGHTS." AT 1849, AFTER A DISCUSSION WITH ATC CONCERNING AIRPORTS AVAILABLE, THE PLT REPORTED A COMPLETE POWER LOSS AT 4,000 FT. HE STATED HE WOULD "...GO FOR HENDERSON" AND INDICATED THAT HE WAS IN THE CLOUDS. THE ACFT IMPACTED A HEAVELY WOODED HILLSIDE ABOUT 4.5 MI SE AND ON THE EXTENDED CENTERLINE OF RWY 16 OF ASHEVILLE REGIONAL ARPT. THE TEMP/DEW POINT AT ASHEVILLE WAS 49/49. THE FORECASTED TEMP AT 6,000 FT & 9,000 FT WAS +39 DEG & +32 DEG RESPECTIVELY. TWO OTHER PLT'S FLYING IN THE AREA REPORTED ICING AT 8,000 FT & 9,000 FT. THE CARBURETOR HEAT DOOR WAS FOUND JAMMED IN THE COLD (OFF) POSITION. THE CARB HEAT KNOB WAS IN THE COLD (OFF) POSITION.

Brief of Accident (Continued)

File No. - 686

2/22/83

HENDERSONVILLE, NC

A/C Reg. No. N6313P

Time (Lcl) - 1851 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. FUEL SYSTEM, CARBURETOR - ICE
4. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
6. WEATHER CONDITION - FOG
7. WEATHER CONDITION - LOW CEILING
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,7,8

**National Transportation Safety Board
Washington, D.C. 20594**

Brief of Accident

File No. - 643 5/06/83 RALEIGH, NC A/C Reg. No. N242KH Time (Lc1) - 1900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					None 1

-----Aircraft Information-----

Make/Model - EIPPEN AIRCRAFT 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 - 1100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 46 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SOUTH RALEIGH, NC	OFF AIRPORT/STRIP
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A	ATC/Airspace	Runway Ident - N/A
Basic Weather - VMC	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Wind Dir/Speed- 080/005 KTS	Type of Clearance - NONE	Runway Surface - N/A
Visibility - 15.0 SM	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 800
SE LAND, ME LAND	Months Since - 10	Make/Model- 25
	Aircraft Type - 150	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE FAILED. EXAMINATION OF THE ENGINE AFTER THE ACCIDENT REVEALED THAT THE #2 CYL PISTON WAS BADLY SCORED. THE CYL. HEAD TEMPERATURE GAUGE READ 100 DEG LOWER THAN THE ACTUAL TEMPERATURE. EPOXY SEALANT HAD GOTTEN INTO THE SENSING UNIT THE ROTAX 503 ENGINE IS A 2 CYCLE ENG THAT DOES NOT USE AN OIL RESERVOIR. ENG LIBRICATION IS PROVIDED BY MIXING OIL WITH THE FUEL.

Brief of Accident (Continued)

File No. - 643

5/06/83

RALEIGH, NC

A/C Reg. No. N242KH

Time (Lc1) - 1900 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE INSTRUMENTS, CYLINDER HEAD TEMPERATURE GAUGE - INCORRECT
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 706 5/13/83 ASHEBORO, NC A/C Reg. No. N3154Z Time (Lc1) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Injuries				
Crew	0	1	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CUMMINGS QUICKIE Q2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1100
No. of Seats - 2

Eng Make/Model - VW REVMaster 2100
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 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

OFF AIRPORT/STRIP

Airport Data

ASHEBORO
Runway Ident - 03
Runway Lth/Wid - 3900/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 22

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 731	Last 24 Hrs	- 5
Make/Model-	15	Last 30 Days-	UNK/NR
Instrument-	98	Last 90 Days-	101

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THIS PARTICULAR HOME BUILT ACFT WAS EQUIPPED WITH AN "AILERON REFLEXER." THIS MODIFICATION ALLOWED THE PLT TO CHANGE THE FAIRED SETTING OF THE AILERONS, ABOVE OR BELOW THE NORMAL NEUTRAL POSITION. REPORTEDLY, THIS ADJUSTMENT WOULD AFFECT THE LIFT OF THE MAIN WING & WOULD LOAD OR UNLOAD THE CANARD. THE NET EFFECT OF THIS WAS FOR THE PLT TO BE ABLE TO FINE TUNE THE ACFT'S FLT & LANDING ATTITUDE FOR VARIOUS WEIGHT & CG CONDITIONS. WHILE THE PLT/OWNER WAS WAITING FOR HIS INSTRUCTOR (CFI), HE MADE SEVERAL HI SPEED TAXI RUNS ON THE RWY. DURING THESE RUNS, HE HAD POSITIONED THE REFLEXER FULL UP. AFTER COMPLETING THE TAXI RUNS, HE RETURNED TO THE RAMP TO MEET THE CFI, BUT LEFT THE REFLEXER IN THE UP POSITION. BOTH CREW MEMBERS REPORTED THAT THE ACFT LIFTED OFF PREMATURELY & THE PLT OVERCONTROLLED DURING THE CLIMB. A WITNESS STATED THAT THE ACFT CLIMBED TO 75 OR 80 FT, THEN VEERED RIGHT & WENT INTO TREES. WITH THE REFLEXER FULL UP, THE TRAILING EDGE OF THE AILERONS WERE APRX 6 DEG ABOVE NORMAL, PROVIDING MINIMUM LIFT TO THE WING.

Brief of Accident (Continued)

File No. - 706

5/13/83

ASHEBORO,NC

A/C Reg. No. N3154Z

Time (Lc1) - 1030 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AILERON - IMPROPER USE OF - DUAL STUDENT
2. AIRCRAFT PREFLIGHT - INADEQUATE - DUAL STUDENT
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
5. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND(CFI)
6. LIFT-OFF - PREMATURE - DUAL STUDENT
7. AIRCRAFT HANDLING - UNCONTROLLED - DUAL STUDENT

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

8. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,6,7

Factor(s) relating to this accident is/are finding(s) 3,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 799 4/17/83 BELFIELD,ND A/C Reg. No. N8623B Time (Lcl) - 1600 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 - ENSTROM F-28F	Eng Make/Model - LYCOMING HIO-360-E1AD	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1950	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	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 320/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 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 BROKEN	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 39
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 39
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 39

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER ROLLED OVER ON A SLIGHT SLOPE IN AN OPEN FIELD DURING A LANDING. THE PILOT STATED THAT THE ACFT TOUCHED DOWN ON THE LEFT SKID, THE ACFT STARTED TO TIP TO THE LEFT AND HE OVER CORRECTED SO THAT THE ACFT ROLLED OVER TO THE RIGHT.

Brief of Accident (Continued)

File No. - 799

4/17/83

BELFIELD,ND

A/C Reg. No. N8623B

Time (Lc1) - 1600 MST .

Occurrence ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - UPHILL
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 800 6/28/83 WILLISTON,ND A/C Reg. No. N916DA Time (Lcl) - 0845 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - ALESON QUICKIE Q2	Eng Make/Model - REVMASER 2100D	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 - 64 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	SLOULIN FIELD INTL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 28
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6041/ 100
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT OVERCAST	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 - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 460
SE LAND	Months Since - 14	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 6
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT GROUNDLOOPED AND COLLIDED WITH A RWY LIGHT FOLLOWING AN INADVERTANT TAKEOFF AND LANDING DURING WHAT WAS SUPPOSED TO BE A HIGH SPEED TAXI TEST. DURING THE LANDING ROLL THE ACFT SWERVED TO THE LEFT, DEPARTED THE RWY AND COLLIDED WITH A RWY LIGHT. THIS ACFT WAS A HOMEBUILT CONSTRUCTED BY THE PILOT AND HAD ACCUMULATED NO FLT TIME.

Brief of Accident (Continued)

File No. - 800

6/28/83

WILLISTON,ND

A/C Reg. No. N916DA

Time (Lc1) - 0845 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - RUNWAY LIGHT
-

-----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. - 614 6/27/83 NELIGH, NE A/C Reg. No. N46832 Time (Lcl) - 2223 CDT

-----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	ON GROUND	Pass	1	0	0	0
Accident Occurred During -CRUISE						

-----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 - IN PERSON	BROOMFIELD, NE	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	NORFOLK, NE	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 340
SE LAND	Months Since - 5	Make/Model- 340
	Aircraft Type - 152	Instrument- 57
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

AT APRX 1920 CDT, THE PLT ENTERED THE NWS STATION AT NORFOLK, NE & REQUEST A WX BRIEFING FOR A FLT FROM BLOOMFIELD, NE BACK TO NORFOLK, TO ARRIVE BEFORE SUNSET. HE WAS ADVISED OF MARGINAL WX CONDITIONS DUE TO THUNDERSTORM ACTIVITY. THE FORECAST CALLED FOR OCCASIONAL CEILINGS OF 600 FT WITH THE VISIBILITY AT 1 MI IN THUNDERSTORMS & FOG. THE EXACT DEPARTURE TIME FROM BLOOMFIELD WAS NOT DETERMINED; BUT BLOOMFIELD WAS LOCATED APRX 50 MI (BY ROAD) FROM NORFOLK. AT 2223 CDT, THE ACFT COLLIDED WITH POWER LINES & POLES NEAR NELIGH, NE. AN EXAM OF THE WRECKAGE REVEALED NO EVIDENCE OF A PREIMPACT MALFUNCTION. WITNESSES IN THE VICINITY ESTIMATED A CEILING OF APRX 500 FT & A VISIBILITY OF ABOUT 1 MI WITH RAIN & FOG.

Brief of Accident (Continued)

File No. - 614

6/27/83

NELIGH,NE

A/C Reg. No. N46832

Time (Lc1) - 2223 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - THUNDERSTORM
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - RAIN
 5. WEATHER CONDITION - FOG
 6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 7. VISUAL LOOKOUT - NOT PERFORMED -
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 9. OBJECT - WIRE,TRANSMISSION
 10. OBJECT - UTILITY POLE
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 666 7/02/83 ST. PAUL, NE A/C Reg. No. N57748 Time (Lcl) - 0600 CDT

-----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	0	Minor	0
Accident Occurred During -TAKEOFF			0		0		1
							0

-----Aircraft Information-----

Make/Model - PIPER PA-36	Eng Make/Model - LYCOMING IO-720A1B	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 3900	Engine Type - RECIP-FUEL INJECTED		
No. of Seats - 1	Rated Power - 400 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	WALTS AERIAL SERVICE
Wind Dir/Speed- 180/003 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 134
Lowest Sky/Clouds - 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 - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2918
SE LAND, ME LAND	Months Since - 2	Make/Model- 300
	Aircraft Type - UNK/NR	Instrument- 63
		Multi-Eng - 142
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 145

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHEN HE WAS UNABLE TO GET TAKEOFF SPEED HE DUMPED HIS LOAD, THEN HIT A FENCE & FENCE POSTS. THE ACFT WAS ESTIMATED TO BE WITHIN THE CG & GROSS WEIGHT LIMITS. TWO INSPECTIONS OF THE ENG REVEALED NO MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 666

7/02/83

ST. PAUL,NE

A/C Reg. No. N57748

Time (Lc1) - 0600 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
3. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 613 4/28/83 JAFFREY,NH A/C Reg. No. NONE Time (Lcl) - 1915 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 103	NONE	Pass	0	0	0	0
Accident Occurred During -MANEUVERING						

-----Aircraft Information-----

Make/Model - ULTRALIGHT FLIGHT PHANTOM	Eng Make/Model - KAWASAKI 440-2A	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 420	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JAFFREY MUNICIPAL
Wind Dir/Speed- 050/005 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 50
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 15000 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 - 33	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 12
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 7
		Last 30 Days- 9
		Instrument- 0
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

SEVERAL DAYS PRIOR TO THE ACCIDENT, THE PLT WAS ADVISED BY OTHERS THAT THE ENG ON HIS NEWLY ASSEMBLED ULTRALIGHT DID NOT "SOUND RIGHT." AFTER CHECKING HE NOTED THAT FULL POWER COULD NOT BE OBTAINED FROM THE ENG. HOWEVER, ENOUGH POWER WAS AVAILABLE TO FLY A NUMBER OF LOCAL FLT. HE ALSO NOTED BLACK SOOTY DEPOSITS ON THE SPARK PLUGS & THAT THE ENG AIR INTAKE FILTER WAS SOAKED WITH FUEL. THIS FLT WAS TO FURTHER TROUBLESHOOT THE ENG PROBLEM. THE ENG LOST POWER AT 200 FT AGL & THE PLT DECIDED TO RETURN TO THE ARPT. THE PLT OVERFLEW AN OPEN FIELD & THE VEHICLE STALLED AVOIDING RISING TERRAIN & TREES. THE PLUNGER OF THE STARTING MIXTURE ENRICHMENT SYSTEM/FUNCTIONS AS A CHOKE) WAS FOUND BOUND UP AS IT PASSED THROUGH THE CARB HOUSING WHILE MOVING TO THE "DESENGAGED" POSITION. THE ACTUATOR CABLE HOUSING FLEXED UNDERNEATH THE FIBERGLASS NOSE FAIRING WHEN THE PLUNGER STOPPED MOVING, ALLOWING THE KNOB TO RETURN CLOSE TO ITS NORMAL "CHOKE-OFF" POSITION.

Brief of Accident (Continued)

File No. - 613

4/28/83

JAFFREY,NH

A/C Reg. No. NONE

Time (Lc1) - 1915 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MIXTURE CONTROL, LINKAGE - BINDING(MECHANICAL)
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
-

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

5. TERRAIN CONDITION - RISING
 6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 7. OBJECT - TREE(S)
 8. MANEUVER - PERFORMED - PILOT IN COMMAND
 9. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 10. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #4 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) 1,2,4,9

Factor(s) relating to this accident is/are finding(s) 3,5,6,7,8,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 688 6/01/83 MILAN,NH A/C Reg. No. N98JP Time (Lcl) - 2000 EDT

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-INSTRUCTIONAL	Fire	Crew	Fatal	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-MANEUVERING						

-----Aircraft Information-----

Make/Model	- MCDONALD STEEN SKYBOLT	Eng Make/Model	- LYCOMING IO-360-AD	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES	
Max Gross Wt	- 2000	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 1	Rated Power	- 180 HP			

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		BERLIN	
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	- 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 - 57	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1310	Last 24 Hrs - 0
SE LAND,ME LAND	Months Since - 15	Make/Model - 1219	Last 30 Days - UNK/NR
	Aircraft Type - SKYBOLT	Instrument - 40	Last 90 Days - 10
		Multi-Eng - 51	

Instrument Rating(s) - NONE

-----Narrative-----

THE PURPOSE OF THE FLT WAS PREPARATION OF AN ACT FOR SOME PLANNED AIR SHOWS. THE PILOT MANEUVERED THE ACFT INTO AN INVERTED SPIN AT AN ALT OF 2000 AGL. AFTER 3 REVOLUTIONS OF THE SPIN HE WAS UNABLE TO RECOVER AND THE ACFT IMPACTED THE GROUND INVERTED.

Brief of Accident (Continued)

File No. - 688

6/01/83

MILAN,NH

A/C Reg. No. N98JP

Time (Lcl) - 2000 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 753 1/28/83 ATLANTIC CITY, NJ A/C Reg. No. N310TA Time (Lc1) - 1906 EST

-----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 3	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 310R	Eng Make/Model - CONTINENTAL IO-470-V0	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	DU PAGE, IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	ATLANTIC CITY
Wind Dir/Speed- 250/005 KTS	ATC/Airspace	Runway Ident - 13
Visibility - .500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10000/ 180
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - MACADAM
Lowest Ceiling - 200 FT OVERCAST	Type Apch/Lndg - ILS - COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3000
SE LAND	Months Since - 1	Make/Model- 750
	Aircraft Type - C-310R	Instrument- UNK/NR
		Multi-Eng - 1500
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT PROCEEDED ROUTINELY FROM CHICAGO TO ATLANTIC CITY. COMMUNICATIONS AND PROCEDURES ALL SEEMED ROUTINE AND NORMAL AND AT 1901 LOCAL CONTROL AT ATLANTIC CITY INFORMED THE PILOT THAT HE WAS ONE MILE OUT AND SHOULD BE PICKING UP THE "RABBIT" MOMENTARILY. AT 1902 THE CONTROLLER ASKED THE PILOT IF HE WAS ON THE GROUND OR DID HE GO AROUND? THE PILOT RESPONDED THAT HE WAS "IN THE GO-AROUND." LOCAL CONTROL THEN ISSUED MISSED APPROACH PROCEDURES. THE FLT DID NOT RESPOND TO THE INSTRUCTIONS NOR TO ANY SUBSEQUENT TRANSMISSIONS. AT 1907 AN EXPLOSION WAS REPORTED IN THE VICINITY OF THE GARDEN STATE PARKWAY. THE ACFT STRUCK TREES 5,900 FT BEYOND THE DEPARTURE OF THE 10,000 FT RWY ON A TRACK OF 110 DEG. THE TREES IN THE AREA WERE ABOUT 45 FT HIGH.

Brief of Accident (Continued)

File No. - 753

1/28/83

ATLANTIC CITY, NJ

A/C Reg. No. N310TA

Time (Lc1) - 1906 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. CHARTS - DARK NIGHT
2. WEATHER CONDITION - FOG
3. DECISION HEIGHT - BELOW - PILOT IN COMMAND
4. MISSED APPROACH - DELAYED - PILOT IN COMMAND
5. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
6. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 758 2/19/83 BLAIRSTOWN,NJ A/C Reg. No. N24822 Time (Lcl) - 1715 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2A	ELT Installed/Activated - UNK/NR
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 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	BLAIRSTOWN
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 07
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3117/ 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 - 46	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 - UNK/NR
	Aircraft Type - N/A	Make/Model- 7
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LOST DIRECTIONAL CONTROL & THE ACFT SWERVED INTO A SNOWBANK.

Brief of Accident (Continued)

File No. - 758

2/19/83

BLAIRSTOWN,NJ

A/C Reg. No. N24822

Time (Lcl) - 1715 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - 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 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) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 690 6/10/83 TRENTON,NJ A/C Reg. No. N15SB Time (Lcl) - 2140 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	DESTROYED		Serious	Minor
Type of Operation -PERSONAL	Fire	Crew 0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	2	0
Accident Occurred During -LANDING				0

-----Aircraft Information-----

Make/Model - PIPER PA-32-260	Eng Make/Model - LYCOMING O-540-E4B5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MANAHAWKIN,NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TOMS RIVER,NJ	TRENTON-ROBBINSVILLE
Wind Dir/Speed- 140/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 25000 FT SCATTERED	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 - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 291
SE LAND	Months Since - 2	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 11
		Instrument- 72
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A RAILROAD BRIDGE OVERPASS DURING A FORCED LANDING AFTER FUEL EXHAUSTION. THE FLT DEPARTED NC FOR NJ WITH AN ENROUTE STOP TO DROP OFF A PASSENGER. THE PILOT WAS UNABLE TO REFUEL AT THIS STOP AS PLANNED AND DEPARTED AND OVERFLEW OTHER SIGHTED ARPTS BECAUSE HE COULD NOT MAKE CONTACT ON UNICOM. MCQUIRE APPROACH CONTROL GAVE THE PILOT THE VECTOR OF 288 DEGREES FOR THE TRENTON-ROBBINSVILLE ARPT. DURING THIS TIME THE RIGHT FUEL TANK RAN DRY AND THE PILOT SWITCHED TANKS TO CONTINUE FLT. WHEN TRENTON-ROBBINSVILLE COULD NOT BE RAISED ON UNICOM THE PILOT CONTINUED ON THE 288 DEGREE HEADING UNTIL FUEL EXHAUSTION. HE DECLARED AN EMERGENCY AND WAS VECTORED TO 110 DEGREES FOR THE NEAREST ARPT. THE PILOT COULD NOT REACH THIS ARPT AND CRASHED ON A RAILROAD BRIDGE ATTEMPTING TO LAND ON A 4 LANE HIWAY. AN ON SCENE INVESTIGATION CONFIRMED THE STATE OF FUEL EXHAUSTION. THE ACFT DEPARTED WITH 50 GALLONS AND FLEW 4.1 HOURS. FUEL BURN IS 12 GPH.

Brief of Accident (Continued)

File No. - 690

6/10/83

TRENTON,NJ

A/C Reg. No. N15SB

Time (Lc1) - 2140 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - 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. - 730 6/17/83 CROSS KEYS,NJ A/C Reg. No. N6385M Time (Lcl) - 1345 EDT

-----Basic Information-----

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage									
		SUBSTANTIAL		Fatal	0	Serious	0	Minor	0	None	1
Type of Operation	- INSTRUCTIONAL	Fire	NONE	Crew	0		0		0		0
Flight Conducted Under	- 14 CFR 91			Pass	0		0		0		0
Accident Occurred During	- LANDING										

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	CROSS KEYS,NJ			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		CROSS KEYS	
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Ident	- 27
Visibility	- UNK/NR	Type of Flight Plan	- NONE	Runway Lth/Wid	- 2750/ 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 - 36	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 62	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model - 62	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 2	Last 90 Days - 9

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT REPORTED THAT SHE HAD MADE A GO-AROUND & TWO LANDINGS IN CALM WIND CONDITIONS. SHE REPORTED HER 3RD APPROACH WAS LOWER & SLOWER, UNDER 60 KTS. WHEN SHE REALIZED THAT SHE DID NOT HAVE THE FLAPS FULL DOWN, SHE ADDED THE LAST INCREMENT OF FLAPS (APRX 10 DEG) WITH THE POWER AT IDLE RPM. THE ACFT TOUCHED DOWN HARD, BOUNCED, BALLOONED & BOUNCED AGAIN. THE NOSE GEAR COLLAPSED & THE ACFT CAME TO REST ON ITS NOSE.

Brief of Accident (Continued)

File No. - 730

6/17/83

CROSS KEYS,NJ

A/C Reg. No. N6385M

Time (Lc1) - 1345 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,DIVERTED ATTENTION - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR,NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 651 5/04/83 FALLON,NV A/C Reg. No. N4985X Time (Lcl) - 0700 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - N.A. ROCKWELL S2R800	Eng Make/Model - WRIGHT R-1300	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 800 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	FALLON
Wind Dir/Speed- 210/002 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3650/ 100
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 20000 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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 8000
SE LAND	Months Since - UNK/NR	Make/Model- 1600
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 44

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT OVERRAN THE DEPARTURE END OF THE RWY DURING TAKEOFF. THE ACFT HAD A FULL LOAD OF FUEL AND ABOUT 250 LBS. OF INSECTICIDE. THE ACFT HAD ATTAINED A SPEED OF 65 MPH AS THE END OF THE RWY WAS APPROACHED. THE PILOT STATED THAT HE THOUGHT HE COULD MAKE THE TAKEOFF BUT HE BEGAN DUMPING THE INSECTICIDE AND AT THE RWYS END HE ATTEMPTED TO TURN TOWARD A ROAD. AT THIS POINT THE ACFT COLLIDED WITH A FENCE. TIRE MARKS 1 TO 1 1/2 INCHES DEEP WERE FOUND IN THE SOFT DIRT RWY. THE PILOT STATED THAT THERE WAS NO PROBLEM WITH THE ENGINE AND THAT THE ENGINE RUN-UP CHECKS HAD BEEN PERFORMED WHILE ROLLING ON THE 3650 FT RWY. THE ARPT ELEVATION IS 3950 FT MSL.

Brief of Accident (Continued)

File No. - 651

5/04/83

FALLON,NV

A/C Reg. No. N4985X

Time (Lc1) - 0700 PDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

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) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 648 5/14/83 DUCKWATER,NV A/C Reg. No. N9951H Time (Lc1) - 1245 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	2	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 182R	Eng Make/Model - CONTINENTAL D-470-U	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	RENO,NV	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	DUCKWATER,NV	Runway Ident - N/A
Wind Dir/Speed- 350/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 45.0 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 - 4000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 427
SE LAND	Months Since - 18	Last 24 Hrs - 9
	Aircraft Type - 150	Make/Model- 148
		Instrument- 45
		Last 30 Days- 12
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE TERRAIN AFTER DESCENDING TO 600 FT AGL AND ENCOUNTERING A WEATHER PHENOMENON WHICH PROMPTED AN AIRSPEED DECAY AND UNCOMMANDED LOSS OF ALTITUDE. TWO OTHER ACFT IN THE FLT OF 3 EXPERIENCED THE SAME PHENOMENON TO A LESSER DEGREE APPARENTLY BECAUSE OF THEIR HIGHER ALT AGL. THE PILOT OF ONE OF THE ACCOMPANYING ACFT LANDED ON A NEARBY ROAD AFTER SEEING THE ACCIDENT AND IN PROCEEDING TO THE SCENE SAW A "HUGE DUST DEVIL. HE ALSO SAID THE WIND WOULD SHIFT FROM 300 DEGREES TO ABOUT 120 DEGREES THEN SHIFT TO 60 DEGREES WITH A BUFFET BEFORE RETURNING TO THE PREVAILING 300 DEGREES. THE TWO CLOSEST WEATHER STATIONS 45 OR MORE MILES AWAY ARE SEPARATED FROM DUCKATER BY MOUNTAIN RANGES. THE PILOT OF THE ACCIDENT ACFT WAS STABILIZED IN FLT WITH 10 DEGREES OF FLAPS AT 85 KTS WHEN HE NOTED A DROP IN AIRSPEED TO 70 KTS AND THEN 60 KTS AND A VERTICAL SPEED OF 500-700 FT PER MINUTE DESCENT. WHEN THE AIRSPEED CONTINUED TO DROP THE PILOT ADDED FULL POWER AND RETRACTED THE FLAPS. THE ACFT CONTINUED TO DESCEND AT 1000-1200 FT PER MINUTE UNTIL IMPACT.

Brief of Accident (Continued)

File No. - 648

5/14/83

DUCKWATER, NV

A/C Reg. No. N9951H

Time (Lc1) - 1245 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
 2. WEATHER EVALUATION - NOT POSSIBLE - PILOT IN COMMAND
 3. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND
 4. THROTTLE/POWER CONTROL - DELAYED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. WEATHER CONDITION - TORNADO
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 793 7/07/83 CARSON CITY, NV A/C Reg. No. N5262M Time (Lcl) - 1100 PDT

-----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
Accident Occurred During -LANDING			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	RENO, NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CARSON CITY
Wind Dir/Speed- 210/021 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5900/ 75
Lowest Sky/Clouds - 30000 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 - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 29
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 29
		Last 30 Days- 12
		Instrument- 3
		Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT SAID CROSSWIND GUSTS BLEW THE ACFT TO THE RIGHT OF THE RWY JUST PRIOR TO TOUCHDOWN. ELECTING A GO-AROUND, THE PILOT SAID HE WAS INTO INITIAL CLIMB WHEN THE ACFT LOST AIRSPEED, BOUNDED OFF THE GROUND INTO A STALL, LANDED ON THE NOSE GEAR AND NOSED OVER. ON RENOS 1054 SURFACE OBSERVATION THE WINDS WERE REPORTED FROM 210 DEGREES AT 21 KTS WITH GUSTS TO 29 KTS. CESSNA LISTS THE FACTORY DEMONSTRATED CROSSWIND COMPONENT OF THE CESSNA 150/152 SERIES DURING LANDING AS 13 KTS. THE STUDENT WAS ENDORSED FOR SOLO BUT THE EXACT NATURE OF THE SOLO PRIVILEGES WERE NOT ASCERTAINED BECAUSE REPEATED ATTEMPTS TO CONTACT HIS FLT INSTRUCTOR WERE UNSUCCESSFUL.

Brief of Accident (Continued)

File No. - 793

7/07/83

CARSON CITY,NV

A/C Reg. No. N5262M

Time (Lc1) - 1100 PDT

Occurrence #1 LOSS OF CONTROL - IN-FLIGHT
Phase of Operation LANDING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
4. IMPROPER DECISION, INADEQUATE TRAINING - FLIGHT INSTRUCTOR(ON GROUND)
5. WEATHER CONDITION - CROSSWIND
6. WEATHER CONDITION - GUSTS
7. WEATHER CONDITION - UNFAVORABLE WIND
8. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
9. GO-AROUND - INITIATED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 768 7/09/83 LOVELOCK, NV A/C Reg. No. N4590U Time (Lcl) - 1358 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					None
					1
					3

-----Aircraft Information-----

Make/Model - CESSNA TU206G	Eng Make/Model - CONTINENTAL TSIO-520-M	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 - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAN JOSE, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	JACKSON HOLE, WY	DERBY FIELD
Wind Dir/Speed- 280/015 KTS		Runway Ident - 01
Visibility - 50.0 SM	ATC/Airspace	Runway Lth/Wid - 5530/ 150
Lowest Sky/Clouds - 3000 FT SCATTERED	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 - 41	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 - 14	Make/Model- 15
	Aircraft Type - PA-28	Instrument- 66
		Multi-Eng - 136
		Last 24 Hrs - 3
		Last 30 Days- 6
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSS COUNTRY A CHANGE OF COURSE AROUND SOME ADVERSE WEATHER PUT THE ACFT IN THE VICINITY OF LOVELOCK, NV. SINCE FUEL WAS MARGINAL FOR COMPLETION OF THE FLT THE PILOT DECIDED TO LAND AT LOVELOCK FOR FUEL. AS THE FLT NEARED LOVELOCK THE PILOT COULD NOT CONTACT THE FSS FOR WIND INFORMATION BUT DID CONTACT ANOTHER ACFT DEPARTING THE ARPT WHICH GAVE WINDS AS STRAIGHT DOWN RWY 01. THE WIND SOCK ALSO DRIFTED OFF THE RIGHT SIDE OF THE RWY AND NOSED DOWN. AFTER THE ACCIDENT THE PILOT NOTICED THE WIND SOCK OSCILLATE TO A 90 DEG CROSSWIND. ACCORDING TO CESSNA, THE FACTORY DEMONSTRATED CROSSWIND COMPONENT OF THIS ACFT IS 20 KTS FOR TAKEOFF AND LANDING. THE FSS AT LOVELOCK WAS CLOSED.

Brief of Accident (Continued)

File No. - 768

7/09/83

LOVELOCK,NV

A/C Reg. No. N4590U

Time (Lcl) - 1358 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. FSS SERVICE - NOT POSSIBLE - PILOT IN COMMAND
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER CONDITION - CROSSWIND
 4. WEATHER CONDITION - GUSTS
 5. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - EXCEEDED
 6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

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. - 671 7/31/83 EUREKA,NV A/C Reg. No. N761NF Time (Lcl) - 1500 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	5

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA T210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 15000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
FAIR OAKS,CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 611
Last 24 Hrs - 0
Make/Model- 47
Instrument- 67
Last 30 Days- UNK/NR
Last 90 Days- 38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD LANDED AT THIS STRIP TO ATTEND A LOCAL RODEO. THE AIRSTRIP WAS 2000 FT OF LOOSE GRAVEL. THE WIND WAS CALM, TEMPERATURE 65 DEGREES, AND THE ELEVATION WAS 5900 FT MSL, DENSITY ALT WAS 7500 FT. THE PILOT USED 10 DEGREES OF FLAPS FOR TAKEOFF. HE SAID HE BECAME AIRBORNE BUT COULD NOT ACCELERATE OR CLIMB AND COULD NO LONGER SUCCESSFULLY ABORT THE TAKEOFF. HE SAID THE RIGHT WING DROPPED, STRUCK THE GROUND AND CARTWHEELED THE ACFT.

Brief of Accident (Continued)

File No. - 671

7/31/83

EUREKA,NV

A/C Reg. No. N761NF

Time (Lc1) - 1500 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 689 4/30/83 CLARKSON, NY A/C Reg. No. N5309 Time (Lcl) - 1645 EST

-----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 -DESCENT			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A	Eng Make/Model - P & W R985AN14B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
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 - TV WX	Last Departure Point	UNK/NR
Method - TV/RADIO	CLARKSON, NY	
Completeness - PARTIAL, LMTD BY FCSTR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed-	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - BROKEN	Type Apch/Lndg -	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - RAIN		
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 - 3550
SE LAND	Months Since - 2	Make/Model- 1550
	Aircraft Type - G-164A	Instrument- 73
		Multi-Eng - 40
Instrument Rating(s) - AIRPLANE		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR

-----Narrative-----

THE PILOT WAS DIVERTING FROM THE ARPT OF DEPARTURE TO AN ALTERNATE ARPT BECAUSE OF THE SEVERE WEATHER. THE TURBULENCE ENCOUNTERED WAS SO SEVERE, ACCORDING TO THE PILOT'S STATEMENT, THAT HE LOST CONTROL OF THE ACFT. PARTIAL CONTROL WAS REGAINED BUT TOO LATE TO AVOID GROUND CONTACT.

Brief of Accident (Continued)

File No. - 689

4/30/83

CLARKSON, NY

A/C Reg. No. N5309

Time (Lc1) - 1645 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)
5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

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) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 622 6/21/83 GLENS FALLS, NY A/C Reg. No. N20167 Time (Lc1) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries	
	Fire	Crew	Fatal	Serious	Minor
Type of Operation - INSTRUCTIONAL	NONE	Pass	0	0	0
Flight Conducted Under - 14 CFR 91			0	0	0
Accident Occurred During - LANDING					2
					0

-----Aircraft Information-----

Make/Model - BEECH BE-58	Eng Make/Model - CONTINENTAL IO-520-3	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ALBANY, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GLENS FALLS, NY	GLENS FALLS
Wind Dir/Speed- 060/003 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5007/ 150
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - UNK/NR	Total - 14847
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 393
	Aircraft Type - UNK/NR	Instrument- 4505
		Multi-Eng - 10070
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 113
Instrument Rating(s) - AIRPLANE		

-----Narrative-----

THE ACFT LANDED WITH THE WHEELS UP ON A DUAL INSTRUCTIONAL FLIGHT. THE FLIGHT HAD BEEN DOING AIR WORK BEFORE RETURNING TO GLEN FALLS TO CONTINUE TRAINING WITH TAKEOFFS AND LANDINGS. DURING THE 1ST LANDING THE ACFT CAME OVER THE THRESHOLD A LITTLE LOW BUT IT BALLOONED A BIT DURING THE FLARE. THE ACFT TOUCHED DOWN WITH THE GEAR UP RESULTING IN SUBSTANTIAL DAMAGE TO THE ACFT. THE TWO PILOTS WERE NOT INJURED.

Brief of Accident (Continued)

File No. - 622

6/21/83

GLENS FALLS, NY

A/C Reg. No. N20167

Time (Lc1) - 1700 EDT

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - DUAL STUDENT
 2. CHECKLIST - NOT FOLLOWED - DUAL STUDENT
 3. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND(CFI)
 4. 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 624 6/24/83 MONTAUK, NY A/C Reg. No. N8040R Time (Lcl) - 0930 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	1	0
Accident Occurred During -LANDING							

-----Aircraft Information-----

Make/Model	- BEECHCRAFT A24R	Eng Make/Model	- LYCOMING IO-360-A1B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2750	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 200 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point TETERBORO, NJ</p> <p>Destination MONTAUK, NY</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data MONTAUK</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 3500/ 85</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 141
SE LAND	Months Since - 8	Make/Model- 30
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 1
Instrument Rating(s) - NONE		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 13

-----Narrative-----

THE ACFT LANDED SHORT OF THE RUNWAY AND COLLIDED WITH AN EMBANKMENT BREAKING THE NOSE GEAR. THE PILOT STATED THE FINAL APPROACH WAS FLOWN LOW AND ABOUT 70 MPH. AT ABOUT 10-20 FT ABOVE THE GROUND THE ACFT STARTED TO SINK AND THE PILOT SAID HE APPLIED BACK PRESSURE TO THE ELEVATOR. THE ACFT TOUCHED DOWN SHORT OF THE RUNWAY AND COLLIDED WITH AN EMBANKMENT OF SAND WHICH SEPARATED THE NOSE GEAR FROM THE ACFT AND BENT THE PROP

Brief of Accident (Continued)

File No. - 624

6/24/83

MONTAUK, NY

A/C Reg. No. N8040R

Time (Lcl) - 0930 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 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. - 748 8/01/83 ELYRIA,OH A/C Reg. No. N70498 Time (Lcl) - 0920 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	OSHKOSH,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ELYRIA
Wind Dir/Speed- 190/011 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3060/ 120
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 1800 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - RAIN SHOWERS		
Condition of Light - DAYLIGHT		

-----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 - UNK/NR	Total - 292
SE LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 227
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 61

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PLT COULD NOT CONTACT ANYONE AT THE DESTINATION ARPT UNICOM, SO HE ELECTED TO LAND ON RWY 7. THE WIND AT THAT TIME WAS FROM 190 DEG AT 11 KNOTS. ON THE LANDING ROLL, THE ACFT REPORTEDLY FISHTAILED. SUBSEQUENTLY, THE LEFT MAIN GEAR COLLAPSED. A WIND DIRECTION INDICATOR & A LANDING DIRECTION INDICATOR WERE INSTALLED AT THE ARPT.

Brief of Accident (Continued)

File No. - 748

8/01/83

ELYRIA, OH

A/C Reg. No. N70498

Time (Lc1) - 0920 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 739 8/21/83 CADIZ, OH

A/C Reg. No. N2835X

Time (Lc1) - 1530 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	1	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

HARRISON COUNTY
Runway Ident - 31
Runway Lth/Wid - 4130/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 20

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 57	Last 24 Hrs - 0
Make/Model- 39	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ELECTED TO TAKEOFF ON AN UPSLOPING RWY SINCE THE WIND WAS FAVORABLE FOR ITS DIRECTION. HOWEVER, THE TEMP WAS 84 DEGS, THE ELEVATION WAS 1174 FT & THERE WAS A HILL BEYOND THE END OF THE RWY. ADDITIONALLY, THE ACFT WAS LOADED TO NEAR ITS MAXIMUM GROSS WEIGHT LIMIT. THE PLT STATED THAT THE TAKEOFF SEEMED NORMAL UNTIL APRX 3/4 OF THE RWY HAD BEEN USED & THE ACFT WAS AIRBORNE. THE ACFT WAS UNABLE TO GAIN ENOUGH ALTITUDE TO CLEAR THE HILL. SUBSEQUENTLY, THE PLANE CONTACTED THE GROUND & NOSED OVER. THE PLT REPORTED NO PREIMPACT MALFUNCTION OF FAILURE.

Brief of Accident (Continued)

File No. - 739

8/21/83

CADIZ, OH

A/C Reg. No. N2835X

Time (Lc1) - 1530 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. TERRAIN CONDITION - RISING
7. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
8. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 789 1/07/83 MANGUM,OK A/C Reg. No. N4171P Time (Lc1) - 1230 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-FERRY	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-23-160	Eng Make/Model	- LYCOMING LO-320-B1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 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- VARIABLE/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAYRE,OK</p> <p>Destination</p> <p style="padding-left: 20px;">BROWNWOOD, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND</p> <p>Instrument Rating(s) - NONE</p>	<p>Age - 25</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 17</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate -</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 470</td> <td>Last 24 Hrs</td> <td>- 0</td> </tr> <tr> <td>Make/Model</td> <td>- 7</td> <td>Last 30 Days</td> <td>- UNK/NR</td> </tr> <tr> <td>Instrument</td> <td>- 51</td> <td>Last 90 Days</td> <td>- 49</td> </tr> <tr> <td>Multi-Eng</td> <td>- 32</td> <td></td> <td></td> </tr> </table>	Total	- 470	Last 24 Hrs	- 0	Make/Model	- 7	Last 30 Days	- UNK/NR	Instrument	- 51	Last 90 Days	- 49	Multi-Eng	- 32		
Total	- 470	Last 24 Hrs	- 0															
Make/Model	- 7	Last 30 Days	- UNK/NR															
Instrument	- 51	Last 90 Days	- 49															
Multi-Eng	- 32																	

-----Narrative-----

THE PILOT STATED THAT SHORTLY AFTER TAKEOFF THE LEFT ENGINE SURGED TWICE AND QUIT. HE ELECTED TO MAKE A PRECAUTIONARY LANDING IN AN OPEN FIELD WHICH WAS SOFT FROM MELTING SNOW. DURING ROLL OUT THE NOSE WHEEL DUG IN AND THE DRAG LINK BROKE WHICH COLLAPSED THE NOSE GEAR. THE LEFT FUEL SELECTOR CABLE HAD FROZEN CAUSING THE LEFT MAIN FUEL VALVE TO STICK IN THE OFF OR PARTIALLY OFF POSITION.

Brief of Accident (Continued)

File No. - 789

1/07/83

MANGUM,OK

A/C Reg. No. N4171P

Time (Lc1) - 1230 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,SELECTOR VALVE - FROZEN

2. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - SNOW COVERED

4. TERRAIN CONDITION - SOFT

5. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 640 12/01/83 ARDMORE,OK

A/C Reg. No. N2005A

Time (Lc1) - 2320 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries	0	0	0	1
Crew	0	0	2	0
Pass	0	0	2	0

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - BELL 206L-1
Landing Gear - SKID
Max Gross Wt - 2000
No. of Seats - 6

Eng Make/Model - ALLISON 250-C28B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 435 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 150/008 KTS
Visibility - UNK/NR

Lowest Sky/Clouds -
Lowest Ceiling - 500 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
OKLAHOMA CITY,OK

ATC/Airspace

Type of Flight Plan - UNK/NR
Type of Clearance - UNK/NR
Type Apch/Lndg -

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,ATP,CFI
SE LAND,ME LAND
HELICOPTER

Age - 35
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3411
Make/Model- 260
Instrument- 229
Multi-Eng - 57
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 71
Rotorcraft - 2590

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT STATED THAT BEFORE HE TOOK OFF FROM OKLAHOMA CITY, OK, HE CALLED THE OKLAHOMA CITY FSS & OBTAINED A WX BRIEFING. THE BRIEFING CALLED FOR LIGHT RAIN SHOWERS, MINIMUM CEILING OF 1800 FT, VISIBILITY OF 3 TO 5 MILES & NO CHANCE OF FOG, EXCEPT IN LOW LYING AREAS. HE AND ANOTHER PLT TOOK OFF IN A FLT OF 2 HELICOPTERS TO TRANSPORT A PATIENT FROM ARDMORE, OK TO OKLAHOMA CITY. AFTER ARRIVING AT ARDMORE, THE MISSION WAS CANCELLED WHEN THE PATIENT DIED. ABOUT 1 HR & 20 MIN AFTER ARRIVING AT ARDMORE, THEY DEPARTED FOR THE RETURN FLT AFTER RECEIVING ARDMORE ATIS. THE OTHER HELICOPTER WAS EQUIPPED WITH A RADAR ALTIMETER & LED THE WAY OVER MOUNTAINOUS TERRAIN. THE PLT OF N2005A WAS FOLLOWING ABOUT 3/4 MI BEHIND WHEN THE CEILING & VISIBILITY DETERIORATED TO ABOUT 500 FT & 1 MI. THE PLT SAID THAT HE HAD CLOSED ON THE LEAD HELICOPTER & WAS DESCENDING & DECELERATING WHEN HIS ACFT COLLIDED WITH THE GROUND. IMPACT OCCURRED ON BANKED TERRAIN BESIDE A HIGHWAY.

Brief of Accident (Continued)

File No. - 640

12/01/83

ARDMORE,OK

A/C Reg. No. N2005A

Time (Lcl) - 2320 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. TERRAIN CONDITION - HIGH TERRAIN
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - RAIN
7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 756 5/04/83 MILTON FREEWTR.,OR A/C Reg. No. N5912X Time (Lcl) - 0800 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	0	1	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - BRANTLY B-2	Eng Make/Model - LYCOMING VO-360-A1A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1600	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	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
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 - 48	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - UNK/NR
	Months Since - N/A	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 HELICOPTER WAS OBSERVED TO CLIMB TO ABOUT 50-75 FT AGL & THEN SOMETHING FLEW OFF THE ACFT. ONE M/R BLADE WAS FOUND INTACT 240 FT FROM THE WRECKAGE. THE OUTER BLADE WAS HEAVILY DAMAGED AT THE TIP AREA. THE INBOARD BLADE SECTION HAD THE PYLON TUBE ATTACHED TO IT. THE FLANGE END OF THE PYLON TUBE WAS BENT, & ABOUT 50% OF THE FLANGE ITSELF WAS MISSING. METALLURGICAL EXAM REVEALED AN OVERSTRESS TENSILE SEPARATION. THE PLT DID NOT HOLD ANY PLT CERTIFICATE. HE PURCHASED THE HELICOPTER FEBRUARY TO HOVER OVER HIS CHERRY ORCHARDS UTILIZING THE ROTOR DOWN WASH TO KNOCK WATER OFF THE FRUIT. THE PLT HAD RECEIVED ABOUT 15 HRS OF TRAINING SINCE HE PURCHASED THE HELICOPTER.

Brief of Accident (Continued)

File No. - 756

5/04/83

MILTON FREEWTR.,OR

A/C Reg. No. N5912X

Time (Lcl) - 0800 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ROTOR SYSTEM,MAIN ROTOR BLADE SPAR - OVERLOAD
 2. ROTOR SYSTEM,MAIN ROTOR BLADE - FAILURE,TOTAL
 3. ROTOR SYSTEM,MAIN ROTOR BLADE - SEPARATION
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 779 6/27/83 LEBANON,OR A/C Reg. No. N9240 Time (Lcl) - 1515 PDT

-----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	1
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - ENSTR0M F28A	Eng Make/Model - LYCOMING H10-360-C1B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 205 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LEBANON,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LEBANON,OR	
Wind Dir/Speed- 350/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT BROKEN	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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 559
SE LAND	Months Since - 12	Make/Model- 66
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 35
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 158
		Rotorcraft - 206

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS DAMAGED IN A ROLL-OVER DURING A FORCED LANDING ON A SOFT PLOWED FIELD. THE PILOT STATED THAT HE WAS CHECKING ANOTHER COMPANY PILOT AND IN DOING SO HE ABRUPTLY REDUCED POWER TO SIMULATE ENGINE FAILURE. A TOTAL LOSS OF POWER OCCURRED. THE ACFT WAS AT 1800 FT MSL. AN AUTOROTATION WAS MADE ONTO A SOFT PLOWED FIELD. THE PILOT INITIATED A FLARE AT 50 FT AGL WITH THE ACFT SKIDDING 20 FT AND SPINNING AROUND 180 DEGREES BEFORE COMING TO REST ON ITS RIGHT SIDE. A LATER VERSION OF THE OPERATORS MANUAL STATES THAT CAUTION SHOULD BE USED IN ABRUPT POWER CHANGES DUE TO THE SENSITIVITY OF THE FUEL INJECTED ENGINES. THE MANUAL FOR THIS ACFT DOES NOT CONTAIN THAT STATEMENT. THE PILOT AND OPERATOR STATED DURING INTERVIEW THAT THE THROTTLE WAS ABRUPTLY REDUCED.

Brief of Accident (Continued)

File No. - 779

6/27/83

LEBANON,OR

A/C Reg. No. N9240

Time (Lc1) - 1515 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND(CFI)
2. FLIGHT MANUALS - INACCURATE - MANUFACTURER

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND(CFI)

Occurrence #3 ROLL 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) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 788 7/04/83 HAPPY VALLEY, OR A/C Reg. No. NONE Time (Lc1) - 1350 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	1	0	0
Flight Conducted Under	-14 CFR 103	NONE	0	0	0	0
Accident Occurred During	-MANEUVERING					

-----Aircraft Information-----

Make/Model	- AMERICAN AEROLIGHTS EAGLE XL	Eng Make/Model	- CUYUNA 430B	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	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- 270/008 KTS</p> <p>Visibility - 35.0 SM</p> <p>Lowest Sky/Clouds - 8000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</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 - TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">TROH'S HAPPY VALLEY</p> <p>Runway Ident - 34</p> <p>Runway Lth/Wid - 2300/ 25</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">NONE</p>	<p>Age - 29</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 - NO MEDICAL</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 60</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 60</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- UNK/NR</td> </tr> <tr> <td>Multi-eng - 0</td> <td>Rotorcraft - 0</td> </tr> </table>	Total - 60	Last 24 Hrs - UNK/NR	Make/Model- 60	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- UNK/NR	Multi-eng - 0	Rotorcraft - 0
Total - 60	Last 24 Hrs - UNK/NR									
Make/Model- 60	Last 30 Days- UNK/NR									
Instrument- 0	Last 90 Days- UNK/NR									
Multi-eng - 0	Rotorcraft - 0									

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT COLLIDED WITH THE TERRAIN WHILE MANEUVERING DURING AN AIRSHOW. ACCORDING TO WITNESSES, THE PILOT HAD JUST EXECUTED A TOUCH-AND-GO LANDING AND COMMENCED A CLIMBING 180 DEGREE LEFT TURN TO DOWNWIND IN WHAT WAS DESCRIBED AS A WINGOVER TYPE MANEUVER. DURING THE TURN, THE VEHICLE WAS OBSERVED TO EXCEED 90 DEGREES OF BANK (LEFT WING DOWN) AND A RAPID SLIP DEVELOPED. THE ULTRALIGHT WAS PLACARDED FOR A MAXIMUM ANGLE OF BANK OF 60 DEGREES. IT WAS OBSERVED TO DESCEND INTO TREES IN AN EXTREME LEFT WING LOW CONDITION.

Brief of Accident (Continued)

File No. - 788

7/04/83

HAPPY VALLEY, OR

A/C Reg. No. NONE

Time (Lc1) - 1350 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
2. AEROBATICS - PERFORMED - PILOT IN COMMAND
3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
4. STALL - UNCONTROLLED - 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

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 710 7/06/83 JOHN DAY,OR A/C Reg. No. N1347N Time (Lc1) - 0610 PDT

-----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	NONE	Crew 0	0	0	1
Accident Occurred During	-TAKEOFF		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- BELL 205-A1	Eng Make/Model	- LYCOMING T5313B	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 8500	Engine Type	- TURBOSHAFT		
No. of Seats	- 15	Rated Power	- 1250 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 220/003 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 JOHN DAY,OR</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 OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 10314
SE LAND,ME LAND	Months Since - 1	Make/Model- 1800
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 265
		Multi-Eng - 375
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 180
		Rotorcraft - 7868

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT BEFORE STARTING HIS TAKEOFF, HE HOVERED FOR APRX 20 MIN TO GET THE HELICOPTER'S WEIGHT TO WHERE THE ACFT WOULD HOVER OUT OF GROUND EFFECT. THE TAKEOFF WAS BEGUN WITH A CLIMB SPEED OF 45 KTS; HOWEVER, THE HELICOPTER COLLIDED WITH TREES. THE PLT STATED THAT AS HE STARTED TO CLIMB, THERE WAS A LOSS OF ROTOR RPM & THE HELICOPTER CRASHED. THE DENSITY ALTITUDE WAS APRX 6500 FT & THE WINDS WERE LIGHT AT 3 KTS.

Brief of Accident (Continued)

File No. - 710

7/06/83

JOHN DAY,OR

A/C Reg. No. N1347N

Time (Lcl) - 0610 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
 4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 5. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
 6. OBJECT - TREE(S)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 785 7/30/83 SHERIDAN,OR A/C Reg. No. N6386B Time (Lcl) - 1630 PDT

-----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	Crew	0	0	0	0
Accident Occurred During	-LANDING	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 182A	Eng Make/Model	- CONTINENTAL O-470-K	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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/005 KTS</p> <p>Visibility - 48.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 20px;">FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">SHERIDAN</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 3000/ 40</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 20</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 1</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 225</p> <p style="padding-left: 20px;">Make/Model- 2</p> <p style="padding-left: 20px;">Instrument- 51</p> <p style="padding-left: 20px;">Last 24 Hrs - 1</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 42</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LOST POWER ON FINAL APPROACH TO LAND AND MADE CONTACT WITH A FENCE SHORT OF THE RWY AND NOSED OVER. DURING PREFLT THE PILOT HAD OMITTED CHECKING THE FUEL WITH A FUEL STRAINER BECAUSE HE DID NOT HAVE ONE. DURING INSPECTION THE CARBURETOR WAS FOUND TO HAVE A LOOSE SCREW WHICH COULD AFFECT THE AIR METERING SYSTEM. THE FUEL WAS FOUND TO CONTAIN A MIXTURE OF AVGAS & AUTOMOTIVE GASOLINE. ACCORDING TO THE FBO, THE GASOLINE TRUCK OPERATOR SOMETIMES USES HIS TRUCK TO HAUL AUTOMOTIVE FUEL & IS SUPPOSE TO USE THE FRONT TANK ONLY FOR AUTOMOTIVE FUEL. THE TRUCK HAS 3 COMPARTMENTS. THE REAR TANK IS USED FOR AVGAS, BUT THE TRUCK OPERATOR HAD PUT AUTOMOTIVE FUEL IN THE REAR TANK.

Brief of Accident (Continued)

File No. - 785

7/30/83

SHERIDAN,OR

A/C Reg. No. N6386B

Time (Lcl) - 1630 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL SYSTEM,CARBURETOR - LOOSE
 2. FLUID,FUEL - CONTAMINATION
 3. FLUID,FUEL GRADE - IMPROPER
 4. AIRPORT OPERATIONS - INADVERTENT USE - DRIVER OF VEHICLE
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 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. - 784 8/02/83 AGNESS,OR A/C Reg. No. N2840Y Time (Lcl) - 1532 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA 182E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 280/009 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GRANTS PASS,OR
Destination
PARADISE LODGE,OR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

PARADISE BAR AIRSTRIP
Runway Ident - UNK/NR
Runway Lth/Wid - 2000 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 271	Last 24 Hrs	- 1
Make/Model-	271	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	84

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THAT HE OVERFLEW THE RWY TWICE TO LOOK FOR CATTLE. ON THE THIRD APPROACH DURING SHORT FINAL CATTLE BEGAN CROSSING THE RWY IN USE. THE PILOT MANEUVERED TO USE THE OTHER RWY AND STALLED AT ABOUT 25 FT AGL. DUE TO THE ACFT'S LOW ALT & HIGH SURROUNDING TERRAIN, A GO-AROUND WAS NOT POSSIBLE.

Brief of Accident (Continued)

File No. - 784

8/02/83

AGNESS,OR

A/C Reg. No. N2840Y

Time (Lc1) - 1532 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - ANIMAL(S)
 2. MANEUVER - INITIATED - PILOT IN COMMAND
 3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

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

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. - 787 8/10/83 BAKER,OR

A/C Reg. No. N14332

Time (Lcl) - 1245 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 - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1625
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Itinerary

Last Departure Point
VANCOUVER,WA
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

BAKER
Runway Ident - 30
Runway Lth/Wid - 4849/ 150
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 140/004 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 5500 FT SCATTERED
Lowest Ceiling - 13000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 100	Last 24 Hrs	- UNK/NR
Make/Model-	100	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	5
Multi-eng	- 0	Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THE ACFT VEERED 180 DEGREES, HIT A DEPRESSION AND THEN THE LEFT WING STRUCK THE GROUND. THE PILOT WAS LANDING ON RWY 30 WHICH WAS CLOSED FOR RESURFACING. THE X'S HAD BEEN MOVED 50 FT OFF THE CENTERLINE OF THE RWY. THE ACFT LEFT LANDING GEAR DROPPED OFF THE EDGE OF THE RWY BREAKING THE LEFT GEAR.

Brief of Accident (Continued)

File No. - 787

8/10/83

BAKER,OR

A/C Reg. No. N14332

Time (Lc1)* - 1245 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

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) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 604 6/09/83 MATAMORIS, PA A/C Reg. No. N7522P Time (Lcl) - 0930 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 - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 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- 360/012 KTS
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
OXFORD, CT
Destination
MONTICELLO, NY

Airport Proximity
ON AIRPORT

Airport Data

DERVEND
Runway Ident - 18
Runway Lth/Wid - 1500 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LNDG

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1000	Last 24 Hrs	- 1
Make/Model-	700	Last 30 Days-	UNK/NR
Instrument-	42	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED DOWNWIND AND OVERRAN THE RUNWAY AFTER WHICH IT COLLIDED WITH A FENCE DURING A PRECAUTIONARY LANDING. THE PILOT HAD DISCOVERED A BAD BRAKE CYLINDER AND FUEL SELECTOR VALVE AND WAS RETURNING THE ACFT TO THE MECHANIC WHO HAD PERFORMED THE ANNUAL 5 WKS EARLIER. DURING THE TRIP HE RAN LOW ON FUEL AND COULD NOT SWITCH TANKS SO HE LANDED DOWNWIND BECAUSE OF WIRES AT THE OPPOSITE END OF THE RUNWAY. ACCORDING TO THE PILOT THERE WAS 23 GALLONS OF FUEL IN THE TANK BEING USED. HE SAID HE ENCOUNTERED HEAD WINDS WHICH FORCED HIM TO LAND AT THE PRIVATE STRIP WHERE THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 604

6/09/83

MATAMORIS,PA

A/C Reg. No. N7522P

Time (Lc1) - 0930 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - PILOT IN COMMAND
5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
6. REFUELING - NOT PERFORMED - PILOT IN COMMAND
7. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

8. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 603 6/09/83 MECHANICSBURG,PA A/C Reg. No. N5962L Time (Lcl) - 1845 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - GRUMMAN AMERICAN AA-1	Eng Make/Model - LYCOMING O-235C2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1465	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	OFF AIRPORT/STRIP
Method - N/A	MECHANICSBURG,PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CARLISLE,PA	
Wind Dir/Speed- UNK/NR	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 - NONE	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-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 6590
SE LAND,ME LAND	Months Since - 12	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 3
		Instrument- 878
		Last 30 Days- UNK/NR
		Last 90 Days- 3
		Multi-Eng - 4042

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED DURING TAKEOFF AND WAS DESTROYED WHEN IT SLID OVER LOGS IN THE ROLL-OUT AREA. THE PILOT HAD 3 HOURS IN THE MAKE AND MODEL OF ACFT. TAKEOFF WAS FROM A PRIVATE GRASS AIRSTRIp WHICH WAS ROUGH AND UPHILL IN THE DIRECTION OF TAKEOFF. WHEN A CRASH WAS IMMINENT THE PILOT TURNED TO AVOID A TREE STUMP AND CRASH LANDED. ALL LANDING GEAR WERE DESTROYED ALONG WITH THE WINGS AS THE ACFT SLID OVER LOGS. THE FUSELAGE WAS TWISTED AND ONE PROP BLADE WAS SLIGHTLY BENT. THE PILOT RECEIVED MINOR INJURIES.

Brief of Accident (Continued)

File No. - 603

6/09/83

MECHANICSBURG, PA

A/C Reg. No. N5962L

Time (Lcl) - 1845 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. TERRAIN CONDITION - UPHILL
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
7. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
8. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

9. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD
10. 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) 2,3,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,4,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 746 6/12/83 COLLEGEVILLE, PA A/C Reg. No. N783L Time (Lcl) - 0850 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- PIPER PA-18A-150	Eng Make/Model	- AVCO LYCOMING O-320	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1750	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 150 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	LANGHORNE, PA	PERKIOMEN VALLEY
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 27
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- 2870/ 40
Obstructions to Vision	- NONE	Runway Surface
Precipitation	Type Apch/Lndg	- ASPHALT
Condition of Light	- NONE	Runway Status
		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total
SE LAND	Months Since	- 1	- 970
	Aircraft Type	- PA-18	Make/Model
			- UNK/NR
			Instrument
			- 4
			Multi-Eng
			- UNK/NR
			Rotorcraft
			- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE ACFT WAS OBSERVED TO ENTER A STEEP CLIMB AFTER MAKING A SHORT TAKEOFF ROLL. ONE WITNESS ESTIMATED THAT THE TAKEOFF ROLL WAS ABOUT 400 FT & THEN THE ACFT ENTERED A CLIMB AT APRX A 35 DEG ANGLE. AFTER REACHING AN ALTITUDE OF ABOUT 200 TO 300 FT, THE ACFT WAS OBSERVE TO ENTER A STEEP NOSE DOWN ATTITUDE & CRASH. AN INSPECTION OF THE ACFT & ENG WAS MADE, BUT NO PREIMPACT/MECHANICAL MALFUNCTION OR FAILURES WERE VERIFIED.

Brief of Accident (Continued)

File No. - 746

6/12/83

COLLEGEVILLE, PA

A/C Reg. No. N783L

Time (Lcl) - 0850 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. CLIMB - EXCESSIVE - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation

-----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. - 606 6/14/83 LATROBE, PA A/C Reg. No. N65615 Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage									
	SUBSTANTIAL		Fatal	0	Serious	0	Minor	1	None	0
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	0	0	0	0	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	0	0	0	0
Accident Occurred During -TAKEOFF										

-----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 - UNK/NR
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	LATROBE, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LATROBE, PA	WESTMORELAND
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 23
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5500/ 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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 15
	Months Since - N/A	Make/Model- 15
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE RUNWAY WHEN THE STUDENT PILOT ATTEMPTED TO CLOSE A WINDOW DURING THE TAKEOFF ROLL. AS THE ACFT LEFT THE RUNWAY THE NOSE WHEEL COLLAPSED REARWARD AND THE PROP, MAIN GEAR AND FUSELAGE WERE DAMAGED. THE PILOT RECEIVED MINOR INJURIES.

Brief of Accident (Continued)

File No. - 606

6/14/83

LATROBE, PA

A/C Reg. No. N65615

Time (Lc1) - 1500 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. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 699 2/03/83 PATILLAS,PR A/C Reg. No. N1080L Time (Lcl) - 1415 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - BENSEN B8M	Eng Make/Model - MCCULLOUGH 4318 A	ELT Installed/Activated - NO	-N/A
Landing Gear - BODY GEAR	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	PATILLAS AIRPORT
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2000 -UNK/NR
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 - UNK/NR	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
Instrument Rating(s) - NONE		

-----Narrative-----

THE GYROCOPTER CRASHED DURING TAKEOFF AFTER CLIMBING TO ABOUT 50 FT AGL. THIS WAS THE SEVENTH TAKEOFF OF THE DAY FOR THIS FLT. THE PILOT LOST CONTROL OF THE ACFT AND IT DOVE VERTICALLY TO THE GROUND. INVESTIGATION OF THE WRECKAGE REVEALED THAT THE CYCLIC STICK HAD BECOME DISCONNECTED UNDER THE PILOT'S SEAT. THIS SEPARATION OF THE STICK WAS NOT THE RESULT OF IMPACT. THE PILOT DID NOT POSSESS AN AIRMAN CERTIFICATE AND THERE WAS NO RECORD TO SUBSTANTIATE THAT HE HAD ANY TRAINING IN THE GYROCOPTER. THE PILOT NEVER APPLIED FOR A SPECIAL AIRWORTHINESS CERTIFICATE.

Brief of Accident (Continued)

File No. - 699

2/03/83

PATILLAS,PR

A/C Reg. No. N1080L

Time (Lc1) - 1415 AST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL,CYCLIC CONTROL - DISCONNECTED
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

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. - 700 3/16/83 LAJAS,PR A/C Reg. No. N345AN Time (Lcl) - 2200 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED	Fatal	1	Serious	Minor	None
Type of Operation -DRUG RELATED	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 - CESSNA T210	Eng Make/Model - CONTINENTAL TS10-520	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	COLUMBIA	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - UNK/NR
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED ON LANDING ON AN OFF-AIRPORT FIELD. 700 LBS OF MARIJUANA WERE FOUND ON BOARD.

Brief of Accident (Continued)

File No. - 700

3/16/83

LAJAS,PR

A/C Reg. No. N345AN

Time (Lc1) - 2200 AST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
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. - 601 5/17/83 CABO ROJO, PR A/C Reg. No. N6013Y Time (Lc1) - 0800 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
	Fire	Crew	Serious	Minor	None
Type of Operation -DRUG RELATED	NONE	0	0	0	1
Flight Conducted Under -14 CFR 91		Pass	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-23-250	Eng Make/Model - UNK / NR	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt. - UNK/NR	Engine Type - UNK/NR	
No. of Seats - UNK/NR	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	UNK/NR
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - UNK/NR	SAME AS ACC/INC	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - UNK/NR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - UNK/NR	Runway Surface - GRASS/TURF
Lowest Ceiling - UNK/NR	Type Apch/Lndg - UNK/NR	Runway Status - WET
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - UNK/NR		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	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-----

POLICE DEPARTMENT PERSONNEL STATED THAT WHILE LANDING AT NIGHT ON AN OFF AIRPORT FIELD, THE AIRCRAFT GROUNDED LOOPED ABOUT 250 FT AFTER TOUCHDOWN, SUSTAINING SUBSTANTIAL DAMAGE. THIS WAS DRUG RELATED ACTIVITY.

Brief of Accident (Continued)

File No. - 601

5/17/83

CABO ROJO, PR

A/C Reg. No. N6013Y

Time (Lc1) - 0800 AST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. GROUND LOOP/SWERVE - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

2. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 728 4/07/83 DOVESVILLE, SC A/C Reg. No. NONE Time (Lcl) - 0728 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 1	0	0	0
Accident Occurred During	-TAKEOFF	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - WIZARD J3	Eng Make/Model - KAWASAKI NONE	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 - 1	Rated Power - 40 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 190/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>DARLINGTON COUNTY</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 5000/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>NONE</p>	<p>Age - UNK/NR</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - NO MEDICAL</p> <p>Flight Time (Hours)</p> <p>Total - 0</p> <p>Make/Model- 0</p> <p>Instrument- 0</p> <p>Multi-eng - 0</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- 0</p> <p>Last 90 Days- 0</p> <p>Rotorcraft - 0</p>
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Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE OWNER/PLT HAD PURCHASED THE ULTRALIGHT ACFT ON 4/21/83. HIS INSTRUCTOR STATED THAT HE (THE PLT) HAD RECEIVED APRX 1 1/2 HRS OF SUPERVISED TAXI TIME, BUT HAD NOT FLOWN THE VEHICLE PRIOR TO THE ACCIDENT FLT. ON THE DAY OF THE ACCIDENT, THE PLT HAD MADE AN APPOINTMENT TO MEET HIS INSTRUCTOR AT THE ARPT. HOWEVER, WHEN THE INSTRUCTOR WAS UNABLE TO KEEP THE APPOINTMENT, THE PLT TOOK OFF. A WITNESS REPORTED SEEING THE ULTRALIGHT TAKEOFF & CLIMB IN A FAIRLY STEEP ATTITUDE, THEN LEVEL OFF. ANOTHER WITNESS OBSERVED THE ULTRALIGHT FLYING LEVEL AT APRX 40 FT AGL, THEN SAW IT IN A NOSE DOWN DESCENT. THE VEHICLE IMPACTED AN ABANDONED RWY IN A NEAR VERTICAL ATTITUDE. NO PREIMPACT/MECHANICAL MALFUNCTION OR FAILURES WERE EVIDENT. THE PLT HAD NO KNOWN FLT EXPERIENCE PRIOR TO THIS FLT.

Brief of Accident (Continued)

File No. - 728

4/07/83

DOVESVILLE, SC

A/C Reg. No. NONE

Time (Lc1) - 0728 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE INITIAL TRAINING - 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 TOTAL EXPERIENCE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
6. 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) 1,6

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 714 6/27/83 COLUMBIA, SC A/C Reg. No. N714HA Time (Lc1) - 1830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	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 - 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	OWENS FIELD
Wind Dir/Speed- VARIABLE/010 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3456/ 150
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 24
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 24
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS PRACTICING LANDINGS ON RWY 7 & COMPLETED 1 SUCCESSFUL LANDING. HE REPORTED THAT ON THE 2ND APPROACH, A GUST OF WIND BLEW THE ACFT TO THE LEFT, SO HE MADE A GO-AROUND. A 3RD APPROACH WAS MADE WITH THE ACFT LINED UP SLIGHTLY TO THE LEFT OF THE RWY CENTERLINE. THE PLT REPORTED THAT AT AN ALTITUDE OF 5 TO 10 FT AGL, A GUST OF WIND WAS ENCOUNTERED AGAIN, WHICH BLEW THE ACFT TO THE LEFT OF THE RWY & OVER THE GRASS. HE ELECTED TO GO-AROUND AGAIN. HE STATED THAT HE APPLIED FULL POWER, PUSHED THE CARB HEAT OFF, BEGAN "MILKING" THE 20 DEG OF FLAPS UP, AND ENTERED A SLIGHT CLIMB WITH A SLIGHT RIGHT BANK. THE RIGHT BANK WAS REDUCED WHEN HE FELT THAT THE RATE OF CLIMB WAS INSUFFICIENT. HE REPORTED THAT THE ACFT WAS BLOWN INTO TREES ON THE LEFT SIDE OF THE RUNWAY. WITNESSES ESTIMATED THAT THE WIND WAS VARIABLE FROM 070 TO 140 DEG AT 10 KTS. THE 1850 EDT WIND AT COLUMBIA, SC (7 MI WEST) WAS 180 DEG AT 12 KTS.

Brief of Accident (Continued)

File No. - 714

6/27/83

COLUMBIA, SC

A/C Reg. No. N714HA

Time (Lcl) - 1830 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
6. GO-AROUND - DELAYED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
8. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 641 6/28/83 FAIRFAX, SC A/C Reg. No. N4411S Time (Lcl) - 1620 EDT

-----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
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - AIR TRACTOR AT-301	Eng Make/Model - P & W R1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 5000	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	SYCAMORE, SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	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- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 25000
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 1500
		Instrument- 0
		Multi-Eng - 500
Instrument Rating(s) - NONE		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

-----Narrative-----

THE ACFT MUSHED INTO THE GROUND AFTER THE ENGINE QUIT FROM NEGATIVE G FORCES IMPOSED BY THE PILOT AFTER CLEARING A FENCE DURING A SWATH RUN. AFTER THE ENGINE LOST POWER DUE TO THE TEMPORARY FUEL STARVATION THE PILOT MANAGED TO CLEAR SOME TREES AND MUSH INTO THE GROUND. THE PILOT WAS NOT INJURED.

Brief of Accident (Continued)

File No. - 641

6/28/83

FAIRFAX, SC

A/C Reg. No. N4411S

Time (Lc1) - 1620 EDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - FENCE
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

3. FLUID, FUEL - STARVATION
-

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

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. - 715 7/21/83 JOHNSTON, SC A/C Reg. No. N18188 Time (Lcl) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	BATESBURG, SC	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	TRENTON, SC	Runway Ident - N/A
Wind Dir/Speed- 200/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling -	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- UNK/NR		
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 - 155
SE LAND	Months Since - 12	Make/Model- 155
	Aircraft Type - 150	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 16
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT BEFORE TAKING OFF, HE PREFLIGHTED THE ACFT & ESTIMATED THAT 6 GAL OF FUEL WAS ON BOARD. ACCORDING TO HIM, THE ENGINE LOST POWER APRX 30 MIN AFTER TAKEOFF & HE WAS UNABLE TO RESTART IT. DURING A FORCED LANDING, HE INTENTIONALLY GROUND LOOPED THE ACFT TO AVOID COLLIDING WITH A FENCE. DURING THE GROUND LOOP, THE NOSE GEAR FAILED. THE ACFT WAS EQUIPPED WITH A 26 GAL FUEL SYS OF WHICH 3.5 GAL WAS UNUSABLE. NORMAL FUEL CONSUMPTION WAS BETWEEN 7.0 & 3.2 GAL/HR. THE PLT REPORTED PROBABLE MISCALCULATION OF FUEL.

Brief of Accident (Continued)

File No. - 715

7/21/83

JOHNSTON, SC

A/C Reg. No. N18188

Time (Lcl) - 1130 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 3. FLUID, FUEL - EXHAUSTION
 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - FENCE
 6. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
 7. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 696 5/22/83 NASHVILLE, TN A/C Reg. No. N52848 Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -PERSONAL	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
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 - ACFT RADIO	CORNELIA FORT, TN	
Completeness - WEATHER NOT PERTINENT	Destination	* Airport Data
Basic Weather - VMC	LOCAL	CORNELIA FORT
Wind Dir/Speed- 250/007 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2550/ 40
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
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 - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1824
SE LAND, SE SEA	Months Since - 9	Make/Model- 352
GLIDER	Aircraft Type - C-182P	Instrument- 349
		Multi-Eng - 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 12
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE QUIT DURING TAKEOFF AT ABOUT 150 FT AGL. AFTER THE ENGINE STOPPAGE THE PILOT SAID HE APPLIED CARBURETOR HEAT WITH NO EFFECT. A LANDING WAS MADE IN A GRAIN FIELD STRAIGHT AHEAD. DURING THE LANDING ROLL THE ACFT NOSED OVER. 12 OUNCES OF WATER WAS DRAINED FROM THE CARBURETOR.

Brief of Accident (Continued)

File No. - 696

5/22/83

NASHVILLE, TN

A/C Reg. No. N52848

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. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

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) 1,2

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. - 627 7/17/83 VIOLA, TN A/C Reg. No. N7511R Time (Lcl) - 1730 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-L2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MCMINNVILLE, TN	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 250/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.500 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- HAZE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 68	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 23
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR
Instrument Rating(s) - UNK/NR		

-----Narrative-----

THE ACFT WAS DAMAGED IN A COLLISION WITH FARM EQUIPMENT DURING AN EMERGENCY LANDING ON A GRASS STRIP. THE STUDENT PILOT HAD RECEIVED A WEATHER BRIEFING BY TELEPHONE BUT HAD INADVERTANTLY ENGOUNTERED A RAIN SHOWER. BECAUSE OF THE RAIN THE STUDENT ELECTED TO LAND. DURING THE LANDING THE ACFT STRUCK SOME FARM EQUIPMENT AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 627

7/17/83

VIOLA, TN

A/C Reg. No. N7511R

Time (Lcl) - 1730 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - RAIN
2. VFR FLIGHT INTO IMC - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. OBJECT - VEHICLE

----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

Factor(s) relating to this accident is/are finding(s) 1,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 795 1/03/83 ORLA,TX A/C Reg. No. N5289Y Time (Lcl) - 1638 CST

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-MUTUAL AIR EXPRESS	SUBSTANTIAL						
Type of Operation	-SCHEDULED,DOMESTIC,CARGO	Fire	Crew	Fatal	1	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	0
Accident Occurred During	-LANDING							

-----Aircraft Information-----

Make/Model	- CESSNA T210N	Eng Make/Model	- CONTINENTAL TS10-520-R	ELT Installed/Activated	- NO -N/A
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	- 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	BROWNWOOD,TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	EL PASO,TX	Runway Ident - N/A
Wind Dir/Speed- CALM	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 - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3025
SE LAND,ME LAND	Months Since - 2	Last 24 Hrs - UNK/NR
	Aircraft Type - C-340	Make/Model- 770
		Instrument- 245
		Last 30 Days- UNK/NR
		Last 90 Days- 340
		Multi-Eng - 500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON THE 2ND LEG OF HIS DAILY CHECK RUN FROM DALLAS TO EL PASO THE PILOT REPORTED TO FT WORTH ARTCC THAT HE HAD AN ENGINE FAILURE AND WAS GOING TO LAND ON A ROAD. HE DID NOT MAKE THE ROAD AND LANDED IN OPEN TERRAIN WITH THE LANDING GEAR UP. FUEL SYSTEM CONTINUITY COULD NOT BE ESTABLISHED DUE TO REMOVAL OF THE WINGS AND IMPACT DAMAGE TO THE HEADER TANKS. ACCORDING TO COMPANY RECORDS AND THE PILOTS STATEMENT THERE SHOULD HAVE BEEN AMPLE FUEL IN BOTH TANKS AT THE TIME OF THE POWER FAILURE. THE ENGINE WAS TEST RUN AND MET ALL PARAMETERS DURING THE TEST.

Brief of Accident (Continued)

File No. - 795

1/03/83

ORLA, TX

A/C Reg. No. N5289Y

Time (Lc1) - 1638 CST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - OPEN FIELD
3. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 794 1/06/83 SAN ANGELO, TX A/C Reg. No. N5276U Time (Lcl) - 0948 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL PHOTO	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 172RG	Eng Make/Model - LYCOMING IO-360-K	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 - 195 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BRADY, TX	SAN ANGELO
Wind Dir/Speed- 190/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 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 - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2360
SE LAND,ME LAND	Months Since - 11	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 39
		Instrument- 98
		Multi-Eng - 31
		Last 30 Days- UNK/NR
		Last 90 Days- 35
Instrument Rating(s) - UNK/NR		

-----Narrative-----

THE ACFT HAD REACHED AN ALT OF 3500 FT MSL WHEN THE ENGINE STARTED TO LOSE POWER. THE PILOT TURNED BACK TOWARD HIS DEPARTURE AIRPORT. THE ENGINE THEN LOST ALL POWER AND THE PILOT ELECTED TO LAND IN A PLOWED FIELD WITH LANDING GEAR DOWN. WHEN THE ACFT TOUCHED DOWN IT NOSED OVER. AN EXAMINATION OF THE ANGLE REVEALED A FAILED VALVE WHICH HAD PENETRATED A ROCKER BOX COVER ON A CYLINDER.

Brief of Accident (Continued)

File No. - 794

1/06/83

SAN ANGELO, TX

A/C Reg. No. N5276U

Time (Lc1) - 0948 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation

Finding(s)
1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation

Occurrence #3 NOSE OVER
Phase of Operation

Finding(s)
2. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 796 1/07/83 HOUSTON, TX A/C Reg. No. N448 Time (Lcl) - 0815 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -EXECUTIVE/CORPORATE	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 421C	Eng Make/Model - CONTINENTAL GTS10-520-N	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7450	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	CORPUS CHRISTI, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	WM. P. HOBBY
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 13R
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7600/ 150
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 200 FT OVERCAST	Type Apch/Lndg - ILS - COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
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 - 10200
SE LAND, ME LAND	Months Since - 10	Make/Model- 1800
	Aircraft Type - UNK/NR	Instrument- 691
		Multi-Eng - 6200
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 61

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT AFTER A NORMAL COUPLED ILS APPROACH HE BROKE OUT AT ABOUT 250 FT AGL AND 1/2 MILE FROM THE RWY. HE DISCONNECTED THE APPROACH COUPLER AND LINED UP WITH THE RWY. HE STATED THAT DURING THE TRANSITION FROM IFR TO VISUAL HIS RATE OF DESCENT INCREASED AND HE LANDED HARD BLOWING THE LEFT TIRE. THE ACFT LEFT THE RWY AND TURNED 180 DEGREES. THE LEFT PROPELLER HIT THE GROUND AFTER THE ACFT LEFT THE RWY.

Brief of Accident (Continued)

File No. - 796

1/07/83

HOUSTON, TX

A/C Reg. No. N448

Time (Lc1) - 0815 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - LOW CEILING
4. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
5. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, TIRE - FAILURE, TOTAL
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) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 610 3/06/83 LAKE POWELL, UT A/C Reg. No. N96460 Time (Lc1) - 1600 MST

-----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	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182Q	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	KAYENTA, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GLEN CANYON, UT	HALLS CROSSING
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 65
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3000
SE LAND	Months Since - 11	Make/Model- UNK/NR
	Aircraft Type - 182	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS SEEN TO FLY ERRATICALLY BEFORE PLUNGING INTO THE LAKE DURING AN LANDING ATTEMPT. INVESTIGATION REVEALED A HISTORY OF PRE-EXISTING MEDICAL PROBLEMS THAT COULD LEAD TO "A CONVULSIVE EPISODE WITH ACCOMPANIED LOSS OF CONSCIOUSNESS." AN EXAMINATION OF THE ELECTRICAL SYSTEM REVEALED THAT THE LEFT MAGNETO WAS INOPERATIVE DUE TO AN INTERNALLY SHORTED CONDENSER.

Brief of Accident (Continued)

File No. - 610

3/06/83

LAKE POWELL,UT

A/C Reg. No. N96460

Time (Lc1) - 1600 MST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IGNITION SYSTEM,MAGNETO - FAILURE,PARTIAL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

2. ALTITUDE - UNCONTROLLED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,PHYSICAL IMPAIRMENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

4. TERRAIN CONDITION - WATER,GLASSY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 635 2/19/83 FRONT ROYAL,VA A/C Reg. No. N40552 Time (Lcl) - 1245 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 1	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1760	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 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	SAME AS ACC/INC	FRONT ROYAL-WARREN CO.
Wind Dir/Speed- 090/002 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3019/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
GLIDER	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 NOSED OVER DURING LANDING. THERE WERE NO MECHANICAL MALFUNCTIONS. THE PILOT SAID THAT AS HE LANDED, THE ACFT SKIPPED. HE SAID THE ACFT WAS RELANDED BUT THE TAIL CAME UP. THE TAIL WAS LOWERED, CAME UP AGAIN AND WITH BACK PRESSURE ON THE CONTROL STICK THE ACFT NOSED OVER. THE PILOT DID NOT FILE A WRITTEN REPORT.

Brief of Accident (Continued)

File No. - 635

2/19/83

FRONT ROYAL, VA

A/C Reg. No. N40552

Time (Lc1) - 1245 EST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 733 6/19/83 MT. JACKSON, VA A/C Reg. No. N7356Y Time (Lcl) - 1630 EDT

-----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 -APPROACH		0	0	1	0

-----Aircraft Information-----

Make/Model - PIPER PA-30	Eng Make/Model - LYCOMING IO-320-B1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BRIDGEWATER, VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MT. JACKSON, VA	FRANWOOD FARMS
Wind Dir/Speed- 010/007 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1550/ 90
Lowest Sky/Clouds - 8000 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2778
SE LAND, ME LAND	Months Since - 19	Make/Model- 2045
HELICOPTER	Aircraft Type - PA-30	Instrument- 457
		Multi-Eng - 2075
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 49
		Rotorcraft - 212

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING AN APCH TO A 1550 FT RWY, HE FLARED TO LAND, BUT THE ACFT CONTINUED TO FLOAT. HE DETERMINED THAT A GO-AROUND WAS NECESSARY, BUT DURING THE GO-AROUND, HE DISCOVERED THE RIGHT PROP HAD FEATHERED. THE ACFT CLIMBED SLOWLY WITH THE BANK INCREASING TO THE RIGHT. WHEN THE BANK BECAME TOO STEEP, THE PLT REDUCED THE POWER IN ORDER TO MAINTAIN CONTROL & ATTEMPTED TO LAND IN A CLEARING. HOWEVER, THE ACFT COLLIDED WITH TREES, THEN CRASHED. DURING AN INVESTIGATION, THE RIGHT PROP WAS FOUND IN THE FEATHERED POSITION & ITS SPINNER WAS CRUSHED TO THE PROP CYLINDER BY IMPACT. ALSO, THE TOP MOUNT OF THE RIGHT ENG HAD FAILED, BUT NO OTHER RIGHT ENG DAMAGE WAS FOUND. THE HARTZELL GOVERNOR, MODEL F-6-3, WAS BENCH CHECKED & WAS FOUND TO HAVE A SMALL ORIFICE INSTALLED IN ITS BASE. THE ORIFICE RESTRICTED THE OIL FLOW TO 7.4 QT/MIN, WHEREAS NORMAL FLOW WAS 17 TO 19 QT/MIN. HOWEVER, THIS WOULD HAVE ONLY SLOWED THE OPERATION OF THE PROP & MADE IT LESS SENSITIVE. NO MALFUNCTION WAS FOUND THAT WOULD HAVE FEATHERED THE PROP.

Brief of Accident (Continued)

File No. - 733

6/19/83

MT. JACKSON, VA

A/C Reg. No. N7356Y

Time (Lc1) - 1630 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. UNDETERMINED
2. PROPELLER SYSTEM/ACCESSORIES - OTHER

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Finding(s)

3. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

4. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 698 7/24/83 FREDRICKSBURG,VA A/C Reg. No. N69979 Time (Lcl) - 1300 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 310Q
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-V0
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/005 KTS
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 - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SHANNON
Runway Ident - 24
Runway Lth/Wid - 3000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	650
Make/Model-	85
Instrument-	185
Multi-Eng -	320
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	58

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED AND BURNED DURING A GO-AROUND AFTER TOUCHING DOWN ON THE RWY AT ABOUT THE 1500 FT POINT ON A 3000 FT RWY. THE RIGHT PROPELLER WAS FEATHERED. THE PILOT WAS ATTEMPTING A SINGLE ENGINE PRACTICE LANDING AND BELIEVED HE COULD NOT STOP ON THE RWY SO HE TRIED A SINGLE ENGINE GO-AROUND. THE ACFT CLIMBED TO ABOUT 100 FT AGL BEFORE SETTLING TO THE GROUND WHERE IT CAUGHT FIRE ABOUT 1/2 MILE TO THE RIGHT OF THE EXTENDED CENTERLINE. THE FEDERAL AVIATION ADMINISTRATION FLT TRAINING HANDBOOK STATES THAT SIMULATED ENGINE OUT PRACTICE AT LOW ALT. SHOULD BE ACCOMPLISHED BY REDUCING POWER TO ZERO THRUST. THE OPERATORS HANDBOOK STATES THAT IF A SINGLE ENG. GO-AROUND IS ABSOLUTELY NECESSARY IT SHOULD BE DONE AT AIRSPEEDS OF 105 OR MORE, ENG. RPM AT 2625 AND FULL THROTTLE. THE FLAPS AND LANDING GEAR SHOULD BE RETRACTED. THE HANDBOOK ALSO STATES THAT A NORMAL LANDING WITH 35 DEGREES OF FLAPS ON HARD SURFACE WITH NO WIND AND MAX BRAKING WILL HAVE A GROUND ROLL OF 582 FT AT 5300# GROSS WEIGHT AT 103 MPH.

Brief of Accident (Continued)

File No. - 698

7/24/83

FREDRICKSBURG, VA

A/C Reg. No. N69979

Time (Lc1) - 1300 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
4. PROPELLER FEATHERING - INTENTIONAL - PILOT IN COMMAND
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND
6. DISTANCE - MISJUDGED - PILOT IN COMMAND
7. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
8. GO-AROUND - INITIATED - PILOT IN COMMAND
9. AIRSPEED(VYSE) - NOT ATTAINED - PILOT IN COMMAND
10. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7,8,9.

Factor(s) relating to this accident is/are finding(s) 10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 621 6/21/83 SHELBURNE,VT A/C Reg. No. N2389Z Time (Lc1) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries 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 -LANDING					

-----Aircraft Information-----

Make/Model - BEECH BE-23	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 - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SHELBURNE,VT	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	BURLINGTON,VT	
Wind Dir/Speed- 340/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 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 - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2821
SE LAND,SE SEA	Months Since - 3	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 5
		Instrument- 120
		Last 30 Days- UNK/NR
		Last 90 Days- 69
		Multi-Eng - 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO A DITCH DURING AN EMERGENCY LANDING AFTER A POWER LOSS. THE DUAL INSTRUCTIONAL FLIGHT WAS CLIMBING AT ABOUT 200 FEET WHEN THE POWER DROPPED 700-800 RPM. THE PILOT APPLIED CARB HEAT SWITCHED FUEL TANKS AND TURNED TO AVOID A HOUSING AREA. THE ACFT DESCENDED TO 50-75 FT AND POWER WAS REGAINED. THE ACFT CLIMBED BACK TO 200 FT. ABOUT MID FIELD AND ON BASE LEG THE POWER LOSS WAS COMPLETE. A NORMAL LANDING COULD NOT BE ACCOMPLISHED. THE PILOT TURNED TO THE NORTH AND LANDED IN A STALL. THE LEFT WING CONTACTED A RAISED PORTION OF A DITCH ON THE WEST SIDE OF THE RUNWAY. GROUND CONTACT SEPARATED THE LANDING GEAR FROM THE ACFT. THE INSTRUCTOR PILOT WAS NOT INJURED, THE STUDENT RECEIVED MINOR INJURIES.

Brief of Accident (Continued)

File No. - 621

6/21/83

SHELBURNE,VT

A/C Reg. No. N2389Z

Time (Lc1) - 1230 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 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LANDING GEAR,MAIN GEAR STRUT - OVERLOAD
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

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. - 747 3/15/83 WOODINVILLE,WA A/C Reg. No. NONE Time (Lcl) - 1300 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -APPROACH

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
1 0
0 0

None
0
0

-----Aircraft Information-----

Make/Model - WEEDHOPPER 1
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 254
No. of Seats - 1

Eng Make/Model - ZENOAH 1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 23 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - 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 - UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 28
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total - 150 Last 24 Hrs - UNK/NR
Make/Model- 150 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- UNK/NR
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF IN AN ULTRALIGHT VEHICLE FROM A SOD FIELD. WITNESSES OBSERVED THAT THE RIGHT WING TIP WAS DROPPED DURING THE TAKEOFF. AT APRX 200 FT AGL, THE VEHICLE ENTERED A RIGHT SPIRAL & IMPACTED THE GROUND. THE LOWER, RIGHT WING, LEFT/DRAW STRUT PIN WAS NOT LOCATED AT THE CRASH SCENE. REPORTEDLY, THE PLT HAD COMPLETED FINAL ASSEMBLY OF THE ACFT PRIOR TO THE FLT & THE OWNER HAD CHECKED THAT ALL FITTINGS WERE IN PLACE BEFORE TAKEOFF. THE VEHICLE HAD ACCUMULATED APRX 200 HRS OF OPERATION.

Brief of Accident (Continued)

File No. - 747

3/15/83

WOODINVILLE,WA

A/C Reg. No. NONE

Time (Lc1) - 1300 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WING,BRACING STRUT - UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. AIRCRAFT HANDLING - UNCONTROLLED -

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. - 726 3/18/83 LONGVIEW,WA A/C Reg. No. N26631 Time (Lc1) - 1510 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries 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 -CRUISE					

-----Aircraft Information-----

Make/Model - FAIRCHILD-HILLER FH-1100	Eng Make/Model - ALLISON 250-C18B	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2750	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	LONGVIEW,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 350/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 55.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 7000 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 - 69	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5443
SE LAND,SE SEA	Months Since - 2	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - PA-28	Make/Model- 14
		Last 30 Days- 2
		Instrument- 6
		Last 90 Days- 3
		Rotorcraft - 2315

Instrument Rating(s) - NONE

-----Narrative-----

SEVERAL PERSONS SAW THE HELICOPTER FLYING AT A CRUISING ALTITUDE OF ABOUT 200 TO 300 FT, THEN ENTER A LOOP TYPE OF MANEUVER. THEY LOST SIGHT OF THE HELICOPTER NEAR THE BOTTOM OF THE MANEUVER BEFORE IT CRASHED. THE PLT RECEIVED SERIOUS HEAD INJURIES & COULD NOT RECALL WHAT HAD HAPPENED. AN EXAM OF THE AIRFRAME REVEALED THAT THE TRANSMISSION & MAIN ROTOR HUB ASSY HAD REMAINED PARTIALLY ATTACHED TO THE AIRFRAME THRU THE LEFT & RIGHT LONGITUDINAL TRANSMISSION STRUTS. BOTH THE LEFT & RIGHT VERTICAL AS WELL AS BOTH LEFT & RIGHT LATERAL TRANSMISSION STRUTS HAD SEPARATED NEAR THEIR ATTACH POINTS. A METALLURGICAL EXAM OF THESE PARTS REVEALED THAT FITTING ASSEMBLY, PN 24-61022-6 HAD FAILED AT A FATIGUE CRACK. ADDITIONALLY, CORROSION WAS FOUND WITHIN THE LEFT VERTICAL & LATERAL (ADJUSTABLE) TRANSMISSION STRUTS. PREIMPACT CONTINUITY OF THE CYCLIC PITCH CONTROL WAS VERIFIED.

Brief of Accident (Continued)

File No. - 726

3/18/83

LONGVIEW,WA

A/C Reg. No. N26631

Time (Lc1) - 1510 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. ROTOR DRIVE SYSTEM,MAIN GEAR BOX/TRANSMISSION - FATIGUE
 2. ROTOR DRIVE SYSTEM,MAIN GEAR BOX/TRANSMISSION - FAILURE,PARTIAL
 3. ROTOR DRIVE SYSTEM,MAIN GEAR BOX/TRANSMISSION - CORRODED
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

4. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 783 6/09/83 SEATTLE, WA A/C Reg. No. N1976L Time (Lcl) - 0707 PDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-BARKEN INTERL., INCORPORA	SUBSTANTIAL					
Type of Operation	-SCHEDULED, DOMESTIC, CARGO	Fire					
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	Fatal	0	Injuries
Accident Occurred During	-TAKEOFF		Pass	0	Serious	0	Minor
						0	None
						0	2
						0	0

-----Aircraft Information-----

Make/Model	- LEARJET 35	Eng Make/Model	- AIRESEARCH TFE-731-2-2B	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES	
Max Gross Wt	- 18000	Engine Type	- TURBOFAN			
No. of Seats	- 2	Rated Power	- 3500 LBS THRUST			

-----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	PORTLAND, OR		BOEING FIELD	
Wind Dir/Speed	- 160/008 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 7.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 2900 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 - 26	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - 2325	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 3	Make/Model - 112	Last 30 Days - UNK/NR
	Aircraft Type - LEARJET	Instrument - 133	Last 90 Days - 223
		Multi-Eng - 1465	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DRAGGED THE RIGHT WING TIP TANK AND RUPTURED IT AFTER THE PASSENGER DOOR OPENED DURING TAKEOFF. DURING THE ABORTED TAKEOFF THE ACFT OSCILLATED RIGHT, LEFT AND RIGHT BEFORE MAKING GROUND CONTACT ON THE RIGHT WING. THE HIGHEST ALT ATTAINED WAS ABOUT 100 FT AGL. BEFORE TAKEOFF A PUROLATOR CARGO HANDLER INTERRUPTED THE CAPTAIN CLOSING THE DOOR TO GIVE HIM A PACKAGE. THE CAPT WENT TO SECURE THIS PACKAGE AND THE CARGO HANDLER CLOSED THE DOOR. AFTER THE CAPT WAS IN HIS SEAT HE AND THE CO-PILOT FAILED TO NOTE THE RED DOOR WARNING LIGHT MENTALLY REGARDING IT AS A MALFUNCTIONING FUEL WARNING EVEN THOUGH THESE LIGHTS ARE SEPARATED BY 3 OTHER LIGHTS. DURING THE TAKEOFF AT ABOUT 110 KTS THE DOOR OPENED AND THE ABORT COMMENCED. THE CARGO HANDLER WAS INTERVIEWED AND ADMITTED CLOSING THE DOOR BUT SAID HE NEVER LATCHED THE DOOR SINCE IT REQUIRES A KEY TO ACTIVATE IT. THIS WAS ALWAYS DONE BY THE CREW.

Brief of Accident (Continued)

File No. - 783

6/09/83

SEATTLE,WA

A/C Reg. No. N1976L

Time (Lc1) - 0707 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. DOOR,PASSENGER - OPEN
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF

Finding(s)

4. ABORTED TAKEOFF - PERFORMED - COPILOT

----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. - 780 6/16/83 STEHEKIN,WA A/C Reg. No. N47RR Time (Lc1) - 1245 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	2	1	0
Accident Occurred During	-APPROACH					

-----Aircraft Information-----

Make/Model	- PIPER PA-24-250	Eng Make/Model	- LYCOMING O-540-A1D5	ELT Installed/Activated	- YES/YES
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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 120/007 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>TWISP,WA</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>STEHEKIN STATE</p> <p>Runway Ident - 34</p> <p>Runway Lth/Wid - 2700/ 100</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----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 - 2833
SE LAND,ME LAND	Months Since - 14	Make/Model- 285
	Aircraft Type - PA-24	Instrument- 428
		Multi-Eng - 337
		Last 24 Hrs - 1
		Last 30 Days- 16
		Last 90 Days- 28
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO TREES AT THE DEPARTURE END OF THE RWY DURING A GO-AROUND. THE PILOT HAD ATTEMPTED A LANDING ON RWY 34 WITH FULL FLAPS. POWER WAS CUT ON FINAL OVER THE TREES AT 75 MPH. WHEN TOUCHDOWN HAD NOT BEEN ACCOMPLISHED ABOUT HALF WAY DOWN THE RWY THE PILOT DECIDED TO GO AROUND. THE WINDS WERE LIGHT AND VARIABLE. FULL THROTTLE WAS ADDED BUT THE ACFT FAILED TO CLEAR THE TREES AND CRASHED. ALL OCCUPANTS WERE EJECTED FROM THE ACFT DURING THE CRASH. THE FRONT SEAT OCCUPANTS WERE SERIOUSLY INJURED THEIR SURVIVAL ENHANCED BY THE USE OF SEAT BELTS. THE REAR SEAT PASSENGERS SUSTAINED FATAL INJURIES. THEIR SEAT BELTS WERE NOT FASTENED. THE ACFT WAS DESTROYED, THE FUSELAGE SPLIT AND SEPARATED INTO TWO PARTS WHICH ALLOWED OCCUPANT EJECTION. THE PILOT STATED IN A TELEPHONE INTERVIEW THAT HE EXPERIENCED NO POWERPLANT OR CONTROL MALFUNCTIONS BUT THAT THE ACFT SEEMED TO "MUSH" AFTER INITIAL ACCELERATION AND CLIMB.

Brief of Accident (Continued)

File No. - 780

6/16/83

STEHEKIN,WA

A/C Reg. No. N47RR

Time (Lc1) - 1245 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL
6. GO-AROUND - DELAYED - PILOT IN COMMAND
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
9. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 755 6/19/83 GLACIER PEAK, WA A/C Reg. No. N4013R Time (Lcl) - 1151 PDT

-----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 4	0	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/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ALDERWOOD MANOR, WA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	LOCAL	
Wind Dir/Speed- CALM	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- FOG		
Precipitation - SNOW		
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	Current - UNK/NR	Total - 3500
SE LAND, SE SEA	Months Since - UNK/NR	Make/Model- 757
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A SIDE OF GLACIER PEAK AT ABOUT 10000 FT MSL WHILE IN LEVEL FLT. THE EXACT WEATHER CONDITIONS AT THE ACCIDENT SITE AT THE TIME OF THE ACCIDENT ARE UNKNOWN BUT SEVERAL MOUNTAIN CLIMBERS AT 6000 FT ABOUT 2 MILES AWAY AT ABOUT THE SAME TIME DESCRIBE THE WEATHER AS SKY OBSCURED, VISIBILITY 50 FT IN LIGHT TO MODERATE WET SNOW, NO WIND. TEMPERATURE +38 DEGREES F. THE FLT WAS ENROUTE FROM ALDERWOOD MANOR TO THE PILOTS PRIVATE AIRSTRIIP NEAR SPOKANE, WA. A WITNESS WHO HAD FLOWN THE ROUTE WITH THE PLT SEVERAL TIMES SAID THAT THE FLT NORMALLY PASSED SOUTH OF GLACIER PEAK AT ABOUT 10000-11000 FT. HE SAID THAT THE PILOT USED NAV AIDS ALONG THE ROUTE AND WOULD FLY IN CLOUDS IF THE WEATHER DICTATED IT. THE PILOT DID NOT NORMALLY TALK WITH ANYONE ON THE RADIO DURING FLT IN THE CLOUDS. HE DID HOWEVER ALWAYS GET A WEATHER BRIEFING. IT IS NOT KNOWN WHICH IF ANY NAV AIDS THE PLT USED DURING THE ACCIDENT FLT. THERE IS NO KNOWN RECORD OF COMMUNICATIONS BETWEEN THE ACFT AND ANY RADIO FACILITY.

Brief of Accident (Continued)

File No. - 755

6/19/83

GLACIER PEAK, WA

A/C Reg. No. N4013R

Time (Lc1) - 1151 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - OBSCURATION
 2. WEATHER CONDITION - FOG
 3. WEATHER CONDITION - SNOW
 4. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
 5. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

6. TERRAIN CONDITION - HIGH TERRAIN
 7. WEATHER CONDITION - OBSCURATION
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 717 6/27/83 SUMNER,WA A/C Reg. No. NONE Time (Lcl) - 2030 PDT.

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - PTERODACTYL ASCENDER II
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - CUYUNA 430-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 30 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 14
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- 0	Last 24 Hrs -	0
Make/Model-	0	Last 30 Days-	0
Instrument-	0	Last 90 Days-	0
Multi-eng -	0	Rotorcraft -	0

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, A FATHER & HIS 14 YR OLD SON HAD BEEN RECEIVING GROUND & TAXI INSTRUCTION, AND HAD RECEIVED "CROW-HOP" PRACTICE IN THE PREVIOUS FEW WEEKS. ON 6/27/83, THE VEHICLE BECAME AIRBORNE WITH THE SON ON BOARD. HE FLEW IT IN A PATTERN AROUND THE OPEN FIELD THAT WAS BEING USED BY ULTRALIGHT PLTS. WITNESSES REPORTED THAT THE PLT ATTEMPTED TO LAND BY APPROACHING OVER TREES FROM SOUTH TO NORTH, BUT OVERSHOT THE 500 FT LANDING AREA. DURING A GO-AROUND, HE STRUCK GROUND VEHICLES IN A PARKING LOT AT THE NORTH END OF THE FIELD, BUT CONTINUED TO FLY. ON THE 2ND APPROACH, THE ULTRALIGHT CAME OVER TREES AT THE SOUTH END & EXECUTED A SERIES OF STAIR-STEP MANEUVERS ON THE APPROACH. AT APRX 60 FT AGL, THE VEHICLE NOSED OVER & STRUCK THE GROUND IN A STEEP DESCENT. NO PREIMPACT/MECHANICAL FAILURES WERE FOUND. THE INVESTIGATION DID NOT DETERMINE WHETHER OR NOT THE FLT WAS INTENTIONAL.

Brief of Accident (Continued)

File No. - 717

6/27/83

SUMNER,WA

A/C Reg. No. NONE

Time (Lcl) - 2030 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 685 7/05/83 MARSHALL,WA A/C Reg. No. N444RV Time (Lcl) - 2020 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	1	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - VANS-RUPERT RV-4	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/NO.
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
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 - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 34
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
Instrument Rating(s) - NONE		

-----Narrative-----

THE FLT WAS TO TEST A NEWLY INSTALLED AIRSPEED INDICATOR. A PASSENGER WHO WENT ON THE FLT SURVIVED THE ACCIDENT AND SAID THE PILOT HAD DONE AN AILERON ROLL FROM 4000 FT MSL (ABOUT 1700 FT AGL) AND HAD BUFFETED AND LOST ALT DURING RECOVERY. AFTER A HIGH SPEED PASS OVER THE ARPT THE PILOT CLIMBED TO ABOUT 3000 FT MSL DID A 180 DEGREE TURN. HE DID ANOTHER AILERON ROLL AND WHEN THE ACFT CAME OUT OF IT A BUFFET OCCURRED AND THE ACFT HIT THE GROUND BEFORE RECOVERY WAS COMPLETED. IT COULD NOT BE ESTABLISHED THAT THE PILOT HAD ANY AEROBATIC TRAINING.

Brief of Accident (Continued)

File No. - 685

7/05/83

MARSHALL,WA

A/C Reg. No. N444RV

Time (Lc1) - 2020 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. AEROBATICS - PERFORMED - PILOT IN COMMAND
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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. - 731 8/03/83 FRIDAY HARBOR, WA A/C Reg. No. N80076 Time (Lcl) - 1130 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During - APPROACH			0	0	0	1
			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SEATTLE, WA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	FRIDAY HARBOR, WA	FRIDAY HARBOR
Wind Dir/Speed- 140/008 KTS		Runway Ident - 33
Visibility - 20.0 SM	ATC/Airspace	Runway Lth/Wid - 2235/ 50
Lowest Sky/Clouds - 4000 FT SCATTERED	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 - VISUAL STRAIGHT-IN	
Precipitation - NONE	VALLEY/TERRAIN FOLLOWING	
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 - 328
SE LAND	Months Since - 14	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 91
		Instrument- 17
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PLT ELECTED TO LAND ON AN UPHILL RWY WITH A TAIL WIND. SHE STATED THAT SHE WAS HIGH ON FINAL & SIDE SLIPPED UNTIL REACHING THE CORRECT ALTITUDE WHILE USING THE VASI LIGHTS FOR A REFERENCE. AS SHE APPROACHED THE RWY, THE WIND BLEW THE ACFT TO THE LEFT OF THE CENTERLINE. AN UNSUCCESSFUL ATTEMPT WAS MADE TO CORRECT TO THE RIGHT. A DECISION WAS MADE TO GO-AROUND BEFORE REACHING MIDFIELD. THE PLT STATED THAT DUE TO THE ATTITUDE OF THE ACFT, SHE DID NOT SEE A CLUMP OF TREES AHEAD. SUBSEQUENTLY, THE ACFT STRUCK THE TREES (TO THE LEFT OF THE RWY) & CRASHED.

Brief of Accident (Continued)

File No. - 731

8/03/83

FRIDAY HARBOR, WA

A/C Reg. No. N80076

Time (Lc1) - 1130 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL
 2. WEATHER CONDITION - TAILWIND
 3. WEATHER CONDITION - CROSSWIND
 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 6. GO-AROUND - DELAYED - PILOT IN COMMAND
 7. TERRAIN CONDITION - RISING
 8. OBJECT - TREE(S)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 607 8/03/83 PORT ORCHARD,WA A/C Reg. No. N3526V Time (Lcl) - 1640 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	1
Accident Occurred During -APPROACH			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SEATTLE,WA	
Method - N/A	Destination PORT ORCHARD,WA	Airport Data VAUGHNS
Completeness - N/A		Runway Ident - UNK/NR
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 1700/ 50
Wind Dir/Speed- 010/009 KTS	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 3000 FT SCATTERED	Type Apch/Lndg - SIMULATED FORCED LNDG	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1600
SE LAND,ME LAND	Months Since - 12	Make/Model- 450
	Aircraft Type - UNK/NR	Instrument- 237
		Multi-Eng - 525
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 53

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STALLED INTO TREES DURING AN ATTEMPTED GO-AROUND AFTER A SIMULATED FORCED LANDING. THIS WAS A DUAL INSTRUCTIONAL FLIGHT. DURING THE SIMULATED LANDING MANEUVER THE STUDENT LOCATED A GRASS STRIP AND APPROACHED INTO THE WIND. AT ABOUT 30-50 FT A GO-AROUND WAS INITIATED, FLAPS WERE REDUCED AND FULL POWER USED. THE INSTRUCTOR TOOK THE CONTROLS AND TRIED TO CLEAR THE TREES. THE STALL WARNING SOUNDED AND THE LEFT WING DROPPED AS THE ACFT STALLED AND COLLIDED WITH TREES.

Brief of Accident (Continued)

File No. - 607

8/03/83

PORT ORCHARD, WA

A/C Reg. No. N3526V

Time (Lcl) - 1640 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. GO-AROUND - DELAYED - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

4. OBJECT - TREE(S)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 711 8/07/83 BLAKELY ISLAND,WA A/C Reg. No. N22BH Time (Lcl) - 1010 PDT

-----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	1
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - REPUBLIC RC-3	Eng Make/Model - LYCOMING GO-480	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 270 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LAKE SAMAMISH,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BLAKELY ISLAND,WA	BLAKELY ISLAND
Wind Dir/Speed- 010/010 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 40
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 - 61	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 919
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 172
		Instrument- 74
		Multi-Eng - 192
		Last 30 Days- UNK/NR
		Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT WHEN HE WAS ON A SHORT FINAL APPROACH TO RWY 01, HE ENCOUNTERED WINDSHEAR AT ABOUT 100 FT AGL. A RAPID SINK RATE WAS ENCOUNTERED & HE WAS UNABLE TO FULLY RECOVER. SUBSEQUENTLY, THE ACFT TOUCHED DOWN HARD IN A LEVEL ATTITUDE. THE GEAR WAS SHEARED & THE FUSELAGE WAS SPLIT BY IMPACT, RUPTURING THE FUEL TANK. A FIRE ENSUED & THE AIRCRAFT WAS DESTROYED. ACCORDING TO THE PILOT, WIND SHEAR WAS ENCOUNTERED NEAR A CLIFF AT THE APPROACH END OF RWY 1. HE REPORTED THAT THE WIND SOCK AT THE APPROACH END OF THE RWY WAS LIMP, WHILE THE WIND SOCK FOR RWY 19 INDICATED A WIND FROM THE NORTH AT 15 TO 20 KTS. REPORTEDLY, THERE WAS A STRONG SOUTHERLY WIND AT THE WATER LEVEL ABOUT 1/4 MI FROM THE ARPT.

Brief of Accident (Continued)

File No. - 711

8/07/83

BLAKELY ISLAND, WA

A/C Reg. No. N22BH

Time (Lcl) - 1010 PDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - WINDSHEAR

2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 763 6/08/83 WENTWORTH,WI A/C Reg. No. N2563F Time (Lcl) - 1000 CDT

-----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 - MANEUVERING					

-----Aircraft Information-----

Make/Model - AERONCA 7ECA	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
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	DULUTH,MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 090/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - SIMULATED FORCED LNDG	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1037
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 125
		Instrument- 56
		Last 30 Days- UNK/NR
		Last 90 Days- 287
		Multi-Eng - 6
Instrument Rating(s) - AIRPLANE		

-----Narrative-----

THE CFI STATED THAT HE GAVE THE STUDENT A SIMULATED EMERGENCY LANDING. WHEN THE ACFT WAS ABOUT 10-20 FT ABOVE THE GROUND A GUST OF WIND CAUGHT THE ACFT. THE ACFT DROPPED SUDDENLY AND HIT THE GROUND. THE LANDING GEAR FOLDED AND THE FUSELAGE AND WING TIPS WERE DAMAGED.

Brief of Accident (Continued)

File No. - 763

6/08/83

WENTWORTH,WI

A/C Reg. No. N2563F

Time (Lc1) - 1000 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
 2. PRECAUTIONARY LANDING - SIMULATED - DUAL STUDENT
 3. WEATHER CONDITION - GUSTS
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation MANEUVERING

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) 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. - 633 8/06/83 FRANKSVILLE, WI A/C Reg. No. N2843Z Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-22-160	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 - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	INDIANAPOLIS, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HUNT FIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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)
PRIVATE	Current - YES	Total - 590
SE LAND	Months Since - 10	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 26
		Instrument- 9
		Last 30 Days- UNK/NR
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS INTENTIONALLY GROUNDLOOPEED AS THE ACFT WAS NOT STOPPING AT THE RUNWAYS END. THE PILOT SAID THE BRAKES MALFUNCTIONED. THE MECHANIC WHO WORKED ON THE ACFT AFTER THE ACCIDENT SAID BRAKES WERE AVAILABLE EVEN THOUGH BRAKE FLUID WAS LOW. THE MECHANIC WAS A WITNESS TO THE ACCIDENT AND SAID THAT THE ACFT DID NOT TOUCH DOWN UNTIL IT WAS APPROXIMATELY 2/3 DISTANCE DOWN THE RUNWAY.

Brief of Accident (Continued)

File No. - 633

8/06/83

FRANKSVILLE,WI

A/C Reg. No. N2843Z

Time (Lc1) - 1400 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - IMPROPER - PILOT IN COMMAND
 2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND
 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - INTENTIONAL - 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) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 707 4/13/83 CHARLESTON,WV A/C Reg. No. N4749R Time (Lcl) - 1115 EST

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage						
		SUBSTANTIAL						
Type of Operation	-AERIAL OBSERVATION	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During	-LANDING			0	0	0	1	1

-----Aircraft Information-----

Make/Model	- BELL 47G-4A	Eng Make/Model	- LYCOMING VO-540-B1B3	ELT Installed/Activated	- YES/YES
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	ROANOKE,VA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		KANAWHA	
Wind Dir/Speed	- 140/004 KTS			Runway Ident	- 33
Visibility	- 10.0 SM	ATC/Airspace		Runway Lth/Wid	- 4750/ 150
Lowest Sky/Clouds	-	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- 5000 FT BROKEN	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4570	Last 24 Hrs - 6
SE LAND	Months Since - 8	Make/Model - 639	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 170	Last 90 Days - 263
			Rotorcraft - 4570

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING AN APPROACH TO LAND, THE ENGINE LOST POWER AT APRX 500 FT AGL. THE PLT REPORTED THAT DURING AN AUTOROTATIVE LANDING, HE HAD TO MANEUVER TO AVOID TREES & A RIDGE IN ORDER TO LAND IN A SUITABLE AREA. DURING THIS TIME, ROTOR RPM DROPPED & A CRASH LANDING OCCURRED. A TEARDOWN OF THE ENGINE REVEALED THAT THE TIMING GEAR, PN 67687, HAD FAILED & A TOOTH HAD SEPARATED. ALSO, THE WOODRUFF KEY, PN STD-858, HAD FAILED. A METALURGICAL EXAMINATION REVEALED EVIDENCE OF FATIGUE ON BOTH PARTS. FAILURE OF THE TIMING GEAR ORIGINATED AT AN INNER CORNER OF THE GEAR KEYWAY. THE ENGINE HAD ACCUMULATED 613 HRS OF FLT TIME SINCE MAJOR OVERHAUL.

Brief of Accident (Continued)

File No. - 707

4/13/83

CHARLESTON, WV

A/C Reg. No. N4749R

Time (Lc1) - 1115 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. ENGINE ASSEMBLY, OTHER - FATIGUE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. TERRAIN CONDITION - ROUGH/UNEVEN
5. MANEUVER - PERFORMED - PILOT IN COMMAND
6. ROTOR RPM - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 612 1/19/83 HARMONY,WY A/C Reg. No. N736YA Time (Lcl) - 1030 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 -APPROACH			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 172XP	Eng Make/Model - CONTINENTAL IO-360-1C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 195 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PINE BLUFF,WY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HARMONY,WY	
Wind Dir/Speed- 230/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 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 - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 68
SE LAND	Months Since - 16	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 68
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A FENCE AT THE DEPARTURE END OF A PASTURE FIELD DURING A GO-AROUND. THE PILOT HAD DECIDED TO LAND IN AN EASTERLY DIRECTION TO AVOID POWERLINES AND DID NOT CONSIDER DIRECTION OF THE WIND. FULL FLAPS DID NOT SLOW THE ACFT EFFECTIVELY GOING DOWNWIND AND THE ACFT BOUNCED WITH EXCESS SPEED BEFORE STARTING A GO-AROUND. THE PILOT RAN OUT OF LANDING AREA AND COLLIDED WITH A FENCE AS HE ATTEMPTED TO STOP AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 612

1/19/83

HARMONY, WY

A/C Reg. No. N736YA

Time (Lcl) - 1030 MST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. OBJECT - FENCE
4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
5. AIRPORT FACILITIES, WIND DIRECTION INDICATOR - UNAVAILABLE
6. AIRSPEED - IMPROPER - PILOT IN COMMAND
7. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 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) 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. - 775 2/26/83 BUFFALO, WY A/C Reg. No. N1896C Time (Lcl) - 1030 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	- CESSNA 170B	Eng Make/Model	- LYCOMING O-360-A1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2050	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 210 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	BUFFALO, WY	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	BUFFALO MUNICIPAL
Wind Dir/Speed-	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 03
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- 4500/ 75
Obstructions to Vision	Type of Clearance	Runway Surface
Precipitation	- FULL STOP	- ASPHALT
Condition of Light		Runway Status
		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- UNK/NR	Total
SE LAND	Months Since	- UNK/NR	Make/Model-
	Aircraft Type	- C-170B	Instrument-
			0
			Last 24 Hrs - UNK/NR
			Last 30 Days- UNK/NR
			Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFTS MAIN LEFT GEAR COLLAPSED DURING A GROUNDLOOP ON LANDING. THE PILOT STATED THAT HIS APPROACH TO LANDING WAS NORMAL BUT AFTER TOUCHDOWN THE ACFT VEERED TO THE RIGHT. HE SAID THE WIND WAS NOT A FACTOR. THE PILOT GAVE A FEDERAL INSPECTOR THE IMPRESSION THAT HE WAS INADEQUATELY TRAINED AND FELT INSECURE IN THE ACFT. WHEN TOLD HE WOULD BE SUBJECTED TO ADDITIONAL TRAINING AND EXAMINATION THE PILOT SAID HE HAD NO OBJECTIONS "IT THEY CAN EVER GET ME BACK IN IT AGAIN."

Brief of Accident (Continued)

File No. - 775

2/26/83

BUFFALO, WY

A/C Reg. No. N1896C

Time (Lc1) - 1030 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

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) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 771 5/22/83 BIG PINEY, WY A/C Reg. No. N3726H Time (Lcl) - 1550 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - AIRCOUPE 415-C	Eng Make/Model - CONTINENTAL C75-12F	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1440	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 75 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BIG PINEY
Wind Dir/Speed- 315/012 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4400/ 75
Lowest Sky/Clouds - 7000 FT THIN BKN	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 - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 222
SE LAND	Months Since - 22	Make/Model- 67
	Aircraft Type - C-172XP	Instrument- 4
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PRACTICING A SHORT FIELD TAKEOFF. HOWEVER, HE HELD THE ELEVATOR FULL BACK DURING THE TAKEOFF ROLL UNTIL THE ACFT WAS 50 FT AGL, AND THEN ONLY RELEASED IT SLIGHTLY. ACCORDING TO THE PILOT, AIRSPEED WAS 47 MPH AT 50 FT AND ABOUT 57 MPH AT 70 FT. THEN THE ACFT NOSE FELL AND THE ACFT STARTED TO SINK RAPIDLY. THE PILOT THEN TRIED TO PICK UP AIRSPEED AND RECOVER BUT THE ACFT CONTINUED TO SETTLE. JUST BEFORE GROUND IMPACT THE PILOT SAID HE APPLIED BACK ELEVATOR WITH NO RESPONSE. THE ACFT HIT ON THE NOSE GEAR, BOUNCED AND NOSED OVER AS IT LEFT THE RWY. THE BEST ANGLE OF CLIMB AIRSPEED (VX) IS 70 KNOTS.

Brief of Accident (Continued)

File No. - 771

5/22/83

BIG PINEY, WY

A/C Reg. No. N3726H

Time (Lc1) - 1550 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - PILOT IN COMMAND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

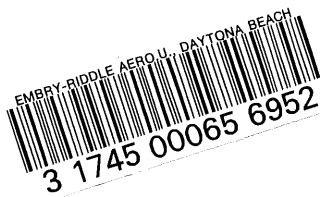
Occurrence #2 HARD LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

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) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4



NTSB-AAB-85-05

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