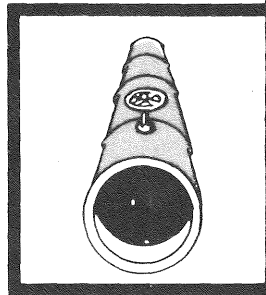
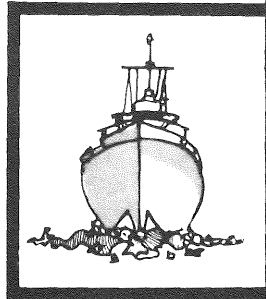
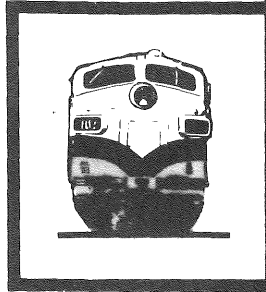


NATIONAL TRANSPORTATION SAFETY BOARD

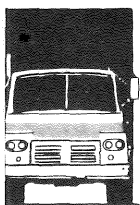
WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 5 OF 1983 ACCIDENTS**



NTSB / AAB-85 / 06



Doc
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85
06
Issue 5

UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

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| | | | | 14. Sponsoring Agency Code | |
| 15. Supplementary Notes | | | | | |
| 16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1983. The 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally seventeen times each year. The Brief Format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of operation and type of aircraft. File Numbers: 0801 through 1000 | | | | | |
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FOREWARD

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

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

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

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

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

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

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

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AIRCRAFT ACCIDENTS

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 5

CALENDAR YEAR 1983

| File Number ----- | Aircraft Regist. ----- | Date ----- | Location ----- | Make ----- | Aircraft Model ----- | Injury Index ----- | Page ----- |
|-------------------------|------------------------------|---------------|---------------------|---------------|----------------------------|--------------------------|---------------|
| 801 | 2541J | 040183 | ST. AUGUSTINE, FL | CESSNA | T188C | SERIOUS | 116 |
| 802 | 999TP | 082483 | N. HAILEY, ID | ENSTROM | 280C | NONE | 144 |
| 803 | 8808E | 062983 | BLISS, ID | EAGLE | DW-1 | NONE | 140 |
| 804 | 40483 | 052083 | ST. LOUIS, MO | BOEING | 727-100 | NONE | 236 |
| 805 | 2473C | 041783 | LONG BEACH, CA | CESSNA | 180 | NONE | 60 |
| 806 | 761SD | 042383 | CHINO, CA | CESSNA | A152 | NONE | 62 |
| 807 | 2478W | 043083 | CHULA VISTA, CA | SCHWEIZER | SGS 1-26B | MINOR | 64 |
| 808 | 1133V | 050783 | HUNTINGTON BCH, CA | CESSNA | R172K | NONE | 70 |
| 809 | 3225D | 050783 | GILBERT, AZ | GOLDWING | DRAGAN | NONE | 42 |
| 810 | 4709Y | 050483 | HEALDSBURG, CA | PIPER | PA-25-235 | NONE | 68 |
| 811 | 21579 | 050983 | MARYSVILLE, CA | CESSNA | 182P | MINOR | 72 |
| 812 | 61327 | 041083 | SAN JOSE, CA | CESSNA | 150J | MINOR | 58 |
| 813 | 252EZ | 090383 | CLEARLAKE, CA | PIPER | PA-24-250 | MINOR | 86 |
| 814 | 4337S | 061583 | YUMA, AZ | AIR TRACTOR | AT 301 | NONE | 44 |
| 815 | 2572K | 072883 | LAS VEGAS, NV | CESSNA | 180K | NONE | 260 |
| 816 | NONE | 060483 | NEWTON, IL | BARNSTORMER | 1 | SERIOUS | 152 |
| 817 | 9589F | 032583 | RANCHO BERNARDO, CA | HUGHES | 369D | NONE | 52 |
| 818 | 1884H | 030683 | SAN JOSE, CA | CESSNA | 310C | MINOR | 48 |
| 819 | 7795U | 050583 | GILA BEND, AZ | CESSNA | 172E | SERIOUS | 40 |
| 820 | 8512M | 051583 | SAN RAFAEL, CA | BEECH | 35P | NONE | 76 |
| 821 | 1785S | 050183 | GILROY, CA | AERO COMMAND | 600 S-2D | SERIOUS | 66 |
| 822 | 498T | 041083 | GLENDALE, AZ | BEECH | 35-A33 | NONE | 38 |
| 823 | NONE | 051883 | SHAFTER, CA | WIZARD | W-1 | SERIOUS | 78 |
| 824 | 42RH | 102483 | ST AUGUSTINE, FL | HIGHT SMARAG | CP-301-S | FATAL | 120 |
| 825 | 7909V | 040883 | MARANA, AZ | ROCKWELL | A-9B | SERIOUS | 36 |

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|-------------------------|------------------------------|---------------|---------------------|---------------|----------------------------|--------------------------|---------------|
| 826 | 62221 | 091983 | OCEANSIDE, CA | BELL | 47G | NONE | 92 |
| 827 | 3584Q | 090583 | S. LAKE TAHOE, CA | CESSNA | 172 | SERIOUS | 90 |
| 828 | 56283 | 090483 | CALEXICO, CA | PIPER | PA-28R-200 | NONE | 88 |
| 829 | 90353 | 021783 | SAN DIEGO, CA | PIPER AEROST | 601P | FATAL | 46 |
| 830 | 9732Q | 032683 | UPLAND, CA | BEECH | A24R | MINOR | 54 |
| 831 | 4027L | 051883 | THERMAL, CA | HILLER | UH-12E | NONE | 80 |
| 832 | 99965 | 040283 | CALIFORNIA CITY, CA | BLANIK | L-13 | NONE | 56 |
| 833 | 8674S | 051283 | CHICO, CA | CESSNA | 150F | NONE | 74 |
| 834 | NONE | 082783 | MCCLOUD, CA | BIRD | BIRD | SERIOUS | 84 |
| 835 | 4244R | 083183 | COTTAGE GROVE, WI | MOCKRUD | VOLKSPLANE | SERIOUS | 386 |
| 836 | 93282 | 090883 | KAKTOVIK, AK | CESSNA | 185 | NONE | 16 |
| 838 | 245R | 051183 | FALL RIVER, MA | ROGERS | LONG EZ | NONE | 182 |
| 839 | 69604 | 081183 | SPOKANE, WA | CESSNA | 310Q | NONE | 356 |
| 840 | 37ER | 071883 | SALIDA, CO | CESSNA | 172 | NONE | 108 |
| 841 | 738HH | 022483 | GALESBURG, IL | CESSNA | 172 | NONE | 148 |
| 842 | 30606 | 071683 | TRAVERSE CITY, MI | CESSNA | 210L | NONE | 202 |
| 843 | 1857V | 090283 | GRAND MARAIS, MN | CESSNA | 172M | NONE | 232 |
| 844 | 4985D | 072883 | ROCHESTER, MN | CESSNA | 182 | NONE | 226 |
| 845 | 620BD | 090783 | GALESBURG, IL | BOEING | PT-13D | NONE | 162 |
| 846 | 5004 | 072283 | ALLEGANY, NY | SOPWITH | TRIPLANE | FATAL | 270 |
| 847 | 4260T | 072883 | YOUNGSTOWN, OH | PIPER | PA-28-180 | SERIOUS | 280 |
| 848 | 5732K | 081083 | AUSTIN, MN | BEECH | S35 | NONE | 228 |
| 849 | 44HA | 091883 | LYNNWOOD, WA | ANDERSON | STARDUSTER | MINOR | 376 |
| 850 | 9580S | 091183 | SPOKANE, WA | BELLANCA-CHA | GCBC | NONE | 374 |
| 851 | 3239D | 082883 | COLBURN, ID | CESSNA | 180 | NONE | 146 |

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| 852 | 1144A | 062483 | FORT HALL, ID | PIPER | PA-18-125 | NONE | 138 |
| 853 | NONE | 080783 | GRANTS PASS, OR | PTERODACTYL | PTRAVLER | SERIOUS | 296 |
| 854 | 6664Q | 080583 | KLAMATH FALLS, OR | GRUMMAN | G-164A | NONE | 294 |
| 855 | 2743H | 070983 | WARRENTON, VA | SCHWEIZER | SGS-2-33A | MINOR | 346 |
| 856 | 23104 | 031283 | BENNETT, CO | HOMEBUILT | ROTORCRAFT | FATAL | 96 |
| 857 | 5015L | 052583 | VINALHAVEN, ME | LAKE | LA-4-200 | SERIOUS | 192 |
| 858 | 6106L | 083183 | EATONVILLE, WA | GULFSTREAM A | AA-1 | NONE | 372 |
| 859 | 89399 | 010183 | SPRINGBROOK, WI | CESSNA | 140 | NONE | 378 |
| 860 | 8700Z | 082483 | PETERSBURG, AK | CESSNA | 185 SKYWAG | NONE | 10 |
| 861 | 5479S | 062083 | DAYTON, OR | CESSNA | 337B | SERIOUS | 288 |
| 862 | 77DE | 082083 | LINDEN, MI | DEMETER | HUMMER B | NONE | 206 |
| 863 | 6171Q | 081683 | FRONT ROYAL, VA | CESSNA | 152 | NONE | 348 |
| 864 | 8511S | 082583 | REDWOOD, MS | AIR TRACTOR | AT-301 | NONE | 242 |
| 865 | 9025N | 060483 | ELDORADO SPRGS., CO | LINK-JOHNSON | HP-16 | FATAL | 104 |
| 866 | 3133L | 062483 | GRANBY, CO | EIPPER FORMA | MX-2 | MINOR | 106 |
| 867 | 5112Q | 052283 | HAMILTON, MT | CESSNA | 152 | FATAL | 246 |
| 868 | 92037 | 071883 | CROOKSTON, MN | CESSNA | 188B | NONE | 222 |
| 869 | NONE | 081083 | OCONOMOWOC, WI | BERWIN | WASPAIR TO | SERIOUS | 382 |
| 870 | 3576R | 082883 | BLAIR, WI | PIPER | PA-28-181 | NONE | 384 |
| 871 | 4812Q | 061083 | SACO, MT | CESSNA | A188B | SERIOUS | 248 |
| 872 | 8952L | 080383 | ALEXANDRIA, IN | GRUMMAN | AA1B | NONE | 168 |
| 873 | 33544 | 071083 | MIDDLE BASS ISL, OH | PIPER | PA28-140 | MINOR | 278 |
| 874 | 5010A | 070383 | SAUK CENTRE, MN | CESSNA | 172 | NONE | 214 |
| 875 | 41341 | 062683 | ALMA, MI | PIPER | PA28-151 | NONE | 198 |
| 876 | 28906 | 060883 | PLAIN CITY, OH | PIPER | PA28-181 | NONE | 276 |

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| 877 | 8164B | 080683 | GRANDVIEW, IN | CESSNA | 172 | NONE | 170 |
| 878 | 5955X | 041683 | ROGUE RIVER, OR | BRANTLY | B2 | NONE | 286 |
| 879 | 10915 | 091383 | WRANGELL, AK | HUGHES | H-369D | SERIOUS | 20 |
| 880 | 65712 | 080683 | RENTON, WA | CESSNA | 172P | NONE | 354 |
| 881 | 4609J | 042383 | LEADVILLE, CO | CESSNA | 172 | NONE | 102 |
| 882 | 23581 | 080883 | MARINE CITY, MI | BEECH | A36 | NONE | 204 |
| 883 | 3400V | 080983 | SPRINGFIELD, IL | CESSNA | 150 | NONE | 158 |
| 884 | 6826G | 090183 | HALSTAD, MN | CESSNA | 150L | MINOR | 230 |
| 885 | 81TE | 090183 | SHERIDAN, MI | EDWARDS | MITCHELL P | SERIOUS | 208 |
| 886 | 7650K | 082783 | BURLINGTON, WA | PIPER | PA-20 | NONE | 366 |
| 887 | 26116 | 060883 | DOBBINS AFB, GA | GRUMMAN AMER | AA-5A | NONE | 126 |
| 888 | 6022Y | 042183 | BIRMINGHAM, AL | BEECH | C-23 | NONE | 28 |
| 889 | 21700 | 071683 | SPRINGFIELD, MN | CESSNA | 188-B | NONE | 220 |
| 890 | 8310L | 062483 | MINNEAPOLIS, MN | PIPER | PA-32R | NONE | 212 |
| 891 | 6381T | 081883 | LEXINGTON, KY | CORBIN | BABY ACE | NONE | 178 |
| 892 | 6728G | 070383 | MONROE, NC | CESSNA | 150 | SERIOUS | 252 |
| 893 | 2557B | 070983 | GADSDEN, AL | AERONCA | 7BCM L-16A | FATAL | 32 |
| 894 | 6952J | 071083 | CHANDLERVILLE, IL | PIPER | PA 28-180 | NONE | 156 |
| 895 | 16SE | 070983 | HUNTERSVILLE, NC | EAMES | ACRO SPORT | NONE | 254 |
| 896 | 24814 | 080183 | GAITHERSBURG, MD | CESSNA | 152 | NONE | 188 |
| 897 | 66185 | 071283 | MUSCLE SHOALS, AL | CESSNA | 150M | NONE | 34 |
| 898 | 48541 | 072183 | HOLLANDALE, MS | GRUMMAN | G-164B-450 | MINOR | 240 |
| 899 | 12067 | 022683 | MOUNTVILLE, PA | CESSNA | 172M | FATAL | 302 |
| 900 | 5097T | 082183 | ARLINGTON, WA | PIPER | PA28-140 | NONE | 362 |
| 901 | 40314 | 042683 | MALAD CITY, ID | MAULE | M-4-220C | NONE | 136 |

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| 902 | 6629J | 073183 | ATLANTA, GA | BEECH | C23 | MINOR | 128 |
| 903 | 3140B | 070283 | PETERSBURG, VA | HOMEBUILT | EAA BIPLAN | NONE | 344 |
| 904 | 111UD | 060483 | CALHOUN, GA | BELLANCA | 8KCAB | FATAL | 124 |
| 905 | 483B | 073083 | REVENSWOOD, WV | BEECH | D18S | MINOR | 390 |
| 906 | 2023H | 052883 | DECATUR, AL | BARNES | AX-6B | SERIOUS | 30 |
| 907 | 2542F | 080483 | BROXTON, GA | CHAMPION | 7GCAA | NONE | 130 |
| 908 | 5191B | 022683 | HARDEEVILLE, SC | BELL | 47G-2 | NONE | 314 |
| 910 | 4773B | 090383 | NR ANCHORAGE, AK | CESSNA | 180 | NONE | 12 |
| 911 | 6121X | 081183 | SHELBYVILLE, IN | CESSNA | T310R | NONE | 172 |
| 913 | 7221L | 060683 | ROSEAU, MN | PIPER | PA-25 | MINOR | 210 |
| 914 | 96817 | 070883 | ANDERSON, IN | CESSNA | 182 | NONE | 166 |
| 915 | 57588 | 080183 | FIRTH, ID | PIPER | PA-36 | FATAL | 142 |
| 916 | 3066L | 071983 | WHEELING, WV | CESSNA | 310 | NONE | 388 |
| 917 | 16402 | 060583 | WESTMINSTER, MD | PIPER | PA-28-180 | NONE | 186 |
| 918 | 199V | 042283 | PRESTONBURG, KY | BELLANCA | 17-30 | NONE | 176 |
| 919 | 652H | 062783 | KENT, WA | ENSTROM | 280C | MINOR | 352 |
| 920 | NONE | 052283 | HERINGTON, KS | BENSEN | B-8M | FATAL | 174 |
| 921 | 54498 | 022283 | RED BANK, TN | CESSNA | 172P | SERIOUS | 318 |
| 922 | 17DA | 012883 | LISBON, OH | PIPER | PA-22-135 | SERIOUS | 274 |
| 923 | 704RX | 022183 | THREE OAKS, MI | CESSNA | 150 | SERIOUS | 196 |
| 924 | 4520V | 032183 | HEBER CITY, UT | AMERICAN | AA-5B | NONE | 332 |
| 925 | 8304R | 021383 | HARRISVILLE, MI | PIPER | PA-28-140 | NONE | 194 |
| 927 | 3504Z | 070983 | BERRIEN SPRINGS, MI | PIPER | PA-22 | NONE | 200 |
| 928 | 1509W | 071383 | HAMEL, MN | BALLOON WORK | FIREFLY 8- | SERIOUS | 218 |
| 929 | 120NR | 071883 | BROOKLYN PARK, MN | HILLER | UH-12E | NONE | 224 |

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|-------------------------|------------------------------|--------------|-------------------|--------------|----------------------------|--------------------------|--------------|
| 930 | 62438 | 090783 | GALESBURG, IL | BOEING | B75N1 | NONE | 164 |
| 931 | 4028K | 070583 | BROOTEN, MN | HILLER | UH-12E | NONE | 216 |
| 932 | 1820X | 061683 | PETERSBURG, AK | CESSNA | 182H | NONE | 4 |
| 933 | 49653 | 070383 | FACTORYVILLE, PA | CESSNA | 152 | NONE | 308 |
| 934 | 89206 | 071483 | POESTENKILL, NY | CESSNA | 152 | NONE | 268 |
| 935 | 19AN | 061283 | ARGYLE, NY | PIPER | J3C-65 | NONE | 262 |
| 936 | 100PV | 070383 | TOWANDA, PA | AERO COMMAND | 500 | NONE | 310 |
| 937 | 3644V | 071683 | LONDONDERRY, VT | CESSNA | 140 | NONE | 350 |
| 938 | 31772 | 061283 | AUBURN, NY | AERONCA | 65-LB | MINOR | 264 |
| 939 | 2842A | 070483 | DUANESBURG, NY | CESSNA | 180 | NONE | 266 |
| 940 | 62511 | 070183 | REDDING, CT | CESSNA | 172P | NONE | 112 |
| 941 | 3286K | 070183 | TOUGHKENAMON, PA | GLOBE | GC-1B | SERIOUS | 306 |
| 942 | 8450Y | 051683 | ATLANTA, GA | PIPER | PA-30 | NONE | 122 |
| 943 | 2765V | 041383 | MOBILE, AL | CESSNA | 177RG | FATAL | 26 |
| 944 | 9394Q | 041583 | FRISCO, NC | BEECH | V35B | FATAL | 250 |
| 945 | 8484V | 080583 | MASSEY, MD | ROCKWELL INT | S2R | MINOR | 190 |
| 946 | 21830 | 061083 | COVERDALE, CA | CESSNA | A188B | MINOR | 82 |
| 947 | 6266L | 031083 | CHESAPEAKE, VA | GRUMMAN AMER | AA-1B | MINOR | 338 |
| 948 | 5733M | 072683 | NR GATLINBURG, TN | BELL | 206B | MINOR | 322 |
| 949 | 5286S | 043083 | LYNCHBURG, VA | PIPER | PA-28-140C | MINOR | 342 |
| 950 | 5249W | 083183 | WENATCHEE, WA | CESSNA | P210N | NONE | 370 |
| 951 | 3201F | 091283 | HUMBLE, TX | HILLER | H-23D | NONE | 330 |
| 952 | 3533U | 011483 | BELLE CHASE, LA | PIPER | PA-31-350 | NONE | 180 |
| 953 | 32978 | 010983 | BANDERA, TX | PIPER | PA-28R-200 | NONE | 328 |
| 954 | 80016 | 082083 | WAUKEGAN, IL | AEROTEK | PITTS S-2A | FATAL | 160 |

| File Number ----- | Aircraft Regist. ----- | Date ----- | Location ----- | Make ----- | Aircraft Model ----- | Injury Index ----- | Page ----- |
|-------------------------|------------------------------|---------------|--------------------|---------------|----------------------------|--------------------------|---------------|
| 955 | 5510P | 070883 | PEORIA, IL | CESSNA | 152 | NONE | 154 |
| 956 | 947 | 061483 | AFTON, WY | PITTS | S-2B | MINOR | 392 |
| 956 | 4763N | 061483 | AFTON, WY | CESSNA | 182Q | MINOR | 394 |
| 957 | 8210V | 050583 | MOUNT VERNON, IL | PIPER | PA-28-161 | MINOR | 150 |
| 958 | 1619U | 091083 | UMIAT, AK | CESSNA | 207 | MINOR | 18 |
| 959 | 24840 | 082183 | MT. VERNON, MO | LEONARD | SPIEZO SPO | NONE | 238 |
| 960 | 9583Z | 083083 | INDIANOLA, IA | CESSNA | TU206G | MINOR | 134 |
| 961 | 12640 | 080883 | LOWELL, OH | CESSNA | C-172 | NONE | 282 |
| 962 | 4446U | 081483 | GRANITE FALLS, WA | CESSNA | 150 | FATAL | 358 |
| 963 | 8067 | 081383 | MADRAS, OR | PITTS | S-1S | MINOR | 298 |
| 964 | 3038V | 082083 | DECATUR ISLAND, WA | BEECH | 35 | NONE | 360 |
| 965 | 231HT | 052083 | OLD LYME, CT | MOONEY | M-20K | FATAL | 110 |
| 966 | 8205K | 062983 | NENANA, AK | STINSON | 108-1 | NONE | 6 |
| 967 | 17AL | 060683 | DEADHORSE, AK | BELL | 205A-1 | NONE | 2 |
| 968 | 7401V | 062683 | MARSHVILLE, MA | MOONEY | M20F | NONE | 184 |
| 969 | 65859 | 060583 | FREEPORT, PA | SCHWEIZER | 2-33 | NONE | 304 |
| 970 | 2054P | 061483 | JAMESTOWN, ND | PIPER | PA-23 | NONE | 256 |
| 971 | 19348 | 070783 | HEBER CITY, UT | CESSNA | 150 | MINOR | 336 |
| 972 | 2019L | 062783 | JACKSONVILLE, FL | LAKE | LA-4 | NONE | 118 |
| 973 | 237AM | 022483 | ST. LOUIS, MO | SWEARINGEN | SA 226TC | SERIOUS | 234 |
| 974 | 4777R | 082683 | WAYNE, NE | CESSNA | 188A | MINOR | 258 |
| 975 | 4838Y | 070283 | CORNING, IA | PIPER | PA-25-235 | NONE | 132 |
| 976 | 8849A | 010783 | CANADIAN, TX | BEECHCRAFT | B35 | NONE | 326 |
| 977 | 6205M | 062783 | SILVERTON, OR | MAULE | M-5-235C | SERIOUS | 290 |
| 978 | 7778M | 010983 | CUSHING, OK | MOONEY | M20E | FATAL | 284 |

File Order Listing - Issue No. 5, 1983

| File Number ----- | Aircraft Regist. ----- | Date ----- | Location ----- | Make ----- | Aircraft Model ----- | Injury Index ----- | Page ----- |
|-------------------------|------------------------------|---------------|-------------------|---------------|----------------------------|--------------------------|---------------|
| 979 | 28190 | 032583 | SHELBYVILLE, TN | BELLANCA | 17-30A | MINOR | 320 |
| 980 | 1094E | 080983 | KENTON, TN | AERONCA | 7AC | SERIOUS | 324 |
| 981 | 9858Z | 062683 | BLOCK ISLAND, RI | CESSNA | TU-206G | MINOR | 312 |
| 982 | 25353 | 011283 | SPRINGFIELD, OH | PIPER | PA-38-112 | NONE | 272 |
| 983 | 30ST | 090883 | PORT ALSWORTH, AK | DEHAVILLAND | DHC-2 | NONE | 14 |
| 984 | 301LS | 061383 | CAMP DOUGLAS, WI | LOMBARD DILL | 68 | NONE | 380 |
| 985 | 9243F | 092483 | PELICAN, AK | HUGHES | 500C | NONE | 22 |
| 986 | 48719 | 082983 | QUINCY, WA | GRUMAN | G-164 | NONE | 368 |
| 987 | 9496U | 092183 | LA GRANDE, OR | CESSNA | 150M | NONE | 300 |
| 988 | 90037 | 082683 | COLLEGE PLACE, WA | CESSNA | 140 | SERIOUS | 364 |
| 989 | 759XP | 062883 | NEAR PEAK, OR | CESSNA | 182Q II | SERIOUS | 292 |
| 990 | 8201V | 031383 | CHATSWORTH, CA | MOONEY | M20J | FATAL | 50 |
| 991 | 55AG | 033083 | PALM BEACH, FL | CESSNA | 182 RG | MINOR | 114 |
| 992 | 5770F | 033083 | CRAIG, CO | AEROSPATIALE | SA 315B | NONE | 98 |
| 993 | 8426W | 082783 | STURGIS MUNI., SD | PIPER | PA28-180C | SERIOUS | 316 |
| 994 | 67037 | 061683 | WENDOVER, UT | BENSEN | B-8M | SERIOUS | 334 |
| 995 | 2971Y | 040683 | HAYDEN, CO | CESSNA | 182H | SERIOUS | 100 |
| 996 | 3939H | 031083 | CORTEZ, CO | GULFSTREAM | G-164A | NONE | 94 |
| 997 | 9891E | 041483 | ASHLAND, MT | CESSNA | 182P | NONE | 244 |
| 998 | 120AE | 031183 | FORT BELVOIR, VA | PIPER | PA-31-350- | SERIOUS | 340 |
| 999 | 4661Z | 072483 | NEAR ILIAMNA, AK | CESSNA | U206 | NONE | 8 |
| 1000 | 1582C | 093083 | ANCHORAGE, AK | CESSNA | 180 | NONE | 24 |

AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 5 OF 1983 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 967 6/06/83 DEADHORSE,AK A/C Reg. No. N17AL Time (Lcl) - 1918 ADT

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

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

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

| | | | | | |
|--------------|---------------|----------------|---------------------|-------------------------|----------|
| Make/Model | - BELL 205A-1 | Eng Make/Model | - LYCOMING T53-L-13 | ELT Installed/Activated | - YES/NO |
| Landing Gear | - FLOAT | Number Engines | - 1 | Stall Warning System | - NO |
| Max Gross Wt | - 9500 | Engine Type | - TURBOSHAFT | | |
| No. of Seats | - 11 | Rated Power | - 1400 HP | | |

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

| | | |
|---------------------------------|------------------------------------|--------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - FSS | Last Departure Point | ON AIRPORT |
| Method - ACFT RADIO | BARROW,AK | |
| Completeness - FULL | Destination | Airport Data |
| Basic Weather - VMC | SAME AS ACC/INC | DEADHORSE |
| Wind Dir/Speed- 250/023 KTS | ATC/Airspace | Runway Ident - UNK/NR |
| Visibility - 4.000 SM | Type of Flight Plan - COMPANY(VFR) | Runway Lth/Wid - UNK/NR |
| Lowest Sky/Clouds - UNK/NR | Type of Clearance - NONE | Runway Surface - ASPHALT |
| Lowest Ceiling - 1000 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 - 50 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| ATP | Current - YES | Total - 9000 |
| SE LAND | Months Since - 6 | Make/Model- 550 |
| HELICOPTER | Aircraft Type - 412 | Instrument- 375 |
| | | Last 24 Hrs - 6 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 75 |
| | | Rotorcraft - 9000 |

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER COLLIDED WITH A POLE AND LANDED HARD DURING AIR TAXI TO POSITION THE ACFT. THE PILOT HAD JUST OFF LOADED PASSENGERS AND WAS ALONE IN THE HELICOPTER. A WITNESS SAID THE PILOT HOVERED TOO CLOSE TO THE POLE AND BOTH ROTOR BLADES MADE CONTACT. THE POLE THAT WAS STRUCK WAS SEVERED ABOUT 12 FT AGL.

Brief of Accident (Continued)

File No. - 967

6/06/83

DEADHORSE, AK

A/C Reg. No. N17AL

Time (Lcl) - 1918 ADT

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

Finding(s)

1. OBJECT - UTILITY POLE
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. CLEARANCE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation TAXI

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation TAXI

----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. - 932 6/16/83 PETERSBURG, AK A/C Reg. No. N1820X Time (Lc1) - 0330 PDT

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

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

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

| | | |
|-------------------------------|--|----------------------------------|
| Make/Model - CESSNA 182H | 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 - 2500 | 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 | WHITEHORSE, CD | |
| Completeness - FULL | Destination | Airport Data |
| Basic Weather - IMC | PRINCE RUPPERT, CD | Runway Ident - N/A |
| Wind Dir/Speed- 150/015 KTS | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - .500 SM | Type of Flight Plan - VFR | Runway Surface - N/A |
| Lowest Sky/Clouds - UNK/NR | Type of Clearance - NONE | Runway Status - N/A |
| Lowest Ceiling - 2000 FT OVERCAST | Type Apch/Lndg - FORCED LANDING | |
| Obstructions to Vision- FOG | | |
| Precipitation - RAIN | | |
| Condition of Light - NIGHT(DARK) | | |

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

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 29 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| STUDENT | Current - N/A | Total - 258 |
| | Months Since - N/A | Last 24 Hrs - 10 |
| | Aircraft Type - N/A | Make/Model- 183 |
| | | Instrument- 0 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A NIGHT FLT FROM WHITEHORSE TO PRINCE RUPERT, CANADA VIA SKAGWAY & JUNEAU, AK. ACCORDING TO HIM, WHEN PASSING THE FIVE FINGERS NDB TO ENTER THE STRAIT, HE ENCOUNTERED SOUTHEAST WINDS OF APRX 25 KTS. ON ATTEMPTING TO RETURN TO JUNEAU, HE BECAME UNSURE OF HIS POSITION DUE TO DETERIORATING WX. HE SPENT SEVERAL HRS TRYING TO DETERMINE HIS POSITION & FINALLY SAW THE LIGHTS OF A SHIP. ALSO, HE WAS AT LOW ALTITUDE & REPORTEDLY TRIED FOR 45 MIN TO COMMUNICATE HIS PROBLEM BY RADIO. EVENTUALLY, COMMUNICATION WAS RELAYED BY ANOTHER ACFT THAT WAS OVERFLYING THE AREA. AS FUEL WAS EXHAUSTED, THE ACFT WAS DITCHED NEXT TO THE SHIP THAT HE HAD LOCATED. HE WAS RESCUED BY PERSONNEL ON THE SHIP, BUT THE ACFT SANK. THE STUDENT PLT HAD ONLY 7 HRS OF NIGHT FLYING EXPERIENCE & NO REPORTED INSTRUMENT TIME. THE WX AT THE TIME OF THE ACCIDENT WAS ESTIMATED TO BE 2000 FT OVERCAST, 1/2 MI VISIBILITY WITH RAIN & FOG.

Brief of Accident (Continued)

File No. - 932

6/16/83

PETERSBURG, AK

A/C Reg. No. N1820X

Time (Lc1) - 0330 PDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, EXPERIENCE - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - HIGH WIND
5. WEATHER CONDITION - CLOUDS
6. WEATHER CONDITION - FOG
7. WEATHER CONDITION - RAIN
8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation

Finding(s)

9. FLIGHT TO ALTERNATE DESTINATION - ATTEMPTED - PILOT IN COMMAND
10. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
11. FLUID, FUEL - EXHAUSTION

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

Finding(s)

12. TERRAIN CONDITION - WATER, ROUGH

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,8,10,11

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 966

6/29/83

NENANA,AK

A/C Reg. No. N8205K

Time (Lcl) - 0645 ADT

-----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 -CLIMB

Fire
NONE

Crew
Pass

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

Make/Model - STINSON 108-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2100
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-150-B3
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

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

Itinerary

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

-----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 - 40
Make/Model- 40
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSE GEAR FAILED DURING A FORCED LANDING AFTER THE ENGINE LOST POWER DURING CLIMBOUT. THE PLT RPTD THE ENGINE BEGAN TO RUN INTERMITTENTLY THEN QUIT COMPLETELY. THE ACFT HAD JUST BEEN SERVICED WITH 36 GALLONS OF 80/87 OCTANE FUEL. THE STUDENT PILOT WAS NOT INJURED IN THE LANDING WHICH DAMAGED THE WINGS AND LANDING GEAR OF THE ACFT.

Brief of Accident (Continued)

File No. - 966

6/29/83

NENANA, AK

A/C Reg. No. N8205K

Time (Lcl) - 0645 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 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 999 7/24/83 NEAR ILIAMNA,AK A/C Reg. No. N4661Z Time (Lcl) - 2130 ADT

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

| | | | | | | | |
|----------------------------|-------------------------------|-----------------|------|-------|---|---|---|
| Type Operating Certificate | ON-DEMAND AIR TAXI | Aircraft Damage | | | | | |
| Name of Carrier | -RUST'S FLYING SERVICE | SUBSTANTIAL | | | | | |
| Type of Operation | -NON SCHED,DOMESTIC,PAX/CARGO | Fire | Crew | Fatal | 0 | 0 | 1 |
| Flight Conducted Under | -14 CFR 135 | NONE | Pass | 0 | 0 | 0 | 2 |
| Accident Occurred During | -LANDING | | | | | | |

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

| | | | | | |
|--------------|---------------|----------------|------------------------|-------------------------|--------------|
| Make/Model | - CESSNA U206 | Eng Make/Model | - CONTINENTAL IO-520-F | ELT Installed/Activated | - YES-UNK/NR |
| Landing Gear | - FLOAT | 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 - ACFT RADIO | SAME AS ACC/INC | |
| Completeness - PARTIAL,LMTD BY PILOT | Destination | Airport Data |
| Basic Weather - VMC | LAKE CLARK,AK | Runway Ident - N/A |
| Wind Dir/Speed- 080/020 KTS | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 5.0 SM | Type of Flight Plan - COMPANY(VFR) | Runway Surface - N/A |
| Lowest Sky/Clouds - 1500 FT | Type of Clearance - NONE | Runway Status - N/A |
| Lowest Ceiling - 1500 FT OVERCAST | Type Apch/Lndg - FORCED LANDING | |
| Obstructions to Vision- UNK/NR | | |
| Precipitation - RAIN | | |
| 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 - 5809 |
| SE LAND,SE SEA | Months Since - 2 | Make/Model- 1869 |
| | Aircraft Type - DHC-2 | Instrument- 60 |
| | | Last 24 Hrs - 3 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 233 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG LOST POWER JUST AFTER A WATER TAKEOFF. THE ACFT LANDED STRAIGHT AHEAD IN MUSKEG & TUNDRA COLLAPSING THE FLOATS. ENG TEARDOWN REVEALED A METALLIC "NUGGET" IN THE LEFT INTAKE MANIFOLD BETWEEN THE #4 & #6 PORTS. NUMEROUS MARKS WERE FOUND ON THE INSIDE OF BOTH INTAKE MANIFOLDS. THERE WAS MINOR DENTING, SCRATCHING & PEENING ON THE INTERIOR OF THE 90 DEG ELBOWS FROM BOTH ENDS OF THE CROSSOVER TUBE, INTAKE VALVE PORTS, SEATS & VALVE FACES OF CYLS 4,5 & 6. THE NUGGET WAS COMPOSED OF THE SAME MATERIAL AS THE AIRBOX ASS'Y, CESSNA P/N 1250705, WHICH CONTAINED TWO HOLES APRX 2-1/2 SQUARE INCHES EACH IN THE AIRBOX WALL. THE HOLES WERE CAUSED BY FATIGUE CRACKS. THE SOURCE OF LOADING CAUSING THE FATIGUE CRACK PROPAGATION WAS DUE TO MEMBRANE &/OR BENDING LOADS IN THE AIRBOX WALL CAUSED BY OUT-OF-PLANE DEFORMATION. THESE DEFORMATION WERE MOST LIKELY CAUSED BY EXCITING A NATURAL MODE OF VIBRATION IN THE WALL. THREE DUCT FAILURES WERE REPORTED TO THE FAA IN 1983, TWO OF WHICH WERE IN C-210 ACFT.

Brief of Accident (Continued)

File No. - 999

7/24/83

NEAR ILIAMNA, AK

A/C Reg. No. N4661Z

Time (Lc1) - 2130 ADT

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

Finding(s)

1. INDUCTION AIR CONTROL - INADEQUATE
2. AIRCRAFT/EQUIPMENT INADEQUATE - MANUFACTURER
3. INDUCTION AIR CONTROL - FATIGUE
4. INDUCTION AIR CONTROL - FAILURE, PARTIAL
5. INDUCTION AIR CONTROL - SEPARATION
6. ENGINE ASSEMBLY, VALVE - FOREIGN OBJECT DAMAGE

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

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

Finding(s)

7. TERRAIN CONDITION - NONE SUITABLE
8. LANDING GEAR, FLOAT ASSEMBLY - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 860 8/24/83 PETERSBURG, AK A/C Reg. No. N8700Z Time (Lcl) - 1150 PDT

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

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

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

| | | |
|----------------------------------|---------------------------------------|--------------------------------------|
| Make/Model - CESSNA 185 SKYWAGON | Eng Make/Model - CONTINENTAL IO-520-D | ELT Installed/Activated - YES-UNK/NR |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 3320 | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 6 | Rated Power - 300 HP | |

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

| | | |
|---------------------------------|---------------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - UNK/NR | Last Departure Point | OFF AIRPORT/STRIP |
| Method - UNK/NR | PETERSBURG, AK | |
| Completeness - UNK/NR | Destination | Airport Data |
| Basic Weather - VMC | JUNEAU, AK | Runway Ident - N/A |
| Wind Dir/Speed- 120/008 KTS | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 15.0 SM | Type of Flight Plan - VFR | Runway Surface - N/A |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Status - N/A |
| Lowest Ceiling - 1500 FT BROKEN | Type Apch/Lndg - FORCED LANDING | |
| Obstructions to Vision- NONE | | |
| Precipitation - RAIN | | |
| 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) |
| STUDENT | Current - N/A | Total - 302 |
| | Months Since - N/A | Last 24 Hrs - UNK/NR |
| | Aircraft Type - N/A | Make/Model- UNK/NR |
| | | Last 30 Days- UNK/NR |
| | | Instrument- UNK/NR |
| | | Last 90 Days- UNK/NR |
| | | Multi-Eng - UNK/NR |
| | | Rotorcraft - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A FORCED LANDING IN A MARSHY AREA AND NOSED OVER AFTER THE ENGINE QUIT DURING TAKEOFF. THE PILOT STATED THAT AFTER TAKEOFF AT ABOUT 100 FT AGL DURING A RIGHT TURN THE ENGINE SPUTTERED. HE MADE A SLIGHT ADJUSTMENT TO THE THROTTLE AND THE ENGINE QUIT. THE PILOT TURNED BACK TOWARD THE ARPT AND LANDED IN A MARSHY FIELD CLOSE TO THE RWY. THE PILOT STATED THAT HE THINKS THERE WAS WATER IN THE FUEL.

Brief of Accident (Continued)

File No. - 860

8/24/83

PETERSBURG, AK

A/C Reg. No. N8700Z

Time (Lc1) - 1150 PDT

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 - 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. - 910 9/03/83 NR ANCHORAGE, AK A/C Reg. No. N4773B Time (Lcl) - 1520 ADT

-----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 - CESSNA 180 | Eng Make/Model - CONTINENTAL O-470-J | ELT Installed/Activated - YES/YES |
| Landing Gear - TAILWHEEL-ALL FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2800 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 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 | ANCHORAGE, AK | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | SAME AS ACC/INC | Runway Ident - N/A |
| Wind Dir/Speed- VARIABLE | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 25.0 SM | Type of Flight Plan - NONE | Runway Surface - N/A |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Status - N/A |
| Lowest Ceiling - NONE | Type Apch/Lndg - FULL STOP | |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 35 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL | Current - YES | Total - 1885 |
| SE LAND | Months Since - 3 | Make/Model- 204 |
| | Aircraft Type - UNK/NR | Instrument- 82 |
| | | Last 24 Hrs - 5 |
| | | Last 30 Days- 100 |
| | | Last 90 Days- 175 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT THE ACCIDENT OCCURRED WHEN HE WAS LANDING ON A SANDBAR THAT HE HAD PREVIOUSLY USED 3 TIMES, EARLIER THE SAME DAY. REPORTEDLY, HE OVERRAN THE LANDING AREA BY ABOUT 50 FT & ENCOUNTERED AN AREA OF SOFT CLAY & MUD. THE RIGHT WHEEL SANK INTO THE MUD & THE ACFT WENT OVER ON ITS TOP. THE PLT REPORTED THAT THE WIND WAS LIGHT & VARIABLE.

Brief of Accident (Continued)

File No. - 910

9/03/83

NR ANCHORAGE, AK

A/C Reg. No. N4773B

Time (Lc1) - 1520 ADT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 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. - 983 9/08/83 PORT ALSWORTH, AK A/C Reg. No. N30ST Time (Lcl) - 1820 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 | 6 |
| Accident Occurred During -TAKEOFF | | | | | |

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

| | | |
|--------------------------------|--|-----------------------------------|
| Make/Model - DEHAVILLAND DHC-2 | Eng Make/Model - P & W R-985 | ELT Installed/Activated - YES/YES |
| Landing Gear - FLOAT | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 4600 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 7 | 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 | SAME AS ACC/INC | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | SAME AS ACC/INC | Runway Ident - N/A |
| Wind Dir/Speed- 200/010 KTS | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 70.0 SM | Type of Flight Plan - VFR | Runway Surface - N/A |
| Lowest Sky/Clouds - 4500 FT SCATTERED | Type of Clearance - NONE | Runway Status - N/A |
| Lowest Ceiling - NONE | Type Apch/Lndg - NONE | |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 28 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL, ATP, CFI | Current - YES | Total - 4979 |
| SE LAND, ME LAND, SE SEA | Months Since - 21 | Last 24 Hrs - 1 |
| | Aircraft Type - DHC-2 | Make/Model- 429 |
| | | Last 30 Days- 45 |
| | | Instrument- 618 |
| | | Last 90 Days- 99 |
| | | Multi-Eng - 2257 |

Instrument Rating(s) - AIRPLANE.

-----Narrative-----

THE ACFT COLLIDED WITH A MUD BANK AND CRASHED. THE WEATHER WAS VMC AND A VFR FLT PLAN WAS FILED. THE FLOAT ACFT WAS DAMAGED IN THE ACCIDENT BUT THE SEVEN OCCUPANTS ESCAPED INJURY. THE PILOT STATED THAT SHORTLY AFTER TAKEOFF HE STRUCK AN EMBANKMENT LOST DIRECTIONAL CONTROL AND CRASHED.

Brief of Accident (Continued)

File No. - 983

9/08/83

PORT ALSWORTH, AK

A/C Reg. No. N30ST

Time (Lc1) - 1820 ADT

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

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. PROPER CLIMB RATE - 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. - 836 9/08/83 KAKTOVIK, AK A/C Reg. No. N93282 Time (Lc1) - 1830 ADT

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

| | | | | | | |
|--|---------------------------------|-----------------|----------|---------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | | Aircraft Damage | Injuries | | | |
| | | SUBSTANTIAL | Fatal | Serious | Minor | None |
| Type of Operation | -NON SCHED, DOMESTIC, PASSENGER | Fire | Crew 0 | 0 | 0 | 1 |
| Flight Conducted Under | -14 CFR 135 | NONE | Pass 0 | 0 | 0 | 3 |
| Accident Occurred During | -TAKEOFF | | | | | |

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

| | | | | | |
|--------------|-----------------------|----------------|------------------------|-------------------------|-----------|
| Make/Model | - CESSNA 185 | Eng Make/Model | - CONTINENTAL IO-520-F | 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 | - 4 | Rated Power | - 300 HP | | |

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

| | | |
|---|--|--|
| <p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 300/003 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 4000 FT</p> <p>Lowest Ceiling - 4000 FT OVERCAST</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p> | <p>Itinerary</p> <p>Last Departure Point - CARIBOU, AK</p> <p>Destination - SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p> | <p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p> |
|---|--|--|

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

| | | | | | | | | | | | | | | | | | | |
|--|---|---|-------|--------|-------------|-----|------------|-------|--------------|-------|------------|-------|--------------|-------|-----------|------|--|--|
| <p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP</p> <p>SE LAND, ME LAND, SE SEA</p> | <p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - 185</p> | <p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0"> <tr> <td>Total</td> <td>- 6070</td> <td>Last 24 Hrs</td> <td>- 4</td> </tr> <tr> <td>Make/Model</td> <td>- 300</td> <td>Last 30 Days</td> <td>- 150</td> </tr> <tr> <td>Instrument</td> <td>- 645</td> <td>Last 90 Days</td> <td>- 390</td> </tr> <tr> <td>Multi-Eng</td> <td>- 70</td> <td></td> <td></td> </tr> </table> | Total | - 6070 | Last 24 Hrs | - 4 | Make/Model | - 300 | Last 30 Days | - 150 | Instrument | - 645 | Last 90 Days | - 390 | Multi-Eng | - 70 | | |
| Total | - 6070 | Last 24 Hrs | - 4 | | | | | | | | | | | | | | | |
| Make/Model | - 300 | Last 30 Days | - 150 | | | | | | | | | | | | | | | |
| Instrument | - 645 | Last 90 Days | - 390 | | | | | | | | | | | | | | | |
| Multi-Eng | - 70 | | | | | | | | | | | | | | | | | |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT THE ACFT WAS LOADED WITH 3 HUNTERS & THEIR GEAR FOR A FLT FROM CARIBOU PASS TO THE BARTER ISLAND DEW STATION ARPT. REPORTEDLY, HE HAD OPERATED IN & OUT OF THE AREA ON PREVIOUS OCCASIONS WITH SIMILAR LOADS & CONDITIONS. HE STATED THAT HE TOOK OFF DOWNHILL & INTO A SLIGHT QUARTERING HEADWIND, USING SHORT FIELD PROCEDURES & 20 DEG OF FLAPS. HE REPORTED THAT THE ACFT WAS BARELY FLYING AT THE "CUTOFF POINT" & HE ELECTED TO USE FULL FLAPS. AT SOME POINT AFTER LIFT-OFF, HE MADE A 90 DEG TURN DOWNRIVER, BUT THE ACFT SETTLED & THE GEAR CONTACTED THE TERRAIN. SUBSEQUENTLY, THE LEFT MAIN GEAR FAILED, THE WING TIP & PROP STRUCK THE GROUND, AND THE ACFT SLID TO A STOP.

Brief of Accident (Continued)

File No. - 836

9/08/83

KAKTOVIK, AK

A/C Reg. No. N93282

Time (Lcl) - 1830 ADT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 958 9/10/83 UMIAT, AK A/C Reg. No. N1619U Time (Lc1) - 1715 ADT

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

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

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

| | | | | | |
|--------------|------------------|----------------|-----------------------|-------------------------|-----------|
| Make/Model | - CESSNA 207 | Eng Make/Model | - CONTINENTAL IO-520 | ELT Installed/Activated | - YES/YES |
| Landing Gear | - TRICYCLE-FIXED | Number Engines | - 1 | Stall Warning System | - YES |
| Max Gross Wt | - 3800 | Engine Type | - RECIP-FUEL INJECTED | | |
| No. of Seats | - 7 | Rated Power | - 300 HP | | |

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

| | | | | | |
|------------------------|-------------------------|----------------------|--------|-------------------|-------|
| Weather Data | | Itinerary | | Airport Proximity | |
| Wx Briefing | - NO RECORD OF BRIEFING | Last Departure Point | | OFF AIRPORT/STRIP | |
| Method | - N/A | SAME AS ACC/INC | | | |
| Completeness | - N/A | Destination | | Airport Data | |
| Basic Weather | - VMC | SAME AS ACC/INC | | Runway Ident | - N/A |
| Wind Dir/Speed | - CALM | | | Runway Lth/Wid | - N/A |
| Visibility | - 5.0 SM | ATC/Airspace | | Runway Surface | - N/A |
| Lowest Sky/Clouds | - CLEAR | Type of Flight Plan | - VFR | Runway Status | - N/A |
| Lowest Ceiling | - 1500 FT OVERCAST | Type of Clearance | - NONE | | |
| Obstructions to Vision | - NONE | Type Apch/Lndg | - | | |
| Precipitation | - NONE | | | | |
| Condition of Light | - DAYLIGHT | | | | |

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

| | | | |
|--------------------------|------------------------|---------------------|-------------------------------|
| Pilot-In-Command | Age - 30 | Medical Certificate | - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| ATP | Current - YES | Total | - 7800 |
| SE LAND, ME LAND | Months Since - 6 | Make/Model | - 3000 |
| | Aircraft Type - 207 | Instrument | - 580 |
| | | Multi-Eng | - 3900 |
| | | Last 24 Hrs | - 8 |
| | | Last 30 Days | - 120 |
| | | Last 90 Days | - 260 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND AFTER THE PILOT LOST CONTROL OF IT DURING TAKEOFF. THE FLT STARTED AS AN AIR TAXI OPERATION BUT WHEN THE PILOT WAS UNSUCCESSFUL IN 2 TAKEOFF ATTEMPTS HE OFF LOADED HIS PASSENGERS UNTO ANOTHER ACFT. THIS STOL MODIFIED ACFT BECAME UNCONTROLLABLE AS THE PILOT ATTEMPTED A THIRD TAKEOFF ALONE. WHEN THE ACFT HIT THE GROUND THE NOSE GEAR COLLAPSED. THE PILOT STATED THAT MORE EMPHASIS SHOULD BE GIVEN TO LOW SPEED OPERATION OF MODIFIED ACFT.

Brief of Accident (Continued)

File No. - 958

9/10/83

UMIAT, AK

A/C Reg. No. N1619U

Time (Lc1) - 1715 ADT

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

Finding(s)

1. MAINTENANCE, MODIFICATION - NOT UNDERSTOOD - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
3. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

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

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

Finding(s)

6. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 879 9/13/83 WRANGELL, AK

A/C Reg. No. N10915

Time (Lc1) - 1100 PDT

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

| | | | | | | | |
|--|-----------------|------|-------|----------|-------|------|--|
| Type Operating Certificate-AIR CARRIER | Aircraft Damage | | | | | | |
| ON-DEMAND AIR TAXI | DESTROYED | | | | | | |
| Type of Operation | Fire | Crew | Fatal | Injuries | | | |
| -OTHER WORK USE | NONE | Pass | 0 | Serious | Minor | None | |
| Flight Conducted Under | | | 0 | 1 | 0 | 0 | |
| -14 CFR 91 | | | 0 | 0 | 0 | 0 | |
| Accident Occurred During | | | | | | | |
| -DESCENT | | | | | | | |

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

| | | | |
|-------------------------------|------------------------------------|------------------------------|------|
| Make/Model - HUGHES H-369D | Eng Make/Model - ALLISON AL250C20B | ELT Installed/Activated - NO | -N/A |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - NO | |
| Max Gross Wt - 3000 | Engine Type - TURBOSHAFT | | |
| No. of Seats - 5 | Rated Power - 375 HP | | |

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

| | | |
|-------------------------------|------------------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - FSS | Last Departure Point | OFF AIRPORT/STRIP |
| Method - UNK/NR | BRADFIELD, AK | |
| Completeness - UNK/NR | Destination | Airport Data |
| Basic Weather - VMC | WRANGELL, AK | Runway Ident - N/A |
| Wind Dir/Speed- CALM | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 15.0 SM | Type of Flight Plan - COMPANY(VFR) | Runway Surface - N/A |
| Lowest Sky/Clouds - UNK/NR | Type of Clearance - NONE | 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 - 31 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| ATP | Current - YES | Total - 2594 |
| SE LAND | Months Since - 5 | Make/Model- 1200 |
| HELICOPTER | Aircraft Type - UNK/NR | Instrument- 210 |
| | | Last 24 Hrs - 7 |
| | | Last 30 Days- 11 |
| | | Last 90 Days- 198 |
| | | Rotorcraft - 2374 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER LANDED HARD AND ROLLED OVER OUT OF AN AUTOROTATION ATTEMPT AFTER A POWER LOSS. THE ACFT WAS IN THE PROGRESS OF A LINE-PULL THROUGH TREES WHEN THE ATTITUDE CHANGED SUFFICIENTLY TO ALLOW THE FUEL PUMP TO ENTRAIN AIR INTO THE FUEL SYSTEM. THERE WAS INSUFFICIENT ALT TO RESTART THE ENGINE. THE COMPANY POLICY IS TO HAVE FULL FUEL LOAD FOR THIS TYPE OF OPERATION. THERE WAS ONLY 20 GALS OF FUEL ON BOARD AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 879

9/13/83

WRANGELL, AK

A/C Reg. No. N10915

Time (Lc1) - 1100 PDT

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

Finding(s)

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

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

Finding(s)

4. AUTOROTATION - PERFORMED - 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 985 9/24/83 PELICAN, AK A/C Reg. No. N9243F Time (Lc1) - 2045 PDT

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

| | | | | | |
|--|-----------------|------|----------|---------|-------|
| Type Operating Certificate-AIR CARRIER | Aircraft Damage | | Injuries | | |
| ON-DEMAND AIR TAXI | DESTROYED | | Fatal | Serious | Minor |
| Type of Operation -BUSINESS | Fire | Crew | 0 | 0 | 0 |
| Flight Conducted Under -14 CFR 91 | NONE | Pass | 0 | 0 | 0 |
| Accident Occurred During -APPROACH | | | | | None |
| | | | | | 1 |
| | | | | | 2 |

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

| | | |
|----------------------------|----------------------------------|--------------------------------------|
| Make/Model - HUGHES 500C | Eng Make/Model - ALLISON 250-C20 | ELT Installed/Activated - YES-UNK/NR |
| Landing Gear - EMERG FLOAT | Number Engines - 1 | Stall Warning System - NO |
| Max Gross Wt - 2550 | Engine Type - TURBOSHAFT | |
| No. of Seats - 5 | Rated Power - 278 HP | |

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

| | | |
|-----------------------------------|------------------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - UNK/NR | Last Departure Point | OFF AIRPORT/STRIP |
| Method - UNK/NR | PELICAN, AK | |
| Completeness - UNK/NR | Destination | Airport Data |
| Basic Weather - VMC | YAKOBI ISLAND, AK | Runway Ident - N/A |
| Wind Dir/Speed- CALM | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 3.000 SM | Type of Flight Plan - COMPANY(VFR) | Runway Surface - N/A |
| Lowest Sky/Clouds - UNK/NR | Type of Clearance - NONE | Runway Status - N/A |
| Lowest Ceiling - 1500 FT OVERCAST | Type Apch/Lndg - FULL STOP | |
| Obstructions to Vision- FOG | | |
| Precipitation - RAIN | | |
| 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) |
| COMMERCIAL | Current - UNK/NR | Total - 6115 |
| SE LAND, ME LAND | Months Since - UNK/NR | Make/Model- 1470 |
| HELICOPTER | Aircraft Type - UNK/NR | Instrument- 130 |
| | | Multi-Eng - 23 |
| | | Last 24 Hrs - 4 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 244 |
| | | Rotorcraft - 3977 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH GLASSY WATER DURING AN APPROACH TO LAND IN MARGINAL WEATHER ON A DARK NIGHT. THE ACFT WAS DAMAGED AND SANK BUT THE OCCUPANTS ESCAPED WITH NO INJURIES. THE ACFT SANK IN WATER THAT IS OVER 60 FT DEEP. THE PILOT STATED THAT HE SHOULD NOT HAVE FLOWN ON A DARK NIGHT INTO MARGINAL WEATHER CONDITIONS. HE SAID THE VISIBILITY WAS ABOUT 3 MILES IN RAIN AND FOG AT THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 985

9/24/83

PELICAN,AK

A/C Reg. No. N9243F

Time (Lc1) - 2045 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - FOG
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. TERRAIN CONDITION - WATER, GLASSY
6. LIGHT CONDITION - DARK NIGHT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1000 9/30/83 ANCHORAGE, AK A/C Reg. No. N1582C Time (Lcl) - 1425 ADT

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

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

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

| | | |
|-------------------------------|--|-----------------------------------|
| Make/Model - CESSNA 180 | 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 - UNK/NR | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 230 HP | |

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

| | | |
|-------------------------------------|---------------------------|-------------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | ON AIRPORT |
| Method - N/A | ANCHORAGE, AK | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | LAKE HOOD |
| Wind Dir/Speed- 200/013 KTS | ATC/Airspace | Runway Ident - 13 |
| Visibility - 60.0 SM | Type of Flight Plan - VFR | Runway Lth/Wid - 2500 -UNK/NR |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - GRAVEL |
| Lowest Ceiling - 4000 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 - 58 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 835 |
| SE LAND, ME LAND | Months Since - 20 | Last 24 Hrs - 2 |
| | Aircraft Type - 180 | Make/Model- 247 |
| | | Last 30 Days- 7 |
| | | Instrument- 0 |
| | | Last 90 Days- 14 |
| | | Multi-Eng - 244 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED SHORTLY AFTER TAKEOFF IN A FORCED LANDING AFTER THE ENGINE LOST POWER. THE WEATHER WAS VMC WITH THE TEMPERATURE AT 53 DEGREES F AND THE DEW POINT AT 41 DEGREES F. THE ACFT LOST POWER AT ABOUT 200 FT AGL AND THE PILOT ATTEMPTED AN EMERGENCY LANDING. THE ACFT CAME TO REST 220 FT PAST THE DEPARTURE END OF THE RWY. JUST BEFORE STOPPING THE ACFT COLLIDED WITH A PICK-UP TRUCK THAT WAS PARKED NEXT TO THE ARPT ROAD. NO EVIDENCE WAS FOUND DURING THE ENGINE EXAMINATION FOR THE POWERPLANT MALFUNCTION.

Brief of Accident (Continued)

File No. - 1000

9/30/83

ANCHORAGE, AK

A/C Reg. No. N1582C

Time (Lcl) - 1425 ADT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
-

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

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - VEHICLE
-

-----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. - 943 4/13/83 MOBILE,AL A/C Reg. No. N2765V Time (Lc1) - 1901 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

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

Eng Make/Model - LYCOMING IO-360-A1B6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 150/021 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 1400 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

MOBILE,AL

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

BATES FIELD

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 51

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - 177RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2000

Make/Model- 500

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- 1

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD NOT FLOWN ACTIVELY FOR APRX 1 YR. HOWEVER, SHORTLY BEFORE THE ACCIDENT, HE HAD TOLD FRIENDS THAT HE HAD MISSED FLYING & WAS GOING TO RESUME THIS ACTIVITY. HE RECEIVED A CHECKOUT IN THE CESSNA 177RG ON 12/12/82 IN ANTICIPATION OF FLYING AGAIN. THIS WAS THE LAST RECORD OF THE PLT'S FLT ACTIVITY THAT WAS FOUND. AT APRX 1815 CST ON 4/13/83, HE ARRIVED AT THE ARPT & TOLD SEVERAL PEOPLE HE WAS GOING FOR A REFRESHER/PLEASURE FLT. HE TOOK OFF AT 1840 (21 MIN AFTER OFFICIAL SUNSET). ABOUT 15 MIN LATER, WHEN THE PLT TERMINATED RADAR SERVICE, HE REPORTED THAT HE HAD A SEVERE CASE OF VERTIGO & INDICATED HE WOULD RETURN TO THE DEPARTURE ARPT. A SHORT TIME LATER, SAID HE MAY NEED MEDICAL ATTENTION. HE THEN STATED THAT HE MAY NOT BE ABLE TO GET TO THAT ARPT & WAS EXPERIENCING "BLIND SPOTS" & A "FAST HEART BEAT." SUBSEQUENTLY, THE ACFT CRASHED INTO THE MIDDLE OF A ROW OF CONCRETE SILOS AT NIGHT. NO PREIMPACT, MECHANICAL FAILURE WAS EVIDENT. REPORTEDLY, THE PLT HAD RECENT FAINTING SPELLS, HAD A HISTORY OF DEPRESSION.

Brief of Accident (Continued)

File No. - 943

4/13/83

MOBILE,AL

A/C Reg. No. N2765V

Time (Lc1) - 1901 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 888 4/21/83 BIRMINGHAM, AL A/C Reg. No. N6022Y Time (Lcl) - 1310 CST

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

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

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

| | | | | | |
|--------------|------------------|----------------|----------------------------|-------------------------|-----------|
| Make/Model | - BEECH C-23 | Eng Make/Model | - LYCOMING O-369-A4K | ELT Installed/Activated | - YES/YES |
| Landing Gear | - TRICYCLE-FIXED | Number Engines | - 1 | Stall Warning System | - YES |
| Max Gross Wt | - 2450 | Engine Type | - RECIPROCATING-CARBURETOR | | |
| No. of Seats | - 4 | Rated Power | - 180 HP | | |

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

| | | | | | |
|------------------------|-------------------------|----------------------|----------------|-------------------|-------------|
| Weather Data | | Itinerary | | Airport Proximity | |
| Wx Briefing | - NO RECORD OF BRIEFING | Last Departure Point | | ON AIRPORT | |
| Method | - N/A | SAME AS ACC/INC | | | |
| Completeness | - N/A | Destination | | Airport Data | |
| Basic Weather | - VMC | LOCAL | | BIRMINGHAM | |
| Wind Dir/Speed | - 340/004 KTS | ATC/Airspace | | Runway Ident | - 36 |
| Visibility | - 7.0 SM | Type of Flight Plan | - NONE | Runway Lth/Wid | - 4856/ 150 |
| Lowest Sky/Clouds | - CLEAR | Type of Clearance | - NONE | Runway Surface | - ASPHALT |
| Lowest Ceiling | - NONE | Type Apch/Lndg | - TOUCH AND GO | Runway Status | - DRY |
| Obstructions to Vision | - NONE | | | | |
| Precipitation | - NONE | | | | |
| Condition of Light | - DAYLIGHT | | | | |

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

| | | | |
|--------------------------|------------------------|---------------------|-------------------------------|
| Pilot-In-Command | Age - 59 | Medical Certificate | - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| STUDENT | Current - N/A | Total - 25 | Last 24 Hrs - UNK/NR |
| | Months Since - N/A | Make/Model - 10 | Last 30 Days - UNK/NR |
| | Aircraft Type - N/A | Instrument - 0 | Last 90 Days - 25 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSE GEAR COLLAPSED DURING LANDING ON A STUDENT SOLO FLT. THE STUDENT AND CFI FLEW A DUAL FLT FIRST AND SOME AIRWORK AND 3 LANDINGS WERE ACCOMPLISHED. THE 1ST LANDING AFTER THE CFI GOT OUT OF THE ACFT WAS NOSE FIRST WITH A BOUNCE AND A GO-AROUND. THIS HAPPENED 3 TIMES BEFORE THE TOWER CALLED THE CFI. THE CFI WAS ON HIS WAY TO THE TOWER AND THE TOWER HAD TOLD THE STUDENT TO ORBIT UNTIL THE INSTRUCTOR ARRIVED. THE STUDENT PILOT REPLIED THAT HE "DIDN'T NEED ANY HELP." THE FINAL AND FOURTH LANDING WAS ALSO NOSE FIRST, COLLAPSING THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 888

4/21/83

BIRMINGHAM, AL

A/C Reg. No. N6022Y

Time (Lcl) - 1310 CST

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
 3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 5. COMMUNICATIONS - DISREGARDED - PILOT IN COMMAND
 6. PROPER ASSISTANCE - NOT ATTAINED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 906 5/28/83 DECATUR, AL A/C Reg. No. N2023H Time (Lcl) - 0645 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

| | | Injuries | | | |
|-----------|------|----------|---------|-------|------|
| | | Fatal | Serious | Minor | None |
| Fire | Crew | 0 | 1 | 0 | 0 |
| IN FLIGHT | Pass | 0 | 0 | 1 | 0 |

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

Fire
IN FLIGHT

Crew
Pass

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

Make/Model - BARNES AX-6B
Landing Gear - N/A
Max Gross Wt - 900
No. of Seats - UNK/NR

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/006 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 - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND
FREE BALLOON

Age - 51

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

| | | | |
|-------------|----------|---------------|----------|
| Total | - 2800 | Last 24 Hrs | - 1 |
| Make/Model- | 200 | Last 30 Days- | UNK/NR |
| Instrument- | UNK/NR | Last 90 Days- | 10 |
| Multi-Eng | - UNK/NR | Rotorcraft | - UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE BALLOON WAS LAUNCHED FROM A FIELD WITH POWER LINES ALONG THE EAST SIDE AFTER ANOTHER BALLOON WAS LAUNCHED. THE FIRST BALLOON WAS APRX 50 FT FROM THE POWER LINE WHEN IT WAS LAUNCHED. WHEN IT TOOKOFF, IT TRAVELED TO THE NORTH NORTHWEST & REMAINED WELL CLEAR OF THE POWER LINES. THE SECOND BALLOON, N2023H, LIFTED OFF APRX 35 FT FROM THE POWER LINES. IMMEDIATELY AFTER LIFT-OFF, N2023H CLIMBED TOWARDS THE POWER LINES & CONTACTED THE TOP TWO WIRES. ELECTRICAL ARCING OCCURRED WHICH DAMAGED THE GONDOLA. THE PLT WAS BURNED ON HIS RIGHT SIDE, RIGHT ARM & RIGHT SIDE OF HIS FACE, AND WAS INCAPACITATED. THE PASSENGER RECEIVED ONLY MINOR BURNS TO HIS HANDS & WAS ABLE TO LAND THE BALLOON WITHOUT FURTHER INCIDENT. LATER, THE PLT STATED THAT THERE WAS A SUDDEN WIND SHIFT.

Brief of Accident (Continued)

File No. - 906

5/28/83

DECATUR,AL

A/C Reg. No. N2023H

Time (Lcl) - 0645 CDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. OBJECT - WIRE,TRANSMISSION
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 893 7/09/83 GADSDEN,AL A/C Reg. No. N2557B Time (Lcl) - 1436 CDT

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

| | | | | | | | |
|--|-----------------|-----------------|----------|-------|---------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | | Aircraft Damage | Injuries | | | | |
| | | DESTROYED | | Fatal | Serious | Minor | None |
| Type of Operation | -OTHER WORK USE | 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 | - AERONCA 7BCM L-16A | Eng Make/Model | - TCM C-85-8 | ELT Installed/Activated | - YES/NO |
| Landing Gear | - TAILWHEEL-ALL FIXED | Number Engines | - 1 | Stall Warning System | - NO |
| Max Gross Wt | - 1220 | Engine Type | - RECIPROCATING-CARBURETOR | | |
| No. of Seats | - 2 | Rated Power | - 85 HP | | |

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

| | | | |
|------------------------|-------------------------|----------------------|-------------------|
| Weather Data | | Itinerary | Airport Proximity |
| Wx Briefing | - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method | - N/A | SAME AS ACC/INC | |
| Completeness | - N/A | Destination | Airport Data |
| Basic Weather | - VMC | LOCAL | GADSDEN |
| Wind Dir/Speed | - 320/006 KTS | ATC/Airspace | Runway Ident |
| Visibility | - 8.0 SM | Type of Flight Plan | - UNK/NR |
| Lowest Sky/Clouds | - UNK/NR SCATTERED | Type of Clearance | - UNK/NR |
| Lowest Ceiling | - NONE | Type Apch/Lndg | - 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 | Current - UNK/NR | Total - 1501 | Last 24 Hrs - 3 |
| SE LAND,ME LAND | Months Since - UNK/NR | Make/Model- 144 | Last 30 Days- UNK/NR |
| | Aircraft Type - UNK/NR | Instrument- 36 | Last 90 Days- 18 |
| | | Multi-Eng - 160 | |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND IN A 70 DEGREE DIVE WHILE TAKING PART IN AN AIR SHOW AS A SPOTTER PLANE. THE ACFT HAD DROPPED ONE SMOKE GRENADE AND WAS ORBITING TO DROP ANOTHER WHEN IT TURNED LEFT AND PITCHED DOWN. ACCORDING TO AN INSPECTION GUIDE FOR THIS ACFT, BOOTS ARE REQUIRED AROUND THE FRONT AND REAR CONTROL STICKS AT THE CABIN FLOOR. WITNESSES STATED THAT BOOTS WERE NEVER INSTALLED IN THIS ACFT. ANOTHER WITNESS SAID HE HELPED THE ACFT OWNER REMOVE BAGGAGE, TOOLS AND SUPPLIES FROM THE ACFT BEFORE THE ACCIDENT. ONE BAG OF TOOLS WAS LEFT UNDER THE FRONT SEAT. AFTER THE ACCIDENT TOOLS AND A METAL BOX CONTAINING A 1/4 INCH DRIVE SOCKET SET WERE FOUND AROUND THE FRONT CONTROL STICK YOKE. THE PILOTS BODY WAS IN THE FRONT SEAT WITH BOTH HANDS ON THE CONTROL STICK.

Brief of Accident (Continued)

File No. - 893

7/09/83

GADSDEN, AL

A/C Reg. No. N2557B

Time (Lcl) - 1436 CDT

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

Finding(s)

1. FLIGHT CONTROL SYSTEM - JAMMED
 2. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
 3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - NOT CORRECTED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 897 7/12/83 MUSCLE SHOALS,AL A/C Reg. No. N66185 Time (Lcl) - 1645 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

-----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- CALM
Visibility - 3.000 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MUSCLE SHOALS,AL
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

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

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 292
Make/Model - 80
Instrument - 0
Multi-Eng - 17
Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A HARD LANDING AND NOSED OVER DURING AN ATTEMPTED GO-AROUND. THE ACFT ACCORDING TO THE PILOT WAS OPERATING AT NEARLY MAX GROSS WEIGHT AND THE DENSITY ALT WAS 2300 FT. HE TRIED A GO-AROUND WITH FULL FLAPS EXTENDED. A TURN WAS MADE TO AVOID OBSTACLES AND A MUSH OCCURRED WHICH ENDED IN A HARD LANDING. THE ACFT BOUNCED TO AN INVERTED POSITION.

Brief of Accident (Continued)

File No. - 897

7/12/83

MUSCLE SHOALS, AL

A/C Reg. No. N66185

Time (Lcl) - 1645 CDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
4. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
5. GO-AROUND - IMPROPER - PILOT IN COMMAND

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

Finding(s)

6. FLARE - NOT ATTAINED - PILOT IN COMMAND
7. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 825 4/08/83 MARANA, AZ

A/C Reg. No. N7909V

Time (Lcl) - 1920 MST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

DESTROYED

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 1 | 0 | 0 |
| 0 | 0 | 0 | 0 |

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

Fire
NONE

Crew
Pass

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

Make/Model - ROCKWELL A-9B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2475
No. of Seats - 1

Eng Make/Model - LYCOMING IO-540-G-1C5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

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

Airport Proximity
ON AIRPORT

Airport Data

AURA VALLEY
Runway Ident - 30
Runway Lth/Wid - 3000/ 75
Runway Surface - GRAVEL
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)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

| Flight Time (Hours) | |
|---------------------|--------|
| Total | 2100 |
| Make/Model- | 50 |
| Instrument- | 140 |
| Multi-Eng - | 100 |
| Last 24 Hrs - | 9 |
| Last 30 Days- | UNK/NR |
| Last 90 Days- | 175 |
| Rotorcraft - | UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON A FLT FROM QUANAH, TX TO CHANDLER, AZ TO DELIVER THE ACFT FOR A SALE. HE HAD BEEN ON THE FERRY FLT FOR 6 HRS WHEN HE LANDED AT MARANA, AZ. AFTER REFUELING, RAISING THE ENG COWL, INSPECTING THE ENG & WIPING OFF AN ACCUMULATION OF OIL, HE TOOK OFF. DURING THE CLIMB, WITHIN 1 MI OF THE ARPT, THE PLT NOTICED THAT THE COWL WAS LOOSE & WAS FLAPPING. IT WAS TWILIGHT & RWY 30 WAS UNLIGHTED, SO THE PLT COMMENCED A LOW, SLOW TURN TOWARD RWY 3. WHILE MANEUVERING, THE ACFT'S LEFT WING IMPACTED LEVEL TERRAIN ON ARPT PROPERTY & THE AIRPLANE CARTWHEELED. DURING A POST-ACCIDENT INTERVIEW, THE PLT ACKNOWLEDGED THAT PRIOR TO TAKEOFF, HE WAS TIRED & JUST "GOOFED IT UP."

Brief of Accident (Continued)

File No. - 825

4/08/83

MARANA, AZ

A/C Reg. No. N7909V

Time (Lc1) - 1920 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

Finding(s)

1. LIGHT CONDITION - DUSK
 2. NACELLE/PYLON - LOOSE
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, FATIGUE - PILOT IN COMMAND
 5. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
 6. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 822 4/10/83 GLENDALE, AZ

A/C Reg. No. N498T

Time (Lcl) - 2010 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - BEECH 35-A33
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 260/012 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
REDLANDS, CA
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

GLENDALE MUNI
Runway Ident - 17
Runway Lth/Wid - 2400/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 66

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 | - 3800 | 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-----

DURING A NIGHT LANDING, THE ACFT WAS LANDED LONG, RAN OFF THE END OF RWY 17 & WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 822

4/10/83

GLENDAL, AZ

A/C Reg. No. N498T

Time (Lc1) - 2010 MST

Occurrence OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 819 5/05/83 GILA BEND,AZ A/C Reg. No. N7795U Time (Lcl) - 2045 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/004 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
BANNING,CA
Destination
TUCSON,AZ

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GILA BEND MUNI
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 43
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 - 250
Make/Model- 5
Instrument- 4
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT DEPARTED LIVERMORE, CA AT AN UNDETERMINED TIME. HE REPORTED THAT HIS DESTINATION WAS TUCSON, AZ. EN ROUTE STOPS WERE MADE AT BAKERSFIELD & BANNING, CA. AFTER REFUELING AT BANNING, HE DEPARTED ON A UNSPECIFIED & UNDETERMINED ROUTE. HE STATED THAT IN THE VICINITY OF AJO, AZ, HE ELECTED TO RETURN TO GILA BEND, AZ, BUT PROVIDED NO REASON FOR THE DIVERSION. ACCORDING TO HIM, THE ENGINE QUIT RUNNING DURING ARRIVAL & HE WAS TOO LOW TO ALIGN THE ACFT WITH THE RWY. THE ACFT WAS LANDED CROSS-WISE TO THE RWY & COLLIDED WITH A DIRT BERM. AN EXAM REVEALED THE LEFT FUEL TANK WAS EMPTY & ONLY ABOUT 2 GAL WAS REMAINING IN THE RIGHT TANK. UNUSABLE FUEL FOR THE CESSNA 172E IS APRX 2 GAL. THERE WAS NO EVIDENCE THAT THE STUDENT PILOT WAS INDORSED FOR THE X-COUNTRY. THERE WAS NO INDICATION IN HIS REPORT THAT EITHER OF THE PASSENGERS WERE RATED PILOTS.

Brief of Accident (Continued)

File No. - 819

5/05/83

GILA BEND,AZ

A/C Reg. No. N7795U

Time (Lc1) - 2045 MST

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - 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 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. LIGHT CONDITION - NIGHT
8. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 809 5/07/83 GILBERT,AZ A/C Reg. No. N3225D Time (Lcl) - 1000 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - GOLDWING DRAGAN
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 540
No. of Seats - 1

Eng Make/Model - CUYUNA 30RD
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 - NWS
Method - TELETYPE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 180/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

ULTRALIGHT CO FLT PARK
Runway Ident - 18
Runway Lth/Wid - 800/ 120
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND
GLIDER

Age - 33

Biennial Flight Review

Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

| | | | | | |
|------------|---|----|--------------|---|--------|
| Total | - | 85 | Last 24 Hrs | - | 2 |
| Make/Model | - | 25 | Last 30 Days | - | UNK/NR |
| Instrument | - | 0 | Last 90 Days | - | 15 |

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT/OWNER HAD ASSEMBLED THE ACFT FROM A KIT APRX 1 YR PRIOR TO THE ACCIDENT. HE REPORTED THAT THE ACFT WAS NOT EQUIPPED WITH BRAKES. WHEN HE RETURNED TO LAND AT THE ULTRALIGHT FLT PARK, HE DECIDED TO MAKE A LOW, SHORT FINAL APCH TO DECREASE THE STOPPAGE DISTANCE. NEAR THE APCH END OF THE RWY, THERE WAS A PERPENDICULAR ROAD THAT WAS ELEVATED 3 TO 4 FT ABOVE THE LANDING AREA. THE PLT STATED THAT THE NOSE WHEEL IMPACTED THE NORTH SIDE OF THE ROAD, ABOUT 3 TO 4 INCHES FROM THE TOP. AFTER HITTING THE ROAD, THE ACFT BOUNCED UPWARDS, STALLED & IMPACTED ON THE RWY, COLLAPSING THE NOSE GEAR. THE ACFT THEN GROUND LOOPED & COLLAPSED THE MAIN GEAR. THE WIND WAS REPORTEDLY FROM THE SOUTH AT 5 TO 10 KTS.

Brief of Accident (Continued)

File No. - 809

5/07/83

GILBERT,AZ

A/C Reg. No. N3225D

Time (Lc1) - 1000 MST

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

Finding(s)

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

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

Finding(s)

4. TERRAIN CONDITION - DIRT BANK

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

Finding(s)

5. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #4 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Occurrence #5 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) 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. - 814 6/15/83 YUMA,AZ

A/C Reg. No. N4337S

Time (Lcl) - 1215 MST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -TAKEOFF

Fire
NONE

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

Make/Model - AIR TRACTOR AT 301
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6000
No. of Seats - 1

Eng Make/Model - P & W R-1340 AN-1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/004 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND
GLIDER

Age - 24

Biennial Flight Review

Current - YES
Months Since - 22
Aircraft Type - SGS 233

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

| | |
|------------------|----------------------|
| Total - 2000 | Last 24 Hrs - 4 |
| Make/Model- 1200 | Last 30 Days- UNK/NR |
| Instrument- 51 | Last 90 Days- 100 |
| Multi-Eng - 100 | Rotorcraft - UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE LANDED ON A FARM ROAD TO INSPECT THE ALTERNATOR & ASSOCIATED WIRING BEFORE STARTING AERIAL APPLICATION. FOLLOWING THE INSPECTION, DURING WHICH NOTHING WAS FOUND WRONG, HE COMMENCED TAKING OFF. AS THE ACFT WAS ACCELERATING FOR TAKEOFF, A SOFT AREA WAS ENCOUNTERED WHICH SIGNIFICANTLY INCREASED THE GROUND ROLL. MOMENTS AFTER BECOMING AIRBORNE, THE LEFT WING TIP & SPRAY BOOM IMPACTED A CITRUS TREE. SUBSEQUENTLY, THE PLT LOST CONTROL & THE ACFT STALLED & IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 814

6/15/83

YUMA,AZ

A/C Reg. No. N4337S

Time (Lcl) - 1215 MST

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - SOFT
3. OBJECT - TREE(S)

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

Finding(s)

4. AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND
5. STALL - UNCONTROLLED - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 829 2/17/83 SAN DIEGO, CA A/C Reg. No. N90353 Time (Lcl) - 1913 PST

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

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

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

| | | |
|-------------------------------------|---------------------------------------|----------------------------------|
| Make/Model - PIPER AEROSTAR 601P | Eng Make/Model - LYCOMING IO-540-S1A5 | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 2 | Stall Warning System - YES |
| Max Gross Wt - 6000 | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 6 | Rated Power - 290 HP | |

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

| | | |
|-------------------------------------|---------------------------------|----------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | SAME AS ACC/INC | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | PROVO,UT | MONTGOMERY |
| Wind Dir/Speed- 050/005 KTS | ATC/Airspace | Runway Ident - 28R |
| Visibility - 3.000 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 3400/ 150 |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - ASPHALT |
| Lowest Ceiling - NONE | Type Apch/Lndg - FORCED LANDING | Runway Status - DRY |
| Obstructions to Vision- HAZE | | |
| Precipitation - NONE | | |
| Condition of Light - NIGHT(BRIGHT) | | |

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

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 41 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL | Current - UNK/NR | Total - UNK/NR |
| SE LAND, 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-----

WHILE TAKING OFF, THE ACFT CLIMBED APRX 100 TO 200 FT, THEN BEGAN LOOSING ALT. DURING A FORCED LANDING ON A STREET, IT HIT A PARKED CAR & A LIGHT POLE & BURST IN FLAMES. THE PLT, WHO LATER EXPIRED, SAID THAT NEITHER ENG DEVELOPED FULL POWER (2575 RPM). HE SAID THIS WAS NOT UNUSUAL WHEN POWER WAS 1ST APPLIED, BUT SAID FULL RPM WAS GENERALLY OBTAINED SHORTLY AFTER THE ROLL WAS BEGUN. AFTER BEING COMMITTED FOR TAKEOFF, BOTH RPM'S WERE REPORTEDLY BETWEEN 2300 & 2400 RPM. SVRL WITNESSES STATED THE ENGS SOUNDED LIKE THEY WERE RUNNING ROUGH. A WITNESS REPORTED THE ACFT SWERVED "AS THO THE PLT HAD DIFFICULTY WITH THE L ENG." REPORTEDLY, THE PLT "DROPPED SOME MORE FLAPS" BELOW THE 20 DEG TAKEOFF SETTING "IN ORDER TO PULL IT OFF" & RAISED THE GEAR IMMEDIATELY AFTER LIFT-OFF. ENG TEARDOWNS REVEALED EXCESSIVE SPARK PLUG GAPS, 1 MAG ON THE R ENG HAD A .008 POINT GAP (.016 REQUIRED), ITS #1 & #4 DISTRIBUTOR BLOCKS WERE CRACKED & THE #1 & #6 LEADS WOULD NOT FIRE PROPERLY. HARTZELL F-6-5A PROP GOVERNORS INSTALLED IN PLACE OF F-6-35A. ACFT WAS APRX 348 LBS OVER MAX WT LMT.

Brief of Accident (Continued)

File No. - 829

2/17/83

SAN DIEGO, CA

A/C Reg. No. N90353

Time (Lc1) - 1913 PST

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

Finding(s)

1. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
2. PROPELLER SYSTEM/ACCESSORIES, GOVERNOR - IMPROPER
3. IGNITION SYSTEM, MAGNETO - CRACKED
4. IGNITION SYSTEM, MAGNETO - ERRATIC
5. IGNITION SYSTEM, SPARK PLUG - WORN

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

6. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
7. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
8. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
9. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
10. LIFT-OFF - PREMATURE - PILOT IN COMMAND

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

Finding(s)

11. LIGHT CONDITION - NIGHT
12. OBJECT - VEHICLE
13. OBJECT - UTILITY POLE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,7,8

Factor(s) relating to this accident is/are finding(s) 6,9,10,11,12,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 818 3/06/83 SAN JOSE, CA A/C Reg. No. N1884H Time (Lc1) - 1122 PST

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

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

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

| | | | | | |
|--------------|------------------------|----------------|-----------------------|-------------------------|----------|
| Make/Model | - CESSNA 310C | Eng Make/Model | - CONTINENTAL IO-470 | ELT Installed/Activated | - YES/NO |
| Landing Gear | - TRICYCLE-RETRACTABLE | Number Engines | - 2 | Stall Warning System | - YES |
| Max Gross Wt | - 4830 | Engine Type | - RECIP-FUEL INJECTED | | |
| No. of Seats | - 5 | Rated Power | - UNK/NR | | |

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

| | | |
|---|--|--|
| <p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/009 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 3000 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 - TRAFFIC PATTERN</p> <p style="padding-left: 20px;">FULL STOP</p> | <p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>REID-HILLVIEW</p> <p>Runway Ident - 13R</p> <p>Runway Lth/Wid - 3100/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p> |
|---|--|--|

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

| | | |
|--|--|---|
| <p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL,CFI</p> <p style="padding-left: 20px;">SE LAND,ME LAND</p> | <p>Age - 59</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 3</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p> | <p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 13900</p> <p style="padding-left: 20px;">Make/Model- 904</p> <p style="padding-left: 20px;">Instrument- 810</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- 13</p> |
|--|--|---|

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT WHEN HE WAS TAKING OFF, HE HEARD A NOISE, DURING GEAR RETRACTION, THAT SOUNDED TO HIM LIKE AN EXPLOSION & THE GEAR-UP LIGHT DID NOT ILLUMINATE. HE THEN TRIED TO EXTEND THE GEAR, BUT WAS UNABLE TO GET A SAFE-DOWN INDICATION. HE WAS ABLE TO FULLY EXTEND THE MAIN GEAR, BUT GOT ONLY A PARTIAL EXTENSION OF THE NOSE GEAR. THE PLT DECLARED AN EMERGENCY & MADE AN APCH TO RWY 13. DURING THE LANDING, THE ACFT TOUCHED DOWN SHORT OF THE RWY. REPORTEDLY, IT ROLLED ONTO THE RWY & THE MAIN GEAR COLLAPSED. AN EXAM REVEALED THAT THE NOSEWHEEL CENTERING CAM ROLLER & ATTACHING STUD, PN CR-10-1, WAS BROKEN OFF & PART OF THE STUD WAS MISSING. THE REMAINING PORTION OF THE STUD WAS FOUND TO HAVE BROKEN OFF AT THE STUD RECEPTACLE ON THE STEERING YOKE SUPPORT. APRX 1/2 OF THE FRACTURE AREA WAS RUSTY. THE REMAINDER OF THE FRACTURE WAS A SHINY SILVER COLOR & APPEAR TO BE A RECENT FRACTURE.

Brief of Accident (Continued)

File No. - 818

3/06/83

SAN JOSE, CA

A/C Reg. No. N1884H

Time (Lcl) - 1122 PST

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

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - FATIGUE

Occurrence #2 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

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

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 990 3/13/83 CHATSWORTH, CA A/C Reg. No. N8201V Time (Lcl) - 1814 PST

-----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 | ON GROUND | Pass | 1 | Serious | Minor | None |
| Accident Occurred During -CRUISE | | | 1 | 0 | 0 | 0 |

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

| | | |
|-------------------------------------|--|----------------------------------|
| Make/Model - MOONEY M20J | Eng Make/Model - LYCOMING IO-360-A3B6D | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 1 | Stall Warning System - UNK/NR |
| 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 | MOMMOTH LAKES, CA | |
| Completeness - FULL | Destination | Airport Data |
| Basic Weather - IMC | SANTA MONICA, CA | NONE |
| Wind Dir/Speed- UNK/NR | ATC/Airspace | Runway Ident - UNK/NR |
| Visibility - UNK/NR | 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 - OBSCURED | Type Apch/Lndg - NONE | Runway Status - UNK/NR |
| Obstructions to Vision- FOG | | |
| Precipitation - RAIN | | |
| Condition of Light - DUSK | | |

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

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 33 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 240 |
| SE LAND | Months Since - 16 | Make/Model- 129 |
| | Aircraft Type - UNK/NR | Instrument- UNK/NR |
| | | Multi-Eng - UNK/NR |
| | | Last 24 Hrs - UNK/NR |
| | | Last 30 Days- 6 |
| | | Last 90 Days- 15 |
| | | Rotorcraft - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH POWERLINES 177 AGL DURING FLT IN ADVERSE WEATHER. ABOUT 2 MILES FROM THE SITE OF THE POWERLINE COLLISION THE ACFT HAD COLLIDED WITH HILLY TERRAIN ABOUT 500 FT HIGHER THAN THE POWERLINE. THE PILOT HAD RECEIVED A WEATHER BRIEFING AND PARTS OF HIS ROUTE WAS IMC. DURING HIS FLT ENROUTE WEATHER UPDATES SHOWED WORSE WEATHER & VFR FLT WAS NOT RECOMMENDED & A SITE TO LAND VFR WAS SUGGESTED. AT 1814 HOURS A POWER OUTAGE OCCURRED BECAUSE OF A BROKEN POWER LINE AT CA. STATE HIGHWAY 14 AND INTERSTATE 5. WITNESSES REPORTED THE WEATHER AT THAT TIME TO BE HEAVY RAIN AND FOG & RPTD SEEING THE FLASH AS THE ACFT HIT THE POWERLINE. PART OF THE ACFT RUDDER WAS FOUND IN THE VICINITY OF THE BROKEN POWERLINE. THE WRECKAGE WAS LOCATED ABOUT 2.4 NM SOUTHWEST OF THE BROKEN POWERLINE AT 2300 FT MSL NEAR CHATSWORTH CA. THERE WAS FIRE AFTER IMPACT.

Brief of Accident (Continued)

File No. - 990

3/13/83

CHATSWORTH, CA

A/C Reg. No. N8201V

Time (Lcl) - 1814 PST

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
 3. WEATHER CONDITION - LOW CEILING
 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 5. OBJECT - WIRE, TRANSMISSION
-

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

----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. - 817 3/25/83 RANCHO BERNARDO, CA A/C Reg. No. N9589F Time (Lcl) - 1017 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - HUGHES 369D
Landing Gear - SKID
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 375 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- 250/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN DIEGO, CA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
ATP
SE LAND, ME LAND
HELICOPTER

Age - 52

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

| | | | | | |
|------------|---|------|--------------|---|--------|
| Total | - | 2585 | Last 24 Hrs | - | 1 |
| Make/Model | - | 113 | Last 30 Days | - | UNK/NR |
| Instrument | - | 237 | Last 90 Days | - | 15 |
| Multi-Eng | - | 1672 | Rotorcraft | - | 113 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS ABOUT 10 FT AGL IN A HOVER, WITH A LEFT QUARTERING TAILWIND AT 5, GUSTING 10 KTS, WHEN HE ATTEMPTED A LEFT PEDAL TURN. HE SAID THE HELICOPTER BEGAN TO TURN TO THE RIGHT & ADDITIONAL LEFT PEDAL APPLICATION HAD NO EFFECT. HE ROLLED THE THROTTLE OFF & ATTEMPTED TO LAND, BUT THE HELICOPTER CONTINUED TURNING TO THE RIGHT & CRASHED. HE REMEMBERED HEARING THE LOW RPM WARNING HORN, BUT DID NOT REMEMBER SEEING THE LOW RPM LIGHT. ALSO, HE DID NOT RECALL HEARING ANY UNUSUAL NOISES OR FEELING ANY UNUSUAL VIBRATIONS BEFORE IMPACT. AN EXAMINATION OF THE HELICOPTER & DAMAGED PARTS WAS MADE, BUT NO PREIMPACT MALFUNCTION OR FAILURE OF THE ENG; AIRFRAME OR FLT CONTROL SYS WAS FOUND.

Brief of Accident (Continued)

File No. - 817

3/25/83

RANCHO BERNARDO, CA

A/C Reg. No. N9589F

Time (Lcl) - 1017 PST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. WEATHER CONDITION - CROSSWIND
 3. WEATHER CONDITION - GUSTS
 4. MANEUVER - INITIATED - PILOT IN COMMAND
 5. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
 6. DIRECTIONAL CONTROL - NOT POSSIBLE - 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) 5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 830 3/26/83 UPLAND, CA A/C Reg. No. N9732Q Time (Lcl) - 1415 PST

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

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

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

| | | |
|-------------------------------------|--------------------------------------|----------------------------------|
| Make/Model - BEECH A24R | Eng Make/Model - LYCOMING IO-360-A15 | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2750 | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 4 | Rated Power - 200 HP | |

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

| | | |
|-------------------------------------|----------------------------------|---------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | ON AIRPORT |
| Method - N/A | LAS VEGAS, NV | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | SAME AS ACC/INC | CABLE |
| Wind Dir/Speed- 270/015 KTS | ATC/Airspace | Runway Ident - 24 |
| Visibility - 30.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 3600/ 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 - 42 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 218 |
| SE LAND | Months Since - 1 | Last 24 Hrs - 9 |
| | Aircraft Type - A-24R | Make/Model- 8 |
| | | Instrument- 4 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APCH TO LAND, THE PLT SAW 2 OTHER ACFT TAXI ONTO THE RWY & BEGAN TAKING OFF. AFTER THE 2ND ACFT HAD PULLED ONTO THE RWY, THE PLT DECIDED TO GO AROUND. HOWEVER AS THE ACFT ON THE RWY ACCELERATED, THERE APPEARED TO BE SUFFICIENT ROOM TO LAND, SO A GO-AROUND WAS NOT MADE. THE PLT STATED THAT WIND GUSTS WERE ENCOUNTERED, & BY THE TIME THE ACFT WAS LANDED, THERE WAS INSUFFICIENT RWY TO GO AROUND OR TO STOP BEFORE REACHING THE DEPARTURE END. SUBSEQUENTLY, THE ACFT WENT OFF THE END OF THE RWY, COLLIDED WITH ROCKS & THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 830

3/26/83

UPLAND, CA

A/C Reg. No. N9732Q

Time (Lc1) - 1415 PST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - GUSTS

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

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

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 832 4/02/83 CALIFORNIA CITY, CA A/C Reg. No. N99965 Time (Lc1) - 1015 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 |
| Flight Conducted Under | -14 CFR 91 | NONE | | Pass | 0 | 0 | 0 |
| Accident Occurred During | -MANEUVERING | | | | | | 1 |

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

| | | | | | |
|--------------|---------------|----------------|----------|-------------------------|-----------|
| Make/Model | - BLANIK L-13 | Eng Make/Model | - N/A | ELT Installed/Activated | - NO -N/A |
| Landing Gear | - BODY GEAR | Number Engines | - N/A | Stall Warning System | - YES |
| Max Gross Wt | - 1100 | 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 | CALIFORNIA CITY, CA | |
| Completeness | - N/A | Destination | Airport Data |
| Basic Weather | - VMC | LOCAL | CALIFORNIA CITY MUNI |
| Wind Dir/Speed | - 270/022 KTS | ATC/Airspace | Runway Ident |
| Visibility | - 30.0 SM | Type of Flight Plan | - UNK/NR |
| Lowest Sky/Clouds | - 25000 FT SCATTERED | Type of Clearance | - UNK/NR |
| Lowest Ceiling | - NONE | Type Apch/Lndg | - UNK/NR |
| Obstructions to Vision | - NONE | | Runway Status |
| Precipitation | - NONE | | - UNK/NR |
| 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 | Current - YES | Total | - 5000 |
| SE LAND, ME LAND, SE SEA | Months Since - 14 | Make/Model | - 100 |
| GLIDER | Aircraft Type - UNK/NR | Instrument | - 200 |
| | | Multi-Eng | - 1000 |
| | | Last 24 Hrs | - 5 |
| | | Last 30 Days | - 10 |
| | | Last 90 Days | - 15 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLT, THE GLIDER SUSTAINED IN-FLT STRUCTURAL DAMAGE WHILE MANEUVERING AT AN ALTITUDE OF APRX 17,500 FT MSL IN THE VICINITY OF CALIFORNIA CITY, CA. DURING A PRELIMINARY VERBAL STATEMENT TO AN FAA INSPECTOR, THE PLT STATED THAT HE HAD DONE A COUPLE OF LOOPS. HE SAID HE HAD JUST RECOVERED TO LEVEL FLT WHEN HE HEARD A COUPLE OF LOUD BANGS, THEN FELT A SEVERE VIBRATION IN THE CONTROLS. LATER, THE PLT INSISTED THAT NO AEROBATIC MANEUVERS WERE PERFORMED, BUT THAT HE HAD ENCOUNTER TURBULENCE & HAD "FLOWN THRU A ROTOR." WRINKLES WERE FOUND IN THE SKIN ON THE AFT FUSELAGE & EMPENNAGE, THE VERTICLE STABILIZER WAS DEFORMED & THE LEFT HORIZONTAL STABILIZER & ELEVATOR HAD SEVERAL AREAS OF DEFORMATION. SURFACE WINDS IN THE AREA WERE FROM 270 DEG AT 22 GUSTING 28 KTS. PEAK SURFACE WINDS WERE FROM 290 DEG AT 42 KTS. STANDING LENTICULAR CLOUDS WERE REPORTED TOPPING THE MOUNTAINS & SIGMET JULIET 4 WAS IN EFFECT CAUTIONING OCCASIONAL SEVERE TURBULENCE BELOW 16,000 FT MSL.

Brief of Accident (Continued)

File No. - 832

4/02/83

CALIFORNIA CITY, CA

A/C Reg. No. N99965

Time (Lc1) - 1015 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - MOUNTAIN WAVE
3. WEATHER CONDITION - TURBULENCE

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

Finding(s)

4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
5. HORIZONTAL STABILIZER SURFACE - BENT
6. VERTICAL STABILIZER SURFACE - BENT
7. FUSELAGE, SKIN - BUCKLED

----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) 2,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 812 4/10/83 SAN JOSE, CA

A/C Reg. No. N61327

Time (Lcl) - 1915 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | Fatal | Serious | Minor | None |
|----------|-------|---------|-------|------|
| Injuries | | | | |
| Fire | 0 | 0 | 1 | 0 |
| Crew | | | | |
| Pass | 0 | 0 | 0 | 1 |

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

Fire
NONE

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

Make/Model - CESSNA 150J
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- 330/007 KTS

Visibility - 35.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
GROVER CITY, CA

Destination
SAN JOSE, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 25

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 182

Make/Model- 17

Instrument- 1

Multi-Eng - UNK/NR

Last 24 Hrs - 4

Last 30 Days- 4

Last 90 Days- 4

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS RENTED FOR A X-COUNTRY FLT FROM SAN JOSE, CA TO SAN LUIS OBISPO & GROVER CITY, CA, THEN RETURN TO SAN JOSE. THE PLT DEPARTED SAN JOSE WITH FULL FUEL TANKS. AT SAN LUIS OBISPO, 5.3 GAL WAS PURCHASED; HOWEVER, NO FUEL WAS OBTAINED AT GROVER CITY. ON THE RETURN FLT, THE ACFT LOST POWER & WAS DAMAGED DURING A FORCED LANDING AT NIGHT, APRX 2 MI FROM THE DESTINATION ARPT. DURING A POST-CRASH EXAM, ONLY 2.5 TO 3 GAL OF FUEL WAS DRAINED FROM THE FUEL TANKS. ACCORDING TO THE FLT MANUAL, THE USABLE FUEL CAPACITY WAS 26 GAL, OF WHICH, 3.5 GAL WAS UNUSABLE. AT 7 GAL/HR, THE ACFT WOULD HAVE CONSUMED 27.8 GAL OF FUEL IN 3.97 HRS. ACCORDING TO THE ACFT FLT HR RECORDING METER, THE PLANE HAD FLOWN 4 HRS AFTER DEPARTING SAN JOSE. THE PLT STATED THAT THE FUEL GAUGES WERE INDICATING APRX 1/4 & 1/2 FULL WHEN THE ENG LOST POWER.

Brief of Accident (Continued)

File No. - 812

4/10/83

SAN JOSE, CA

A/C Reg. No. N61327

Time (Lcl) - 1915 PST

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

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
 2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INCORRECT
 3. FLUID, FUEL - EXHAUSTION
 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

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

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

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
-

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

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

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. - 805 4/17/83 LONG BEACH, CA A/C Reg. No. N2473C Time (Lcl) - 1032 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 | 1 |
| Accident Occurred During -LANDING | | | | | |

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

| | | |
|------------------------------------|--|----------------------------------|
| Make/Model - CESSNA 180 | Eng Make/Model - CONTINENTAL O-470-A | ELT Installed/Activated - YES/NO |
| Landing Gear - TAILWHEEL-ALL FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2550 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 225 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 | | LONG BEACH |
| Basic Weather - VMC | ATC/Airspace | Runway Ident - 16R |
| Wind Dir/Speed- 160/009 KTS | Type of Flight Plan - NONE | Runway Lth/Wid - 5022/ 150 |
| Visibility - 7.0 SM | Type of Clearance - NONE | Runway Surface - ASPHALT |
| Lowest Sky/Clouds - UNK/NR | Type Apch/Lndg - TRAFFIC PATTERN | Runway Status - DRY |
| Lowest Ceiling - 1400 FT BROKEN | | |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|-----------------------|
| Pilot-In-Command | Age - 45 | Medical Certificate - |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - UNK/NR |
| SE LAND | Months Since - 12 | 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-----

ACCORDING TO AN ON-DUTY, AIR TRAFFIC CONTROLLER, THE PLT WAS PRACTICING TAKEOFFS & LANDINGS. AFTER COMPLETING SEVERAL LANDINGS, THE PLT MADE AN APCH TO RWY 16R. DURING THE LANDING, THE ACFT REPORTEDLY PITCHED DOWNWARD, AND AFTER TOUCHDOWN BECAME AIRBORNE AGAIN, THEN THE LEFT WING TIP IMPACTED THE RWY & THE ACFT GROUND LOOPED.

Brief of Accident (Continued)

File No. - 805

4/17/83

LONG BEACH, CA

A/C Reg. No. N2473C

Time (Lc1) - 1032 PST

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

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
-

-----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. - 806 4/23/83 CHINO, CA A/C Reg. No. N761SD Time (Lcl) - 1540 PST

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

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

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

| | | | | | |
|--------------|------------------|----------------|----------------------------|-------------------------|----------|
| Make/Model | - CESSNA A152 | Eng Make/Model | - LYCOMING O-235-L2C | ELT Installed/Activated | - YES/NO |
| Landing Gear | - TRICYCLE-FIXED | Number Engines | - 1 | Stall Warning System | - YES |
| Max Gross Wt | - 1670 | Engine Type | - RECIPROCATING-CARBURETOR | | |
| No. of Seats | - 2 | Rated Power | - 110 HP | | |

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

| | | | |
|------------------------|-------------------------|----------------------|-------------------|
| Weather Data | | Itinerary | Airport Proximity |
| Wx Briefing | - NO RECORD OF BRIEFING | Last Departure Point | ON AIRPORT |
| Method | - N/A | SAME AS ACC/INC | |
| Completeness | - N/A | Destination | Airport Data |
| Basic Weather | - VMC | LOCAL | CHINO |
| Wind Dir/Speed | - 240/012 KTS | ATC/Airspace | Runway Ident |
| Visibility | - 6.0 SM | Type of Flight Plan | - 26 |
| Lowest Sky/Clouds | - 4000 FT SCATTERED | Type of Clearance | - 3856/ 150 |
| Lowest Ceiling | - NONE | Type Apch/Lndg | - ASPHALT |
| Obstructions to Vision | - HAZE | | Runway Status |
| Precipitation | - NONE | | - DRY |
| 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) | |
| STUDENT | Current - N/A | Total | - 68 |
| | Months Since - N/A | Make/Model | - 68 |
| | Aircraft Type - N/A | Instrument | - 3 |
| | | Last 24 Hrs | - 2 |
| | | Last 30 Days | - 7 |
| | | Last 90 Days | - 36 |

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A LOCAL SOLO FLT TO PRACTICE TOUCH & GO LANDINGS. AFTER MAKING AN APCH TO RWY 26, THE ACFT LANDED HARD ON THE MAIN GEAR & BOUNCED. AFTER THE 3RD BOUNCE, THE NOSE GEAR COLLAPSED & A FIRE ERUPTED. THE PLT EXITED THE ACFT WITHOUT DIFFICULTY, BUT THE PLANE WAS CONSUMED BY A FUEL-FED FIRE.

Brief of Accident (Continued)

File No. - 806

4/23/83

CHINO, CA

A/C Reg. No. N761SD

Time (Lcl) - 1540 PST

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. 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)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

Occurrence #3 FIRE
Phase of Operation LANDING

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

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

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. - 807 4/30/83 CHULA VISTA,CA A/C Reg. No. N2478W Time (Lcl) - 1715 PDT

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

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

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

| | | | |
|----------------------------------|----------------------|------------------------------|------|
| Make/Model - SCHWEIZER SGS 1-26B | Eng Make/Model - N/A | ELT Installed/Activated - NO | -N/A |
| Landing Gear - BODY GEAR | Number Engines - N/A | Stall Warning System - NO | |
| Max Gross Wt - 600 | Engine Type - UNK/NR | | |
| No. of Seats - 1 | Rated Power - N/A | | |

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

| | | |
|---------------------------------------|----------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | CHULA VISTA,CA | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | Runway Ident - N/A |
| Wind Dir/Speed- 280/010 KTS | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 20.0 SM | Type of Flight Plan - NONE | Runway Surface - N/A |
| Lowest Sky/Clouds - 4000 FT SCATTERED | Type of Clearance - NONE | Runway Status - N/A |
| Lowest Ceiling - NONE | Type Apch/Lndg - NONE | |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 46 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL,CFI | Current - YES | Total - 3793 |
| SE LAND,ME LAND,SE SEA | Months Since - 4 | Last 24 Hrs - 4 |
| | Aircraft Type - C-150 | Make/Model- 6 |
| | | Instrument- 104 |
| | | Multi-Eng - 94 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 32 |
| | | Rotorcraft - UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE WAS SOARING ALONG THE WEST SLOPE OF A SMALL MOUNTAIN WHEN HE INADVERTENTLY ENTERED AN AREA WHERE THE WIND WAS OBSTRUCTED BY TERRAIN FEATURES. HIS AIRSPEED DETERIORATED & HE TRIED TO TURN TOWARD AN AREA WHERE HE COULD OBTAIN LIFT. HOWEVER, THE LEFT WING TIP STRUCK THE GROUND & THE GLIDER CARTWHEELED. THE RATED, SINGLE-ENGINE, MULTIENGINE PILOT WAS ON HIS 5TH SOLO INSTRUCTIONAL FLT.

Brief of Accident (Continued)

File No. - 807

4/30/83

CHULA VISTA, CA

A/C Reg. No. N2478W

Time (Lcl) - 1715 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 4. 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) 1,4

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. - 821 5/01/83 GILROY, CA A/C Reg. No. N1785S Time (Lcl) - 0750 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage
DESTROYED

Fire
NONE

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

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

Make/Model - AERO COMMANDER 600 S-2D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6000
No. of Seats - 1

Eng Make/Model - P & W R-1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 140/003 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAN MARTIN, CA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 27

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - B-35N

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 540

Make/Model- 132

Instrument- 53

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 100

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO TAKEOFF, THE ACFT WAS FULLY FUELED WITH 100 GAL OF AVIATION GASOLINE & WAS LOADED WITH 300 GAL OF NON-TOXIC FUNGICIDAL MIX. THE PLT TOOK OFF, FLEW APRX 5 MI TO A FIELD, AND AFTER CIRCLING OVER THE FIELD, MADE 2 SWATH RUNS. DURING A PROCEDURE TURN AFTER THE 2ND SWATH RUN, THE ENGINE LOST POWER. SUBSEQUENTLY, THE ACFT CRASHED IN A STEEP, NOSE DOWN ATTITUDE. AN INVESTIGATION REVEALED THAT A PORTION OF THE #5 CYLINDER WAS MISSING & WAS NOT WITH THE MAIN WRECKAGE. A VISUAL EXAM OF THE FRACTURE SURFACE INDICATED EVIDENCE OF FATIGUE.

Brief of Accident (Continued)

File No. - 821

5/01/83

GILROY, CA

A/C Reg. No. N1785S

Time (Lc1) - 0750 PDT

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FATIGUE
-

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

Finding(s)

2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 810 5/04/83 HEALDSBURG, CA A/C Reg. No. N4709Y Time (Lc1) - 0810 PDT

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

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

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

| | | | |
|------------------------------------|--|------------------------------|--------|
| Make/Model - PIPER PA-25-235 | Eng Make/Model - LYCOMING O-540-B2B5 | ELT Installed/Activated - NO | -N/A |
| Landing Gear - TAILWHEEL-ALL FIXED | Number Engines - 1 | Stall Warning System - | UNK/NR |
| Max Gross Wt - 2900 | Engine Type - RECIPROCATING-CARBURETOR | | |
| No. of Seats - 1 | Rated Power - 235 HP | | |

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

| | | |
|---------------------------------------|----------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | HEALDSBURG, CA | |
| 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 - 4000 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 - 54 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL | Current - YES | Total - 7000 |
| SE LAND | Months Since - 8 | Make/Model- 5000 |
| | Aircraft Type - UNK/NR | Instrument- 0 |
| | | Last 24 Hrs - UNK/NR |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE STARTING HIS DUSTING OPERATION, THE PLT HAD OBSERVED THE GRAPE VINEYARD & MADE PLANS TO BEGIN ON THE FOLLOWING DAY. HE REPORTED OBSERVING THE POWER LINES THAT WERE SUSPENDED ACROSS THE VINEYARD. HOWEVER, HE DID NOT NOTICE THE ANCHOR WIRE THAT WAS LOCATED BENEATH THE POWER LINES. THE WIRE EXTENDED APRX 600 FT FROM A TOWER ON A HILL TO A POLE IN THE VINEYARD. DURING A SWATH RUN UNDER THE POWER LINES, THE ACFT STRUCK THE ANCHOR WIRE, THEN CRASHED & BURNED. THE PLT BELIEVED THAT THE FIRE BEGAN WHEN SULFUR DUST SPILLED ONTO THE ENGINE EXHAUST MANIFOLD.

Brief of Accident (Continued)

File No. - 810

5/04/83

HEALDSBURG, CA

A/C Reg. No. N4709Y

Time (Lcl) - 0810 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. OBJECT - WIRE, STATIC
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 808 5/07/83 HUNTINGTON BCH,CA A/C Reg. No. N1133V Time (Lcl) - 1000 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 | 2 |

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

| | | |
|-------------------------------|---------------------------------------|-----------------------------------|
| Make/Model - CESSNA R172K | Eng Make/Model - CONTINENTAL IO-360-K | ELT Installed/Activated - YES/YES |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 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 | ON AIRSTRIP |
| Method - N/A | SAME AS ACC/INC | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | SAME AS ACC/INC | MEADOWLARK |
| Wind Dir/Speed- UNK/NR | ATC/Airspace | Runway Ident - 19 |
| Visibility - 20.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 2330/ 36 |
| 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 - 20 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 75 |
| SE LAND | Months Since - 2 | Last 24 Hrs - 1 |
| | Aircraft Type - UNK/NR | Make/Model- 3 |
| | | Last 30 Days- UNK/NR |
| | | Instrument- 1 |
| | | Last 90 Days- 21 |

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RETURNING FROM A SIGHT-SEEING FLT TO CATALINA ISLAND, THE PLT MADE AN APCH TO RWY 19. THE APCH WAS HIGH, SO HE WENT AROUND. HE LANDED ON THE 2ND APCH, BUT THE ACFT BOUNCED, SO HE WENT AROUND AGAIN. ON THE 3RD APCH, HE USED 30 DEG OF FLAPS & HAD AN AIRSPEED OF 75 KNOTS. AFTER TOUCHDOWN THE AIRCRAFT BOUNCED. PORPOSIED 3 TIMES AND SUBSEQUENTLY WAS STOPPED ON THE SHOULDER OF THE RUNWAY. A POST FLT INSPECTION REVEALED DAMAGE TO THE FIREWALL, PROPELLER TIPS, THE BELLY, THE NOSE GEAR AND THE FLT CONTROLS WERE JAMMED. REPUTEDLY, ALL SYSTEMS WERE FUNCTIONING PROPERLY PRIOR TO THE HARD LANDING.

Brief of Accident (Continued)

File No. - 808

5/07/83

HUNTINGTON BCH, CA

A/C Reg. No. N1133V

Time (Lc1) - 1000 PDT

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 811 5/09/83 MARYSVILLE, CA A/C Reg. No. N21579 Time (Lcl) - 0915 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 | 2 |
| | | | | | | 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 | Last Departure Point | ON AIRPORT |
| Method | SAME AS ACC/INC | |
| Completeness | Destination | Airport Data |
| Basic Weather | LOCAL | YUBA COUNTY |
| Wind Dir/Speed | ATC/Airspace | Runway Ident |
| Visibility | Type of Flight Plan | - 32 |
| Lowest Sky/Clouds | Type of Clearance | Runway Lth/Wid |
| Lowest Ceiling | Type Apch/Lndg | - 6006/ 150 |
| Obstructions to Vision | | Runway Surface |
| Precipitation | | - ASPHALT |
| Condition of Light | | Runway Status |
| | | - WET |

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

| | | | |
|--------------------------|------------------------|---------------------|-------------------------------|
| Pilot-In-Command | Age - 53 | Medical Certificate | - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| COMMERCIAL,CFI | Current | Total | - 1450 |
| SE LAND,ME LAND | Months Since | Make/Model | - 180 |
| | Aircraft Type | Instrument | - 150 |
| | | Multi-Eng | - 30 |
| | | | Last 24 Hrs - UNK/NR |
| | | | Last 30 Days - UNK/NR |
| | | | Last 90 Days - 180 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE PREVIOUS 7 MOS, THE ACFT HAD BEEN FLOWN ONLY ABOUT 2.5 HRS & HAD BEEN PARKED OUTDOORS WHEN NOT IN USE. ANTICIPATING THE FLT, THE STUDENT PLT & HER HUSBAND HAD STARTED THE ENGINE TO MAKE SURE THE BATTERY WAS OPERATIONAL. THE INSTRUCTOR PLT REPORTED THAT PRIOR TO THE FLT, THE SUMPS WERE DRAINED & FUEL SAMPLES WERE EXAMINED, BUT NO WATER OR OTHER CONTAMINATION WAS FOUND. REPORTEDLY, THE ENG FUNCTIONED NORMALLY DURING START, TAXI & THE "BEFORE TAKEOFF" CHECK & HAD BEEN OPERATING APRX 15 MIN BEFORE COMMENCING THE TAKEOFF. HOWEVER, WHILE CLIMBING THRU APRX 300 FT AGL, THE ENG SUDDENLY LOST POWER. DURING A FORCED LANDING ROLL-OUT, THE ACFT HIT A LEVEE & WAS DAMAGED. AN EXAMINATION OF THE ACFT REVEALED WATER IN THE FUEL SYS. A MECHANIC ESTIMATED OVER 1/2 PINT IN THE CARBURETOR, APRX 1 PINT DRAINED FROM THE RIGHT TANK & APRX 1/2 PINT DRAINED FROM THE LEFT TANK. THE FUEL CAP O-RINGS WERE FOUND WORN & WOULD ALLOW WATER TO SEEP THRU. ALSO, WRINKLES RISING APRX 3/8 INCH WERE FOUND IN THE BOTTOMS OF THE FUEL TANK BLADDERS.

Brief of Accident (Continued)

File No. - 811

5/09/83

MARYSVILLE,CA

A/C Reg. No. N21579

Time (Lc1) - 0915 PDT

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

Finding(s)

1. FUEL SYSTEM,TANK - INADEQUATE
2. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN - MANUFACTURER
3. FUEL SYSTEM,CAP - WORN
4. FLUID,FUEL - WATER

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 - DIRT BANK

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 833 5/12/83 CHICO, CA A/C Reg. No. N8674S Time (Lcl) - 1745 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 |

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

Crew
Pass

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - 15000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

RANCHAERO
Runway Ident - 33
Runway Lth/Wid - 2280/ 30
Runway Surface - UNK/NR
Runway Status - UNK/NR

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

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

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

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

| | | | |
|-------------|------|---------------|----------|
| Total | - 42 | Last 24 Hrs | - UNK/NR |
| Make/Model- | 42 | Last 30 Days- | UNK/NR |
| Instrument- | 0 | Last 90 Days- | 10 |

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS PRACTICING TAKEOFFS & LANDING ON A 2280 FT RWY IN CALM WIND CONDITIONS. HE REPORTED THAT WHILE ON A FINAL APCH TO LAND, THE ACFT WAS HIGH & WAS APRX 10 MPH TOO FAST. BEFORE TOUCHING DOWN & WITH OVER HALF OF THE RWY BEHIND, THE STUDENT ELECTED TO GO-AROUND, HE REPORTED THAT HE PUSHED THE THROTTLE IN TO OBTAIN FULL POWER, INCREASED THE ANGLE OF ATTACK & ATTEMPTED TO TURN OFF THE CARBURETOR HEAT. SUBSEQUENTLY, THE ACFT STALLED WHILE IT WAS APRX 20 ABOVE TREES. IT CAME TO REST IN A STEEP NOSE DOWN ATTITUDE WHILE STILL PARTIALLY SUSPENDED BY THE LIMBS OF AN ALMOND TREE. THE UNINJURED PLT OPENED THE DOOR, JUMPED TO THE GROUND & WALKED AWAY. THE CARBURETOR HEAT WAS FOUND IN THE FULL "ON" POSITION.

Brief of Accident (Continued)

File No. - 833

5/12/83

CHICO, CA

A/C Reg. No. N8674S

Time (Lc1) - 1745 PDT

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

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. GO-AROUND - DELAYED - PILOT IN COMMAND
4. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 820 5/15/83 SAN RAFAEL, CA A/C Reg. No. N8512M Time (Lc1) - 1930 PDT

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

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

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

| | | |
|-------------------------------------|--------------------------------------|----------------------------------|
| Make/Model - BEECH 35P | Eng Make/Model - CONTINENTAL IO-470N | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 3125 | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 4 | Rated Power - 260 HP | |

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

| | | |
|-------------------------------------|----------------------------------|---------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | ON AIRPORT |
| Method - N/A | TULARE, CA | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | SAME AS ACC/INC | SMITH RANCH |
| Wind Dir/Speed- VARIABLE/015 KTS | ATC/Airspace | Runway Ident - 22 |
| Visibility - 30.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 2140/ 50 |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - ASPHALT |
| Lowest Ceiling - NONE | Type Apch/Lndg - TRAFFIC PATTERN | Runway Status - DRY |
| Obstructions to Vision- NONE | FULL STOP | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 56 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL,FLT ENG | Current - YES | Total - 909 |
| SE LAND | Months Since - 6 | Last 24 Hrs - 3 |
| | Aircraft Type - UNK/NR | Make/Model- 12 |
| | | Last 30 Days- 3 |
| | | Instrument- 155 |
| | | Last 90 Days- 9 |
| | | Multi-Eng - 12 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING HIS FINAL APCH TO LAND, HE OBSERVED AN INDIVIDUAL ON A SMALL LAWN-TYPE TRACTOR, WELL CLEAR ON THE LEFT SIDE OF THE RWY. JUST AFTER TOUCHDOWN, AS HE WAS LOWERING THE NOSE, HE OBSERVED THE TRACTOR PASS UNDER THE LEFT WING OF THE ACFT. HE REPORTED THAT HE FELT NO IMPACT, BUT AFTER TURNING OFF THE RWY, HE NOTED THE LEADING EDGE OF THE WING WAS DENTED. HE NOTIFIED THE ARPT MANAGER, WHO INSPECTED THE RWY. THE TRACTOR OPERATOR WAS FOUND LYING ON THE LEFT SIDE OF THE RWY WITH SERIOUS HEAD INJURIES & WAS TRANSPORTED TO THE HOSPITAL.

Brief of Accident (Continued)

File No. - 820

5/15/83

SAN RAFAEL, CA

A/C Reg. No. N8512M

Time (Lc1) - 1930 PDT

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

Finding(s)

1. OBJECT - OTHER PERSON
2. JUDGEMENT - POOR - GROUND PERSONNEL

-----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. - 823 5/18/83 SHAFTER, CA A/C Reg. No. NONE Time (Lcl) - 1950 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -PART 103
Accident Occurred During -LANDING

Aircraft Damage

MINOR

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

1

0

Minor

0

0

None

0

0

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

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

Eng Make/Model - YAMAHA 100 CC
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 15 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- 320/007 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - UNK/NR THIN BKN

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

ON AIRPORT

Airport Data

SHAFTER

Runway Ident - 34

Runway Lth/Wid - 2980/ 100

Runway Surface - CONCRETE

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

NONE

Age - 41

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 50

Make/Model- 40

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE VEHICLE INVOLVED IN THIS MISHAP WAS A WIZARD W-1 ULTRALIGHT WHICH WAS ASSEMBLED FROM A KIT SUPPLIED BY THE MANUFACTURER, US, INC. IT WAS DESIGNED TO BE CONTROLLER BY "WEIGHT SHIFTS" OF THE PLT, AND FEATURED A GROUND ADJUSTABLE FIXED HORIZONTAL STABILIZER & A MOVABLE OPERATOR HARNESS ATTACH POINT FOR TRIM ADJUSTMENT. THE PLT/OPERATOR HAD MADE "CROW HOPS" FOR APRX 15 MIN TO ADJUST THE VEHICLE TRIM PRIOR TO TAKING OFF & PERFORMING HIGHER FLT. AFTER A NORMAL TAKEOFF RUN & DURING THE INITIAL CLIMB, THE ENG LOST POWER AT APRX 50 FT. ACCORDING TO THE OPERATOR, THE TRIM WAS STILL NOT CORRECT & THE VEHICLE STALLED, THEN ENTERED A DESCENT & CONTACTED THE GROUND IN A HARD LANDING. DURING TOUCHDOWN, THE LEFT WHEEL ASSEMBLY COLLAPSED. THE OPERATOR, SUSPENDED FROM A TURBULAR FRAME BY A WIRE & HARNESS ONLY, CONTACTED THE GROUND & RECEIVED BACK & NECK INJURIES. THE OPERATOR STATED THE ENG STOPPED FOR NO APPARENT REASON. HE WAS A LOCAL DISTRIBUTOR FOR WIZARD ULTRALIGHTS & HAD ACCUMULATED 40 OF 50 HRS IN THE WIZARD W-1.

Brief of Accident (Continued)

File No. - 823

5/18/83

SHAFTER,CA

A/C Reg. No. NONE

Time (Lc1) - 1950 PDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 HARD LANDING
Phase of Operation LANDING

Occurrence #5 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
3. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 831 5/18/83 THERMAL,CA

A/C Reg. No. N4027L

Time (Lc1) - 1100 PDT

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

Type Operating Certificate-COMMERCIAL OPERATOR

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - HILLER UH-12E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2750
No. of Seats - 3

Eng Make/Model - LYCOMING V0540-C2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 305 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- 240/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UH-12E

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

| | | | |
|-------------|--------|---------------|--------|
| Total | - 8050 | Last 24 Hrs | - 3 |
| Make/Model- | 4800 | Last 30 Days- | UNK/NR |
| Instrument- | 120 | Last 90 Days- | 183 |
| Multi-Eng | - 1180 | Rotorcraft | - 5760 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE WAS APRX 1/3 OF THE WAY THRU A PROCEDURE TURN AT ABOUT 60 FT AGL, WHEN HE EXPERIENCED A PARTIAL POWER LOSS. HE COMPLETED THE TURN, LEVELED THE HELICOPTER & MOMENTARILY REGAINED COMPLETE POWER, THEN THE ENGINE QUIT OPERATING. AN AUTOROTATIVE LANDING TO A ROAD WAS STARTED, BUT THE PLT SAW A TRUCK APPROACHING, SO HE MANEUVERED BACK TOWARD THE FIELD THAT HE HAD BEEN SPRAYING. DURING THE LANDING FLARE, THE TAIL ROTOR STRUCK THE GROUND. SUBSEQUENTLY, THE PLT LOST CONTROL OF THE HELICOPTER & IT CAME TO REST ON ITS RIGHT SIDE. DURING AN INVESTIGATION, THE AUXILIARY FUEL PUMP HAD TO BE PRIMED BEFORE THE ENG WOULD START. REPORTEDLY, A FUEL INTERRUPTION TO THE PUMP COULD CAUSE IT TO LOSE ITS PRIME, & IF THIS OCCURRED DURING FLT, FUEL STARVATION WOULD OCCUR. THE PLT STATED THAT HE HAD MADE CYCLIC TURNS TO KEEP POSITIVE G'S ON THE ROTOR SYSTEM RATHER THAN CYCLIC & PEDAL TURNS. APRX GAL OF FUEL WAS REMAINING.

Brief of Accident (Continued)

File No. - 831

5/18/83

THERMAL, CA

A/C Reg. No. N4027L

Time (Lc1) - 1100 PDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
2. UNDETERMINED

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

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - VEHICLE
5. MANEUVER - PERFORMED - PILOT IN COMMAND

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

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

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

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. - 946 6/10/83 COVERDALE,CA

A/C Reg. No. N21830

Time (Lc1) - 1930 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

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

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - CESSNA A188B

Eng Make/Model - CONTINENTAL IO-520-D

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 4000

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 300 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 020/007 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

COVERDALE,GA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TURNER COUNTY

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - HIGH VEGETATION

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 42

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2450

Last 24 Hrs - 1

Make/Model- 1

Last 30 Days- UNK/NR

Instrument- 25

Last 90 Days- 51

Multi-Eng - 523

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AFTER THE 4TH PASS, HE HAD JUST COMPLETED A TURN OVER A WOODED AREA WHEN THE ENGINE POWER WENT TO IDLE RPM. HE WAS FORCED TO LAND IN THE TREES, ADJACENT TO THE FIELD THAT HE WAS SPRAYING. NO PREIMPACT, MECHANICAL FAILURE WAS FOUND. THE PLT REPORTED ONLY 1 HR OF PREVIOUS FLT EXPERIENCE IN THIS MAKE & MODEL.

Brief of Accident (Continued)

File No. - 946

6/10/83

COVERDALE, CA

A/C Reg. No. N21830

Time (Lc1) - 1930 EDT

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

Finding(s)
1. UNDETERMINED

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

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

Finding(s)
2. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 834 8/27/83 MCCLOUD, CA A/C Reg. No. NONE Time (Lcl) - 0830 PDT

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

| | | | | | |
|--|-------------------------|------|----------|---------|-------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage NONE | | Injuries | | |
| Type of Operation -PERSONAL | Fire | Crew | Fatal | Serious | Minor |
| Flight Conducted Under -PART 103 | NONE | Pass | 0 | 1 | 0 |
| Accident Occurred During -LANDING | | | 0 | 0 | 0 |

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

| | | |
|-------------------------------|--|-----------------------------------|
| Make/Model - BIRD BIRD | Eng Make/Model - CONTINENTAL 11 | 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 - 15 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 | Runway Ident - UNK/NR |
| Wind Dir/Speed- CALM | ATC/Airspace | Runway Lth/Wid - UNK/NR |
| Visibility - 30.0 SM | Type of Flight Plan - NONE | Runway Surface - UNK/NR |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Status - UNK/NR |
| Lowest Ceiling - NONE | Type Apch/Lndg - UNK/NR | |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|----------------------------------|
| Pilot-In-Command | Age - 29 | Medical Certificate - NO MEDICAL |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| NONE | Current - N/A | Total - 102 |
| | Months Since - N/A | Last 24 Hrs - UNK/NR |
| | Aircraft Type - N/A | Make/Model- 102 |
| | | Instrument- 0 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING ON RANCH LAND, THE UTRALIGHT VEHICLE TOUCHED DOWN WITHOUT INCIDENT. HOWEVER, DURING THE LANDING ROLL, THE PLT PUT BOTH FEET DOWN TO SLOW THE LANDING ROLL, & SUBSEQUENTLY, BROKE BOTH LEGS. HE STATED THAT HE HAD MISJUDGED THE AIRSPEED WHEN HE PUT HIS FEET DOWN TO STOP.

Brief of Accident (Continued)

File No. - 834

8/27/83

MCCLLOUD, CA

A/C Reg. No. NONE

Time (Lc1) - 0830 PDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 813 9/03/83 CLEARLAKE, CA A/C Reg. No. N252EZ Time (Lc1) - 2300 PDT

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

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

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

| | | | | | |
|--------------|------------------------|----------------|----------------------------|-------------------------|-----------|
| Make/Model | - PIPER PA-24-250 | Eng Make/Model | - LYCOMING O-540-A1A5 | ELT Installed/Activated | - YES/YES |
| Landing Gear | - TRICYCLE-RETRACTABLE | Number Engines | - 1 | Stall Warning System | - YES |
| Max Gross Wt | - 2800 | Engine Type | - RECIPROCATING-CARBURETOR | | |
| 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 | NUT TREE, CA | | |
| Completeness | - N/A | Destination | Airport Data | |
| Basic Weather | - VMC | SAME AS ACC/INC | PEARCE FIELD | |
| Wind Dir/Speed | - CALM | | Runway Ident | - 30 |
| Visibility | - 50.0 SM | ATC/Airspace | Runway Lth/Wid | - 2485/ 50 |
| Lowest Sky/Clouds | - CLEAR | Type of Flight Plan | Runway Surface | - ASPHALT |
| Lowest Ceiling | - NONE | Type of Clearance | Runway Status | - DRY |
| Obstructions to Vision | - NONE | Type Apch/Lndg | | |
| Precipitation | - NONE | | | |
| Condition of Light | - 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) | |
| PRIVATE | Current - YES | Total | - 319 |
| SE LAND | Months Since - 22 | Make/Model | - 66 |
| | Aircraft Type - PA-24 | Instrument | - 4 |
| | | Last 24 Hrs | - 2 |
| | | Last 30 Days | - UNK/NR |
| | | Last 90 Days | - 13 |

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PLT MADE AN APCH TO RWY 30 AT NIGHT IN CALM WIND CONDITIONS. HE REPORTED THAT ON FINAL APCH, HE ALLOWED THE AIRSPEED TO GET LOW & THE ACFT STALLED AND STRUCK THE GROUND APPROXIMATELY 300 FEET SHORT OF THE RWY. THE RWY WAS EQUIPPED WITH MEDIUM INTENSITY LIGHTS WHICH WERE OPERATING.

Brief of Accident (Continued)

File No. - 813

9/03/83

CLEARLAKE,CA

A/C Reg. No. N252EZ

Time (Lc1) - 2300 PDT

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

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 828

9/04/83

CALEXICO, CA

A/C Reg. No. N56283

Time (Lcl) - 1645 PDT

-----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 | 3 |
| Accident Occurred During | -LANDING | | | | |

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

Fire Crew
NONE Pass

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

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 180/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LAKE HAVASUE, AZ

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CALEXICO
Runway Ident - 26
Runway Lth/Wid - 4330/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 30

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

| | | | |
|-------------|-------|---------------|--------|
| Total | - 545 | Last 24 Hrs | - 2 |
| Make/Model- | 116 | Last 30 Days- | UNK/NR |
| Instrument- | 90 | Last 90 Days- | 62 |

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING TAKEOFF, THE ENG BEGAN TO MISS AT APRX 300 FT AGL & HE FELT A DEFINITE LOSS OF POWER. HE TRIED TO RAISE THE GEAR, BUT THE AIRSPEED WAS BELOW THE AUTOMATIC GEAR EXTENSION SPEED, SO THE GEAR DID NOT RETRACT. HE REPOSITIONED THE GEAR HANDLE TO THE DOWN POSITION & THE WARNING HORN, WHICH HAD SOUNDED, STOPPED. THE PLT WAS ABLE TO FLY THE ACFT OVER SOME WIRES, BUT COULD NOT GET THE ACFT TO MAINTAIN AIRSPEED. SUBSEQUENTLY, THE LANDING GEAR COLLAPSED DURING A LANDING IN A SOFT FARM FIELD. AN INVESTIGATION REVEALED THAT THERE WAS A FUEL LEAK AT A UNION JOINT IN THE LINE FROM THE LEFT WING. NO OTHER PREIMPACT MALFUNCTION OR FAILURE WAS EVIDENT. HOWEVER, THE GROSS WEIGHT WAS ESTIMATED TO HAVE BEEN APRX 87 LBS OVER THE MAX LIMIT. ALSO, THE DENSITY ALTITUDE WAS APRX 3500 FT (TEMP ABOUT 110 DEG).

Brief of Accident (Continued)

File No. - 828

9/04/83

CALEXICO, CA

A/C Reg. No. N56283

Time (Lcl) - 1645 PDT

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

Finding(s)

1. FUEL SYSTEM, LINE FITTING - LOOSE
2. FUEL SYSTEM, LINE FITTING - LEAK

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

Finding(s)

3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. AIRCRAFT PERFORMANCE - DETERIORATED

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

Finding(s)

7. LANDING GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 827 9/05/83 S. LAKE TAHOE, CA A/C Reg. No. N3584Q Time (Lcl) - 1130 PDT

-----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 | 1 | 0 | 0 |
| Accident Occurred During | -LANDING | NONE | Pass | 0 | 2 | 0 | 0 |

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

| | | | | | |
|--------------|------------------|----------------|----------------------------|-------------------------|--------------|
| Make/Model | - CESSNA 172 | Eng Make/Model | - LYCOMING O-320-E2D | ELT Installed/Activated | - YES-UNK/NR |
| Landing Gear | - TRICYCLE-FIXED | Number Engines | - 1 | Stall Warning System | - YES |
| Max Gross Wt | - 2300 | Engine Type | - RECIPROCATING-CARBURETOR | | |
| No. of Seats | - 4 | Rated Power | - 160 HP | | |

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

| | | |
|---|--|--|
| <p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 350/005 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p> | <p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">NAPA, CA</p> <p>Destination</p> <p style="padding-left: 20px;">S. LAKE TAHOE, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> | <p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">SOUTH LAKE TAHOE</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 8544/ 150</p> <p>Runway Surface - MACADAM</p> <p>Runway Status - DRY</p> |
|---|--|--|

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

| | | |
|---|---|---|
| <p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p> | <p>Age - 31</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 13</p> <p style="padding-left: 20px;">Aircraft Type - 172</p> | <p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <p style="padding-left: 40px;">Total - 103</p> <p style="padding-left: 40px;">Make/Model- 44</p> <p style="padding-left: 40px;">Instrument- 2</p> <p style="padding-left: 40px;">Last 24 Hrs - 3</p> <p style="padding-left: 40px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 40px;">Last 90 Days- 24</p> |
|---|---|---|

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO TOWER PERSONNEL, THE PLT LANDED APRX 2000 FT DOWN THE RWY, THEN INITIATED A GO-AROUND. AS THE ACFT WAS CLIMBING, THE NOSE WAS IN A HIGHER THAN NORMAL ATTITUDE, THE AIRSPEED WAS SLOW, AND THE ACFT DRIFTED TO THE RIGHT. SUBSEQUENTLY, IT IMPACTED WITH TREES APRX 1/2 MILE FROM THE RUNWAY.

Brief of Accident (Continued)

File No. - 827

9/05/83

S. LAKE TAHOE, CA

A/C Reg. No. N35840

Time (Lcl) - 1130 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 3. GO-AROUND - INITIATED - PILOT IN COMMAND
 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 5. OBJECT - TREE(S)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 826 9/19/83 OCEANSIDE, CA A/C Reg. No. N62221 Time (Lcl) - 0745 PDT

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

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

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

| | | | | | | |
|--------------|------------------|----------------|----------------------------|-------------------------|------|------|
| Make/Model | - BELL 47G | Eng Make/Model | - FRANKLIN D-335 | ELT Installed/Activated | - NO | -N/A |
| Landing Gear | - TRICYCLE-FIXED | Number Engines | - 1 | Stall Warning System | - NO | |
| Max Gross Wt | - 2350 | Engine Type | - RECIPROCATING-CARBURETOR | | | |
| No. of Seats | - 2 | Rated Power | - 210 HP | | | |

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

| | | | | | |
|------------------------|-------------------------|----------------------|----------|-------------------|-------|
| Weather Data | | Itinerary | | Airport Proximity | |
| Wx Briefing | - NO RECORD OF BRIEFING | Last Departure Point | | OFF AIRPORT/STRIP | |
| Method | - N/A | OCEANSIDE, CA | | | |
| 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 | - UNK/NR | | |
| 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) | |
| COMMERCIAL | Current - YES | Total - 20000 | Last 24 Hrs - UNK/NR |
| SE LAND | Months Since - 8 | Make/Model - 3000 | Last 30 Days - 100 |
| HELICOPTER | Aircraft Type - 206 | Instrument - UNK/NR | Last 90 Days - 300 |
| | | Multi-Eng - UNK/NR | Rotorcraft - 8000 |

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE ENG LOST POWER AT AN ALT OF APRX 400 FT AGL. AN AUTOROTATIVE LANDING WAS MADE ON UNEVEN TERRAIN BESIDE A STREAM WITH WEEDS APRX 3 FT HIGH. DURING TOUCHDOWN, THE MAIN ROTOR STRUCK THE TAIL BOOM. AN INSPECTION OF THE ENGINE REVEALED NO MALFUNCTION. THE PLT STATED THAT HE SUSPECTED FUEL STARVATION, IN THAT HE DID NOT HAVE THE FUEL SELECTOR VALVE IN THE PROPER POSITION AT TAKEOFF TIME.

Brief of Accident (Continued)

File No. - 826

9/19/83

OCEANSIDE,CA

A/C Reg. No. N62221

Time (Lcl) - 0745 PDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - STARVATION
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

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

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
6. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

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

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. - 996 3/10/83 CORTEZ, CO A/C Reg. No. N8939H Time (Lcl) - 1300 MST

-----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 | -LANDING | | | | | |

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

| | | | | | |
|--------------|-----------------------|----------------|----------------------------|-------------------------|-----------|
| Make/Model | - GULFSTREAM G-164A | Eng Make/Model | - P & W R-1340 | ELT Installed/Activated | - NO -N/A |
| Landing Gear | - TAILWHEEL-ALL FIXED | Number Engines | - 1 | Stall Warning System | - UNK/NR |
| Max Gross Wt | - 6075 | Engine Type | - RECIPROCATING-CARBURETOR | | |
| No. of Seats | - 1 | Rated Power | - 1340 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 | SAME AS ACC/INC | Runway Ident |
| Wind Dir/Speed | | - N/A |
| Visibility | ATC/Airspace | Runway Lth/Wid |
| - 50.0 SM | Type of Flight Plan | - N/A |
| Lowest Sky/Clouds | - NONE | Runway Surface |
| - UNK/NR | Type of Clearance | - N/A |
| Lowest Ceiling | - NONE | Runway Status |
| - 20000 FT BROKEN | Type Apch/Lndg | - N/A |
| Obstructions to Vision | - NONE | |
| - 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 | - 5000 |
| SE LAND | - UNK/NR | Last 24 Hrs - UNK/NR |
| | Months Since | - 2500 |
| | - UNK/NR | Last 30 Days - UNK/NR |
| | Aircraft Type | - UNK/NR |
| | - UNK/NR | Last 90 Days - UNK/NR |
| | | Rotorcraft - UNK/NR |
| | | |
| | | |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING LANDING. ACCORDING TO THE PILOT THE LEFT BRAKE WAS LOCKED AT TOUCHDOWN. TO COMPENSATE THE PILOT APPLIED THE RIGHT BRAKE. THE RAPID STOPPING OF THE ACFT CAUSED IT TO NOSE OVER. THE BRAKING SYSTEM WAS INSPECTED AND NO REASON COULD BE FOUND FOR THE INADVERTANT LOCKING OF THE BRAKE SYSTEM.

Brief of Accident (Continued)

File No. - 996

3/10/83

CORTEZ, CO

A/C Reg. No. N8939H

Time (Lc1) - 1300 MST

Occurrence

NOSE OVER

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - LOCKED
 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. - 856 3/12/83 BENNETT,CO A/C Reg. No. N23104 Time (Lcl) - 1240 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

1

0

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model - HOMEBUILT ROTORCRAFT Z6
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - MCCULLOCH 2 CYCLE

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 72 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BENNETT,CO

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

NONE

Age - 30

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE HOMEBUILT GYROCOPTER CRASHED ON LEVEL TERRAIN AFTER RUDDER AND ROTOR BLADE SEPARATION IN FLT. THE RUDDER WAS FOUND ABOUT 100 YARDS FROM THE MAIN WRECKAGE. IT HAD BEEN STRUCK BY ONE OF THE ROTOR BLADES AND HAD SEPARATED IN FLT. THE SEPARATED ROTOR BLADE LANDED WITH THE MAIN WRECKAGE. THE PILOT HAD NO RECORD OF PREVIOUS FLIGHT IN THIS GYROCOPTER OR ANY OTHER ACFT AND DID NOT POSSESS A PILOT CERTIFICATE. THE PILOT'S SEAT BELT WAS NOT BUCKLED AT IMPACT AND HE WAS FATALLY INJURED WHEN THROWN CLEAR OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 856

3/12/83

BENNETT,CO

A/C Reg. No. N23104

Time (Lc1) - 1240 MST

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

Finding(s)

1. ROTOR SYSTEM,MAIN ROTOR BLADE - SEPARATION
 2. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
 4. FLIGHT CONTROL,RUDDER - SEPARATION
 5. PERFORMANCE DATA - NOT UNDERSTOOD - 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) 2,3,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 992 3/30/83 CRAIG,CO A/C Reg. No. N5770F Time (Lcl) - 0900 MST

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

| | | | | | | |
|--|-----------------|-------|-------|---|---------|---|
| Type Operating Certificate-AIR CARRIER | Aircraft Damage | | | | | |
| ON-DEMAND AIR TAXI | NONE | | Fatal | 0 | Serious | 0 |
| Type of Operation -OTHER WORK USE | Fire | Crew | 0 | 0 | Minor | 0 |
| Flight Conducted Under -14 CFR 133 | NONE | Pass | 0 | 0 | 0 | 1 |
| Accident Occurred During -TAKEOFF | | Other | 0 | 1 | 0 | 0 |

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

| | | |
|-----------------------------------|-------------------------------------|----------------------------------|
| Make/Model - AEROSPATIALE SA 315B | Eng Make/Model - TURBOMECA ARTOUSTE | ELT Installed/Activated - YES/NO |
| Landing Gear - SKI | Number Engines - 1 | Stall Warning System - NO |
| Max Gross Wt - 4900 | 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 | 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 | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 100.0 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 - 35 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL | Current - NO | Total - 5120 |
| SE LAND | Months Since - UNK/NR | Last 24 Hrs - 8 |
| HELICOPTER | Aircraft Type - UNK/NR | Make/Model- UNK/NR |
| | | Instrument- UNK/NR |
| | | Multi-Eng - UNK/NR |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 178 |
| | | Rotorcraft - 5000 |

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS BEING USED IN A LONG LINE DEMONSTRATION WHEN THE CABLE CONTACTED A MAN ON THE GROUND AND INJURED HIM. ACCORDING TO THE PILOT, AFTER THE ACFT WAS LANDED AT THE STAGING AREA, THE FIELD WAS BRIEFED ON HELICOPTER OPERATIONS FOR APRX 45 MIN. WHEN THE HELICOPTER TOOK OFF SEVERAL DISTRACTIONS CAUSED THE GROUND CREWMEN TO FORGET TO DISCONNECT THE LONG LINE. NO ONE NOTICED THE LINE DRAGGING ON THE GROUND UNTIL IT HIT THE MAN. THE GROUND CREW HAD TURNED AWAY FROM THE STAGING AREA TO WALK TO THE PARKING LOT WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 992

3/30/83

CRAIG,CO

A/C Reg. No. N5770F

Time (Lcl) - 0900 MST

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

Finding(s)

1. OBJECT - OTHER PERSON
 2. MISCELLANEOUS EQUIPMENT - NOT CORRECTED - GROUND PERSONNEL
 3. CHECKLIST - INADEQUATE - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 995 4/06/83 HAYDEN, CO A/C Reg. No. N2971Y Time (Lcl) - 1115 MST

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

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

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

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

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

| | | | |
|------------------------|-------------------------|----------------------|-------------------|
| Weather Data | | Itinerary | Airport Proximity |
| Wx Briefing | - NO RECORD OF BRIEFING | Last Departure Point | ON AIRPORT |
| Method | - N/A | SAME AS ACC/INC | |
| Completeness | - N/A | Destination | Airport Data |
| Basic Weather | - VMC | FORT COLLINS, CO | YAMPA VALLEY |
| Wind Dir/Speed | - CALM | | Runway Ident |
| Visibility | - 15.0 SM | ATC/Airspace | - 28 |
| Lowest Sky/Clouds | - UNK/NR | Type of Flight Plan | - 6999/ 100 |
| Lowest Ceiling | - NONE | Type of Clearance | - ASPHALT |
| Obstructions to Vision | - NONE | Type Apch/Lndg | - SNOW - CRUSTED |
| Precipitation | - NONE | | |
| Condition of Light | - DAYLIGHT | | |

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

| | | | |
|--------------------------|------------------------|---------------------|-------------------------------|
| Pilot-In-Command | Age - 28 | Medical Certificate | - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| PRIVATE | Current - YES | Total - 238 | Last 24 Hrs - UNK/NR |
| SE LAND | Months Since - 10 | Make/Model - 227 | Last 30 Days - UNK/NR |
| | Aircraft Type - 182H | Instrument - 0 | Last 90 Days - 3 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A POWERLINE AND CRASHED AFTER THE ENGINE LOST POWER ON TAKEOFF. ACCORDING TO WITNESSES THE ACFT MADE A NORMAL TAKEOFF BUT DURING CLIMBOUT THE ENGINE BACKFIRED AND DARK SMOKE CAME OUT. THE ACFT TURNED LEFT THEN STEEPLY RIGHT BEFORE HITTING THE POWER LINE. THIS ACFT WAS FLOWN 3 TIMES IN 1982 AND TWICE PRIOR TO THE DAY OF THE ACC IN 1983. THE LAST TIME THE ACFT WAS REFUELED WAS IN SEPT, 1982. THE ACFT WAS PARKED OUTDOORS. THE GAS CAP IN THE WING SHOWED AREAS OF RUST AND CORROSION PREVENTING A TIGHT SEAL. MOISTURE COULD LEAK INTO THE FUEL TANK FROM RAIN AND MELTING SNOW. ON 4/11/83 THE LEFT WING FUEL TANK WAS EXAMINED BY CUTTING INTO IT. THE BLADDER WAS SEVERELY WRINKLED ON THE BOTTOM. THE WRINKLING PRODUCED POCKETS LARGE ENOUGH TO TRAP ABOUT 1 GALLON OF WATER. THIS WATER WOULD NOT REACH THE DRAIN SUMP WITH THE ACFT IN A LEVEL PARKED POSITION. THE NTSB HAS MADE RECOMMENDATIONS TO FAA CONCERNING WATER IN FUEL AND EVALUATION OF BLADDER TYPE FUEL TANKS.

Brief of Accident (Continued)

File No. - 995

4/06/83

HAYDEN, CO

A/C Reg. No. N2971Y

Time (Lc1) - 1115 MST

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

Finding(s)

1. FLUID, FUEL - WATER
 2. AIRCRAFT SERVICE - INADEQUATE - PILOT IN COMMAND
 3. FUEL SYSTEM, TANK - IMPROPER
 4. FUEL SYSTEM, CAP - LEAK
-

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

Finding(s)

5. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 881 4/23/83 LEADVILLE,CO A/C Reg. No. N4609J Time (Lcl) - 1100 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

| | Fatal | Serious | Minor | None |
|------|-------|---------|-------|------|
| Crew | 0 | 0 | 0 | 2 |
| Pass | 0 | 0 | 0 | 1 |

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/003 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LEADVILLE,CO
Destination
PUEBLO,CO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND,ME LAND

Age - 37

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

| | | | |
|-------------|--------|---------------|--------|
| Total | - 4975 | Last 24 Hrs | - 4 |
| Make/Model- | 1000 | Last 30 Days- | UNK/NR |
| Instrument- | 290 | Last 90 Days- | 91 |
| Multi-Eng | - 494 | | |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH SNOW COVERED RISING TERRAIN WHEN FLT WAS ATTEMPTED THROUGH A CANYON PASS. THE PLT SAID HE COULD SEE THAT THE TERRAIN COULD NOT BE CLEARED SO HE WAS TRYING TO TURN AROUND TO FLY OUT. THE ACFT STALLED IN THE TURN AND MUSHED INTO THE SNOW. THE PLT HAD LOWERED 10 DEGREES OF FLAPS AND REPORTED THAT THE STALL WARNING WAS GOING. THE PLT SAID HE SOULD HAVE CIRCLED LONGER OR CARRIED ONE LESS PERSON OR LESS FUEL. THE DENSITY ALT WAS COMPUTED AS 14,012 FT.

Brief of Accident (Continued)

File No. - 881

4/23/83

LEADVILLE, CO

A/C Reg. No. N4609J

Time (Lc1) - 1100 MST

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. TERRAIN CONDITION - HIGH TERRAIN
 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 865 6/04/83 ELDORADO SPRGS.,CO A/C Reg. No. N9025N Time (Lcl) - 1345 MDT

-----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 1 | 0 | 0 | 0 |
| Accident Occurred During | -MANEUVERING | | Pass 0 | 0 | 0 | 0 |

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

| | | | | | |
|--------------|-------------------------------|----------------|-------|-------------------------|-----------|
| Make/Model | - LINK-JOHNSON-CHESSMAN HP-16 | Eng Make/Model | - N/A | ELT Installed/Activated | - NO -N/A |
| Landing Gear | - BODY GEAR | Number Engines | - N/A | Stall Warning System | - NO |
| Max Gross Wt | - 750 | Engine Type | - N/A | | |
| No. of Seats | - 1 | 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- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - UNK/NR THIN OVC</p> <p>Lowest Ceiling - 3000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p> | <p>Itinerary</p> <p>Last Departure Point BOULDER,CO</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</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p> |
|--|---|--|

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

| | | |
|---|---|--|
| <p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p> <p>GLIDER</p> | <p>Age - 28</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - 7</p> <p>Aircraft Type - UNK/NR</p> | <p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 203</p> <p>Make/Model- 40</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 11</p> <p>Last 90 Days- 23</p> |
|---|---|--|

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE GLIDER CRASHED INTO A MOUNTAIN WHILE MANEUVERING DURING VMC WEATHER. THE PILOT WAS FATALY INJURED. THE GLIDER IMPACTED THE FACE OF BEAR PEAK MOUNTAIN NEAR THE 7900 FT. LEVEL. THE FUSELAGE WAS CRUSHED THE WINGS SEPARATED AND THE PILOT, WHO HAD UNDONE HIS RESTRAINT SYSTEM, WAS THROWN FROM THE ACFT AND WAS LOCATED ABOUT 100 FT DOWN THE MOUNTAIN FACE. THE ACCIDENT WAS NOT SURVIVABLE DUE TO IMPACT FORCES.

Brief of Accident (Continued)

File No. - 865

6/04/83

ELDORADO SPRGS., CO

A/C Reg. No. N9025N

Time (Lc1) - 1345 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. UNDETERMINED

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 866 6/24/83 GRANBY, CO A/C Reg. No. N3133L Time (Lcl) - 1300 MDT

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

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

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

| | | | | | |
|--------------|------------------------|----------------|----------------------------|-------------------------|-----------|
| Make/Model | - EIPPER FORMANCE MX-2 | Eng Make/Model | - CUYUNA 2F430 | ELT Installed/Activated | - NO -N/A |
| Landing Gear | - TRICYCLE-FIXED | Number Engines | - 1 | Stall Warning System | - NO |
| Max Gross Wt | - UNK/NR | Engine Type | - RECIPROCATING-CARBURETOR | | |
| No. of Seats | - 2 | Rated Power | - 32 HP | | |

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

| | | | |
|------------------------|-------------------------|----------------------|-------------------|
| Weather Data | | Itinerary | Airport Proximity |
| Wx Briefing | - NO RECORD OF BRIEFING | Last Departure Point | UNK/NR |
| Method | - N/A | GRANBY, CO | |
| Completeness | - N/A | Destination | Airport Data |
| Basic Weather | - VMC | GRANBY, CO | Runway Ident |
| Wind Dir/Speed | - 290/003 KTS | | - UNK/NR |
| Visibility | - UNK/NR | ATC/Airspace | Runway Lth/Wid |
| Lowest Sky/Clouds | - UNK/NR | Type of Flight Plan | - UNK/NR |
| Lowest Ceiling | - 15000 FT BROKEN | Type of Clearance | - UNK/NR |
| Obstructions to Vision | - NONE | Type Apch/Lndg | - UNK/NR |
| Precipitation | - NONE | | |
| Condition of Light | - DAYLIGHT | | |

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

| | | | |
|--------------------------|------------------------|---------------------|----------------------------------|
| Pilot-In-Command | Age - 28 | Medical Certificate | - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| COMMERCIAL | Current - UNK/NR | Total - 435 | Last 24 Hrs - UNK/NR |
| SE LAND | Months Since - 1 | Make/Model - 87 | Last 30 Days - UNK/NR |
| | Aircraft Type - UNK/NR | Instrument - 51 | Last 90 Days - UNK/NR |
| | | Multi-Eng - UNK/NR | Rotorcraft - UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ULTRALIGHT NOSED DOWN DURING AN EMERGENCY LANDING AFTER THE ENGINE LOST POWER AT ABOUT 100' AGL AFTER TAKEOFF. THE PILOT ATTEMPTED A LANDING ON THE REMAINING RWY AFTER THE POWER LOSS, BUT THE ACFT COULD NOT BE FLARED AND ENDED UP ON THE RWY PARTIALLY INVERTED. THE REAR SPARK PLUG OF THE ENGINE WAS FOUND TO HAVE SMALL PARTICLES OF CARBON BETWEEN THE ELECTRODE AND FIRING POINT MAKING THE SPARK PLUG INOPERATIVE. THE SPARK PLUG WAS A CHAMPION TYPE N3C USED ON TWO-CYCLE GAS ENGINES.

Brief of Accident (Continued)

File No. - 866

6/24/83

GRANBY, CO

A/C Reg. No. N3133L

Time (Lc1) - 1300 MDT

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

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - CONTAMINATION
 2. IGNITION SYSTEM, SPARK PLUG - INCORRECT
-

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

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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 840 7/18/83 SALIDA,CO A/C Reg. No. N37ER Time (Lc1) - 1715 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 | 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/NO |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2220 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 160 HP | |

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

| | | |
|--|---------------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | BUENA VISTA,CO | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | ENGLEWOOD,CO | Runway Ident - N/A |
| Wind Dir/Speed- 140/020 KTS | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 20.0 SM | Type of Flight Plan - NONE | Runway Surface - N/A |
| Lowest Sky/Clouds - 14200 FT SCATTERED | Type of Clearance - NONE | Runway Status - N/A |
| Lowest Ceiling - NONE | Type Apch/Lndg - FORCED LANDING | |
| Obstructions to Vision- NONE | | |
| Precipitation - RAIN | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|-------------------------------|------------------------|---|
| Pilot-In-Command | Age - 53 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| ATP | Current - YES | Total - 3481 |
| SE LAND,ME LAND,SE SEA,ME SEA | Months Since - UNK/NR | Last 24 Hrs - 3 |
| GLIDER | Aircraft Type - UNK/NR | Make/Model- 331 |
| | | Instrument- 279 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 129 |
| | | Multi-Eng - 1389 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, HE CROSSED RUBY MOUNTAIN AT 9900 FT MCL. AFTER CROSSING, HE REPORTEDLY ENCOUNTERED LIGHT RAIN & 500 FT/MIN DOWNDRAFTS. HE STATED THAT HE FLEW INTO ROTOR WINDS & HAD DIFFICULTLY KEEPING THE WINGS LEVEL. REPORTEDLY, THERE WAS INSUFFICIENT ALTITUDE TO REVERSE COURSE, SO HE SELECTED THE ONLY AVAILABLE PLACE TO LAND, A SLOPING, ROCKY MEADOW. DURING THE LANDING ROLL, THE NOSEWHEEL HIT A ROCK & THE ACFT WENT OVER ON ITS TOP. THE PLT STRONGLY EMPHASIZED THAT THE USE OF SHOULDER HARNESSES PREVENTED HIM & THE PASSENGER (HIS WIFE) FROM RECEIVING INJURIES. AT ABOUT THE SAME TIME, ANOTHER PLT WAS GIVING INSTRUCTIONS ON MOUNTAIN FLYING IN A CESSNA 172. HE WAS FLYING APRX 15 MI SOUTH OF THE ACCIDENT SITE. ACCORDING TO HIM, THE AIR WAS VERY UNSTABLE & THERE WERE THUNDERSTORMS IN THE AREA. HE REPORTED THAT HIS CLIMB RATE NEVER EXCEEDED 100 FT/MIN, EXCEPT IN UPDRAFTS ON THE WINDWARD SIDE OF THE RIDGES. THE ELEVATION OF THE CRASH SITE WAS APRX 8200 FT.

Brief of Accident (Continued)

File No. - 840

7/18/83

SALIDA,CO

A/C Reg. No. N37ER

Time (Lcl) - 1715 MDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - MOUNTAIN WAVE
 4. WEATHER CONDITION - RAIN
 5. WEATHER CONDITION - DOWNDRAFT
 6. WEATHER CONDITION - HIGH DENSITY ALTITUDE
-

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 8. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 965 5/20/83 OLD LYME, CT

A/C Reg. No. N231HT

Time (Lcl) - 1420 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - MOONEY M-20K
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360-GB
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 220/014 KTS
Visibility - 1.500 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 700 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MATTITUCK, NY
Destination
LEBANON, NH

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - UNK/NR

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

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

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

Age - 53
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - M-20K

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

| Flight Time (Hours) | |
|---------------------|----------|
| Total | - 3900 |
| Make/Model | - UNK/NR |
| Instrument | - UNK/NR |
| Multi-Eng | - UNK/NR |
| Last 24 Hrs | - UNK/NR |
| Last 30 Days | - UNK/NR |
| Last 90 Days | - UNK/NR |
| Rotorcraft | - UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND IN IMC AFTER THE PLT REPORTED HE LOST HIS VACUUM INSTRUMENTS. THE FLT ORIGINATED AT MATTITUCK, NY WITH A DESTINATION OF LEBANON, NH. AFTER DEPARTURE THE PLT WAS CLEARED TO CLIMB TO 7000 FT. THE INSTRUMENT RATED PILOT WAS ON AN IFR FLT PLAN. ABOUT 8 MINUTES AFTER DEPARTURE THE PILOT RADIOED THAT HE HAD EXPERIENCED A LOSS OF VACUUM AND HIS ARTIFICIAL HORIZON WAS INOPERATIVE. HE ALSO STATED HE HAD NO AUTOPILOT AND REQUESTED RADAR VECTURING. HE WAS GIVEN A HEADING OF 050 FOR RADAR VECTURING TO NORWICH VOR. ABOUT 2 MINUTES LATER THE PILOT RADIOED HE WAS "IN TROUBLE AND IN A DIVE." ONE MIN LATER HE RADIOED "ONE THOUSAND FT I AM IN DEEP TROUBLE HERE." THIS WAS THE LAST RADIO CALL FROM THE PLT. WITNESSES IN THE AREA HEARD & SAW THE ACFT COME OUT OF THE CLOUDS AT 200-300 FT & THEN CLIMB BACK INTO THE FOG BANK. SHORTLY THEREAFTER, A "WHISTLING DIVE" WAS HEARD FOLLOWED BY THE SOUND OF A CRASH. THE WX IN THAT AREA WAS DESCRIBED AS FOG, LIGHT RAIN, & OVERCAST. EXAM OF THE ACFT WRECKAGE REVEALED THAT THE VACUUM PUMP FAILED.

Brief of Accident (Continued)

File No. - 965

5/20/83

OLD LYME,CT

A/C Reg. No. N231HT

Time (Lcl) - 1420 EDT

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

Finding(s)

1. VACUUM SYSTEM - FAILURE,TOTAL
 2. FLIGHT/NAV INSTRUMENTS,ATTITUDE GYRO - FAILURE,TOTAL
 3. FLIGHT/NAV INSTRUMENTS,DIRECTIONAL GYRO - FAILURE,TOTAL
-

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

Finding(s)

4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 940 7/01/83 REDDING, CT A/C Reg. No. N62511 Time (Lcl) - 1500 EDT

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

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

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

| | | |
|-------------------------------|--|----------------------------------|
| Make/Model - CESSNA 172P | Eng Make/Model - LYCOMING O-320-D2J | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - UNK/NR |
| Max Gross Wt - 2150 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 150 HP | |

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

| | | |
|-------------------------------------|---------------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | BLOCK ISLAND, RI | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | SPRING VALLEY, NY | Runway Ident - N/A |
| Wind Dir/Speed- 290/005 KTS | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 25.0 SM | Type of Flight Plan - NONE | Runway Surface - N/A |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Status - N/A |
| Lowest Ceiling - NONE | Type Apch/Lndg - FORCED LANDING | |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 67 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| ATP, CFI | Current - YES | Total - 22010 |
| SE LAND, ME LAND | Months Since - 12 | Make/Model- 122 |
| | Aircraft Type - UNK/NR | Instrument- 2700 |
| | | Multi-Eng - 20000 |
| | | Last 24 Hrs - UNK/NR |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 20 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT ORIGINATED AT RAMAPO, NY. DURING A PREFLIGHT CHECK, THE PLT NOTED THAT THE FUEL GAUGES INDICATED FULL. WHEN HE VISUALLY CHECKED THE FUEL TANKS, HE ESTIMATED THAT THE FUEL LEVEL IN EACH TANK WAS ABOUT 1 INCH FROM BEING FULL. THE FUEL CAPACITY OF THIS ACFT WAS 54 GAL, OF WHICH, 4 GAL WAS UNUSABLE. THE PLT ESTIMATED THAT HE HAD ENOUGH FUEL FOR THE PLANNED 3 HR FLT. APRX 30 MIN AFTER DEPARTING RAMAPO, HE MADE A PASSENGER STOP AT STORMVILLE, NY. AFTER ANOTHER 1 HR OF FLT, HE LANDED AT BLOCK ISLAND, RI. BEFORE DEPARTING BLOCK ISLAND, HE MADE A PREFLIGHT CHECK & NOTED THAT THE FUEL GAUGES INDICATED SLIGHTLY OVER 1/2 FULL. HOWEVER, HE DID NOT VISUALLY CHECK THE FUEL TANKS BEFORE STARTING THE 1.3 HR RETURN FLT. WHILE EN ROUTE TO SPRING VALLEY, NY, THE ENG LOST POWER AFTER AN ADDITIONAL 1 HR OF FLT. DURING A FORCED LANDING, THE ACFT STRUCK BRUSH & SAPLINGS. AFTER THE ORIGINAL DEPARTURE FROM RAMAPO, THE HOBBS METER SHOWED 2.5 HRS ELAPSED TIME. REPORTEDLY, NO FUEL WAS FOUND IN THE TANKS AFTER THE MISHAP.

Brief of Accident (Continued)

File No. - 940

7/01/83

REDDING,CT

A/C Reg. No. N62511

Time (Lc1) - 1500 EDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION

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

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

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. - 991 3/30/83 PALM BEACH, FL A/C Reg. No. N55AG Time (Lcl) - 2000 EST

-----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 182 RG | Eng Make/Model - LYCOMING O-540-J3C5D | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 3100 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 235 HP | |

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

| | | |
|-------------------------------------|---------------------------------|-------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | BOCA RATON, FL | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | FT. PIERCE, FL | WEST PALM BEACH |
| Wind Dir/Speed- CALM | 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 - NIGHT(DARK) | | |

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

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 50 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 300 |
| SE LAND | Months Since - 16 | Last 24 Hrs - 4 |
| | Aircraft Type - UNK/NR | Make/Model- 100 |
| | | Instrument- 20 |
| | | Multi-Eng - 10 |
| | | Last 30 Days- 4 |
| | | Last 90 Days- 15 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DITCHED IN THE ATLANTIC OCEAN 5 MILES EAST OF PALM BEACH FL AFTER AN ELECTRICAL FIRE AND ENGINE FAILURE. THE PILOT SAID HE DEPARTED BOCA RATON AT 1950 EST. A FEW MINUTES LATER HE EXPERIENCED AN ELECTRICAL FIRE AND ELECTRICAL FAILURE. ABOUT 2 MINUTES LATER THE ENGINE QUIT. HE TRIED A RESTART WHICH WAS UNSUCCESSFUL AND DITCHED THE ACFT IN THE OCEAN WATER WHERE HE WAS RESCUED BY A FISHING BOAT. THE ACFT SANK AND WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 991

3/30/83

PALM BEACH, FL

A/C Reg. No. N55AG

Time (Lc1) - 2000 EST

Occurrence #1 FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ELECTRICAL SYSTEM - FAILURE, TOTAL

Occurrence #2 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
2. MISCELLANEOUS - UNDETERMINED

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

Finding(s)
3. TERRAIN CONDITION - WATER, ROUGH

----Probable Cause----

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

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. - 801 4/01/83 ST. AUGUSTINE, FL A/C Reg. No. N2541J Time (Lcl) - 0800 EST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 1 | 0 | 0 |
| 0 | 0 | 0 | 0 |

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

Crew
Pass

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

Make/Model - CESSNA T188C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - CONTINENTAL TS10-520-2
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - UNK/NR

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ST. AUGUSTINE
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 10000 Last 24 Hrs - 6
Make/Model- 8000 Last 30 Days- 11
Instrument- 300 Last 90 Days- 30
Multi-Eng - 500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE HAD JUST COMPLETED EAST TO WEST SWATH RUNS & TURNED TOWARD THE SUN TO TRIM THE EAST SIDE OF THE FIELD. ALSO, HE REPORTED THAT HIS WINDSHIELD WAS COVERED WITH SPRAY MIST WHICH RESTRICTED HIS VISIBILITY. SUBSEQUENTLY, HE DID NOT SEE HOW CLOSE HE WAS TO A POWER LINE. THE RIGHT WING OF THE ACFT STRUCK THE POWER LINE & THE ACFT CRASHED.

Brief of Accident (Continued)

File No. - 801

4/01/83

ST. AUGUSTINE, FL

A/C Reg. No. N2541J

Time (Lc1) - 0800 EST

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

Finding(s)

1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
 2. LIGHT CONDITION - SUNGLARE
 3. OBJECT - WIRE, TRANSMISSION
 4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

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

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

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

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. - 972 6/27/83 JACKSONVILLE, FL A/C Reg. No. N2019L Time (Lcl) - 1530 EDT

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

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

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

| | | |
|--------------------------|--|-----------------------------------|
| Make/Model - LAKE LA-4 | Eng Make/Model - LYCOMING O-360-A1A | ELT Installed/Activated - YES/YES |
| Landing Gear - AMPHIBIAN | Number Engines - 1 | Stall Warning System - UNK/NR |
| Max Gross Wt - 2400 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 180 HP | |

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

| | | |
|---------------------------------------|----------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | 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- 120/010 KTS | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 7.0 SM | Type of Flight Plan - NONE | Runway Surface - N/A |
| Lowest Sky/Clouds - 3000 FT SCATTERED | Type of Clearance - NONE | Runway Status - N/A |
| Lowest Ceiling - 25000 FT BROKEN | Type Apch/Lndg - UNK/NR | |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 43 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL,CFI | Current - YES | Total - 2701 |
| SE LAND,ME LAND,SE SEA | Months Since - UNK/NR | Make/Model- 5 |
| | Aircraft Type - UNK/NR | Instrument- 485 |
| | | Multi-Eng - 723 |
| | | Last 24 Hrs - 5 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 141 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE AND LANDED GEAR UP ON FLOATS AFTER AN ENGINE FAILURE. THE PILOT WAS CRUISING AT 1000 FT MSL WHEN THE OIL PRESSURE DROPPED TO ZERO AND THE ENGINE SEIZED. THE ACFT COLLIDED WITH THE TOPS OF PINE TREES WHILE APPROACHING A NEARBY FIELD. EXAMINATION OF THE ENGINE INDICATED FAILURE OF THE NUMBER 4 CONNECTING ROD WITH EVIDENCE THAT THE NUT SECURING THE ROD HAD COME OFF.

Brief of Accident (Continued)

File No. - 972

6/27/83

JACKSONVILLE,FL

A/C Reg. No. N2019L

Time (Lc1) - 1530 EDT

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
 2. UNDETERMINED
-

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

Finding(s)

3. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - TREE(S)
-

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

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

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. - 824 10/24/83 ST AUGUSTINE, FL A/C Reg. No. N42RH Time (Lcl) - 1252 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

| | | | | | |
|--------------|---------------------------------|----------------|----------------------------|-------------------------|----------|
| Make/Model | - HIGHT SMARAGD CP-301-S | Eng Make/Model | - CONTINENTAL O-200-A | ELT Installed/Activated | - UNK/NR |
| Landing Gear | - TAILWHEEL FIXED-MAINS RETRACT | Number Engines | - 1 | Stall Warning System | - NO |
| Max Gross Wt | - 1575 | Engine Type | - RECIPROCATING-CARBURETOR | | |
| No. of Seats | - 2 | Rated Power | - 100 HP | | |

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

Weather Data

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

Itinerary

Last Departure Point
ST AUGUSTINE, FL
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 270/008 KTS
Visibility - 7.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - 8000 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

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

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

Pilot-In-Command

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

Age - 65

Biennial Flight Review

Current - YES
Months Since - 25
Aircraft Type - CP-301

Medical Certificate - EXPIRED

Flight Time (Hours)

| | | | |
|-------------|----------|---------------|----------|
| Total | - 708 | Last 24 Hrs | - 1 |
| Make/Model- | 148 | Last 30 Days- | 8 |
| Instrument- | UNK/NR | Last 90 Days- | 25 |
| Multi-Eng | - UNK/NR | Rotorcraft | - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER/BUILDER/PLT OF THE HOME BUILT ACFT & A PASSENGER (A FOREIGN VISITOR) WERE ON A LOCAL FLT ALONG A BEACH AREA. THE PURPOSE OF THE FLT WAS FOR THE VISITOR TO TAKE SOME VIDEO TAPE FOOTAGE WITH THE VIDEO CAMERA THAT HE TOOK ALONG. WITNESSES, INCLUDING A FRIEND OF THE VISITOR, SAW THE ACFT FLYING SLOW AT AN ALT OF APRX 100 FT AGL & 300 YARDS FROM THE BEACH. THEY REPORTED THAT THE ACFT WAS FLYING PARALLEL TO THE SHORE LINE WHEN IT PULLED UP IN WHAT APPEARED TO BE THE INITIATION OF A CLIMB. AT ABOUT THAT TIME, THE ACFT SUDDENLY FELL OFF ON THE RIGHT WING & ROLLED TO AN INVERTED, NOSE LOW ATTITUDE. REPORTEDLY, THE ACFT HAD ROLLED BACK TO A WINGS LEVEL ATTITUDE, AND WAS RECOVERING FROM A DIVE, WHEN IT IMPACTED IN THE WATER. WITNESSES REPORTED THAT THE ENGINE WAS OPERATING AT A HIGH RPM (SCREAMING) WHEN THE ACFT CRASHED IN ABOUT A 45 DEG NOSE DOWN ATTITUDE. AN EXAM OF THE WRECKAGE REVEALED NO PREIMPACT FAILURES.

Brief of Accident (Continued)

File No. - 824

10/24/83

ST AUGUSTINE, FL

A/C Reg. No. N42RH

Time (Lc1) - 1252 EDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. CLIMB - 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 DESCENT - UNCONTROLLED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 942 5/16/83 ATLANTA,GA A/C Reg. No. N8450Y Time (Lcl) - 2045 EDT

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

| | | | | | | | |
|----------------------------|-----------------------------|-----------------|------|-------|----------|-------|------|
| Type Operating Certificate | -ON-DEMAND AIR TAXI | Aircraft Damage | | | | | |
| Name of Carrier | -TOMAHAWK AIRWAYS, INC. | SUBSTANTIAL | | | | | |
| Type of Operation | -SCHEDULED, DOMESTIC, CARGO | Fire | Crew | Fatal | Injuries | | |
| Flight Conducted Under | -14 CFR 135 | NONE | Pass | 0 | Serious | Minor | None |
| Accident Occurred During | -LANDING | | | 0 | 0 | 0 | 1 |
| | | | | 0 | 0 | 0 | 0 |

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

| | | | | | |
|--------------|------------------------|----------------|-----------------------|-------------------------|----------|
| Make/Model | - PIPER PA-30 | Eng Make/Model | - LYCOMING IO-320-B1A | ELT Installed/Activated | - YES/NO |
| Landing Gear | - TRICYCLE-RETRACTABLE | Number Engines | - 2 | Stall Warning System | - YES |
| Max Gross Wt | - 3600 | Engine Type | - RECIP-FUEL INJECTED | | |
| No. of Seats | - 2 | Rated Power | - 160 HP | | |

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

| | | | | |
|------------------------|-------------------------|----------------------|-------------------|-------------|
| Weather Data | | Itinerary | Airport Proximity | |
| Wx Briefing | - UNK/NR | Last Departure Point | ON AIRPORT | |
| Method | - UNK/NR | ALBANY,GA | | |
| Completeness | - WEATHER NOT PERTINENT | Destination | Airport Data | |
| Basic Weather | - VMC | SAME AS ACC/INC | FULTON CO. | |
| Wind Dir/Speed | - 310/013 KTS | | Runway Ident | - 32 |
| Visibility | - 7.0 SM | ATC/Airspace | Runway Lth/Wid | - 4158/ 100 |
| Lowest Sky/Clouds | - 4000 FT SCATTERED | Type of Flight Plan | Runway Surface | - ASPHALT |
| Lowest Ceiling | - NONE | Type of Clearance | Runway Status | - DRY |
| Obstructions to Vision | - NONE | Type Apch/Lndg | | |
| Precipitation | - NONE | | | |
| Condition of Light | - DUSK | | | |

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

| | | | |
|--------------------------|------------------------|---------------------|----------------------------------|
| Pilot-In-Command | Age - 32 | Medical Certificate | - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| ATP | Current | Total | - 4500 |
| SE LAND, ME LAND | Months Since | Make/Model | - 100 |
| | Aircraft Type | Instrument | - 1500 |
| | | Multi-Eng | - 3000 |
| | | Last 24 Hrs | - 4 |
| | | Last 30 Days | - UNK/NR |
| | | Last 90 Days | - 200 |
| | | Rotorcraft | - 20 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, HE EXTENDED THE GEAR, GOT A SAFE GEAR DOWN INDICATION & MADE AN APPROACH WITH THE FLAPS RETRACTED. THE GEAR WARNING WAS NOT HEARD. THE PLT STATED THAT AFTER THE ACFT ROLLED ABOUT 1500 FT AFTER TOUCHDOWN, AND WITH ALL 3 GEAR ON THE SURFACE, THE RIGHT WING WAS SEEN & FELT TO DROP UNTIL THE RIGHT PROPELLER CONTACTED THE RWY. A MECHANIC (FBO EMPLOYEE) OBSERVED THE ACFT LAND & NOTED THE APPROACH WAS STABLE, THE LANDING GEAR WAS DOWN & THE FLAPS WERE UP. HOWEVER, HE STATED THAT AFTER TOUCHING DOWN, THE ACFT STARTED TO ROLL OUT, THEN "HOPPED A LITTLE, LIKE HE PULLED BACK." THE MECHANIC SAID THE "DOORS CLOSED, LOOKED LIKE GEAR WENT UP & LOCKED, WENT DOWN & SLID ON ITS BELLY." AN FAA INSPECTOR FOUND THE GEAR HANDLE DOWN, THE FLAPS UP & OBSERVED NO CIRCUIT BREAKERS WERE POPPED. DAMAGE WAS FOUND IN THE LANDING GEAR EXTENSION/RETRACTION SYS, BUT NO PREIMPACT FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 942

5/16/83

ATLANTA, GA

A/C Reg. No. N8450Y

Time (Lcl) - 2045 EDT

Occurrence GEAR COLLAPSED
Phase of Operation LANDING

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. - 904 6/04/83 CALHOUN,GA A/C Reg. No. N111UD Time (Lcl) - 1500 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 1 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -MANEUVERING

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

Make/Model - BELLANCA 8KCAB

Eng Make/Model - LYCOMING AEIO-360-H1A

ELT Installed/Activated - NO -N/A

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 - 180 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 260/011 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - UNK/NR SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRSTRIP

Airport Data

MERCER

Runway Ident - 36

Runway Lth/Wid - 3000/ 100

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 39

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - 8KCAB

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 830

Make/Model- 354

Instrument- 91

Last 24 Hrs - UNK/NR

Last 30 Days- 6

Last 90 Days- 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD FLOWN TO THE ARPT TO PERFORM AEROBATIC MANEUVERS AT A FLY-IN. HE HAD A LOW ALTITUDE WAIVER TO PERFORM DOWN TO 500 FT AGL. BEFORE THE FLIGHT, HE TOLD SEVERAL SPECTATORS HE WAS GOING TO DO A MANEUVER RIGHT AFTER TAKEOFF. WITNESSES REPORTED THAT THE ENG SOUNDED NORMAL DURING THE TAKEOFF. SHORTLY AFTER LIFT-OFF, THE PLT TURNED ON HIS AIRSHOW SMOKE. AT AN ESTIMATED ALTITUDE OF 200 TO 300 FT, HE EXECUTED A RAPID RIGHT ROLL THAT WITNESSES DESCRIBED AS A SNAP ROLL, REPORTEDLY, THE ACFT ROLLED APRX 90 DEG PAST 1 COMPLETE ROLL, THEN THE NOSE PITCHED & THE PLANE CRASHED IN A NEAR VERTICAL ATTITUDE. AN AIRLINE PLT (OWNER OF A BELLANCA DECATHALON) WAS ONE OF THE WITNESSES THAT DESCRIBED THE MANEUVER AS A SNAP ROLL. ACCORDING TO HIS DESCRIPTION, THE PLT USED INSUFFICIENT RUDDER TO STOP THE ROLL AFTER COMPLETING 1 TURN.

Brief of Accident (Continued)

File No. - 904

6/04/83

CALHOUN,GA

A/C Reg. No. N111UD

Time (Lc1) - 1500 EDT

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

Finding(s)

1. AEROBATICS - INITIATED - PILOT IN COMMAND
 2. PROPER ALTITUDE - NOT OBTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 5. AIRCRAFT HANDLING - 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) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 887 6/08/83 DOBBINS AFB,GA A/C Reg. No. N26116 Time (Lcl) - 1840 EDT

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

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

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

| | | |
|-------------------------------------|--|----------------------------------|
| Make/Model - GRUMMAN AMERICAN AA-5A | 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 - 2200 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 160 HP | |

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

| | | |
|---------------------------------------|---------------------------|---------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - FSS | Last Departure Point | ON AIRPORT |
| Method - TELEPHONE | SAME AS ACC/INC | |
| Completeness - WEATHER NOT PERTINENT | Destination | Airport Data |
| Basic Weather - VMC | MARIETTA,GA | DOBBINS AFB |
| Wind Dir/Speed- 170/002 KTS | ATC/Airspace | Runway Ident - UNK/NR |
| Visibility - 7.0 SM | Type of Flight Plan - VFR | Runway Lth/Wid - UNK/NR |
| Lowest Sky/Clouds - 1500 FT SCATTERED | Type of Clearance - NONE | Runway Surface - CONCRETE |
| 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 - 45 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL,CFI | Current - YES | Total - 385 |
| SE LAND | Months Since - 3 | Last 24 Hrs - 0 |
| | Aircraft Type - T-34B | Make/Model- 74 |
| | | Last 30 Days- 21 |
| | | Instrument- 85 |
| | | Last 90 Days- 70 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PLT WAS TAXIING FOR TAKEOFF WHEN SHE APPLIED RIGHT BRAKE WHERE A RIGHT TURN WAS NEEDED, HOWEVER, THE ACFT DID NOT TURN AS IT SHOULD. THE INSTRUCTOR PLT THEN TOOK CONTROL OF THE ACFT. HE APPLIED RIGHT BRAKE, THEN BOTH BRAKES, BUT HAD NEGATIVE RESULTS. AT THAT POINT, THE ACFT WAS HEADED TOWARD A PORTABLE BUILDING. THE INSTRUCTOR TURNED OFF THE MAGNETO SWITCHES JUST BEFORE THE ACFT HIT THE BUILDING. THE INSTRUCTOR REPORTED THAT BOTH BRAKES WERE WORN, A PUCK WAS MISSING FROM THE LEFT BRAKE & 1/2 OF THE RIGHT BRAKE ROTOR/DISK HAD SEPARATED AT THE BASE.

Brief of Accident (Continued)

File No. - 887

6/08/83

DOBBINS AFB,GA

A/C Reg. No. N26116

Time (Lc1) - 1840 EDT

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

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - WORN
2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL

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

Finding(s)

3. OBJECT - BUILDING(NONRESIDENTIAL)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 902 7/31/83 ATLANTA,GA A/C Reg. No. N6629J Time (Lcl) - 0012 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 | 1 | 1 |
| Accident Occurred During -APPROACH | | | | | |

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

| | | |
|-------------------------------|--|-----------------------------------|
| Make/Model - BEECH C23 | Eng Make/Model - LYCOMING O-360-A4K | ELT Installed/Activated - YES/YES |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2450 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 180 HP | |

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

| | | |
|--------------------------------------|-------------------------------------|----------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - UNK/NR | Last Departure Point | ON AIRPORT |
| Method - UNK/NR | CHATTANOOGA,TN | |
| Completeness - WEATHER NOT PERTINENT | Destination | Airport Data |
| Basic Weather - VMC | SAME AS ACC/INC | FULTON COUNTY |
| Wind Dir/Speed- 160/012 KTS | ATC/Airspace | Runway Ident - 08R |
| Visibility - 7.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 5796/ 100 |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - ASPHALT |
| Lowest Ceiling - NONE | Type Apch/Lndg - VISUAL STRAIGHT-IN | Runway Status - DRY |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - NIGHT(DARK) | | |

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

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 52 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 295 |
| SE LAND | Months Since - 21 | Last 24 Hrs - 2 |
| | Aircraft Type - UNK/NR | Make/Model- 207 |
| | | Last 30 Days- UNK/NR |
| | | Instrument- 79 |
| | | Last 90 Days- 30 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL ON A DARK NIGHT, THE PLT FLEW PAST THE ARPT. AFTER RECEIVING A DF-STEER, HE OBSERVED THE ARPT ENVIRONMENT & DESCEND TO LAND ON RWY 8R. HIS INITIAL APPROACH WAS HIGH, SO HE CIRCLED AS HE DESCENDED TOWARD THE ARPT. REPORTEDLY, HE LOST SIGHT OF THE RWY & DID NOT REALIZE THAT HE WAS NOT ALIGNED WITH THE INTENDED LANDING AREA UNTIL REACHING A VERY LOW ALTITUDE. THE PLT INITIATED A GO-AROUND & RAISED THE FLAPS. SUBSEQUENTLY, THE ACFT TOUCHED DOWN BESIDE RWY 14/32 WHILE ON A SOUTHERLY HEADING. THE IMPACT POINT WAS TO THE RIGHT OF RWY 8R. ACCORDING TO THE PLT, THE ACFT STALLED AFTER HE RAISED THE FLAPS. RWY 8R WAS LIGHTED AND RWYS 8L & 14/32 WERE UNLIGHTED.

Brief of Accident (Continued)

File No. - 902

7/31/83

ATLANTA,GA

A/C Reg. No. N6629J

Time (Lc1) - 0012 EDT

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

Finding(s)

1. OBJECT - DARK NIGHT
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 4. GO-AROUND - DELAYED - PILOT IN COMMAND
 5. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND
 6. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 7. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 907 8/04/83 BROXTON,GA A/C Reg. No. N2542F Time (Lc1) - 1600 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 Crew
NONE Pass

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

Make/Model - CHAMPION 7GCAA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 3

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3000 FT OVERCAST
Obstructions to Vision- HAZE
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 AIRSTRIP

Airport Data

FUSSELL AG STRIP
Runway Ident - 18
Runway Lth/Wid - 2000/ 50
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 21
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 333
Last 24 Hrs - UNK/NR
Make/Model- 31
Last 30 Days- UNK/NR
Instrument- 25
Last 90 Days- 25
Multi-Eng - 16

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PLT LANDED ON AN AG STRIP IN LIGHT & VARIABLE WIND CONDITIONS. THE DIRT & GRASS RWY WAS APRX 50 FT WIDE & WAS NEXT TO A FENCE. REPORTEDLY, THE ACFT DRIFTED TO THE LEFT, DURING THE LANDING, UNTIL THE LEFT WHEEL GOT INTO A RUT. SUBSEQUENTLY, THE ACFT SWERVED FURTHER LEFT & COLLIDED WITH THE FENCE.

Brief of Accident (Continued)

File No. - 907

8/04/83

BROXTON,GA

A/C Reg. No. N2542F

Time (Lc1) - 1600 EDT

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

Finding(s)

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

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - FENCE

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

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

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. - 975 7/02/83 CORNING, IA A/C Reg. No. N4838Y Time (Lcl) - 0900 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 |
| | | | | | None |

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

| | | |
|-------------------------------|--|-----------------------------------|
| Make/Model - PIPER PA-25-235 | Eng Make/Model - LYCOMING O-540 B2C5 | ELT Installed/Activated - NO -N/A |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2900 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 1 | Rated Power - 235 HP | |

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

| | | |
|--------------------------------------|---------------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - FSS | Last Departure Point | OFF AIRPORT/STRIP |
| Method - TELEPHONE | SAME AS ACC/INC | |
| Completeness - WEATHER NOT PERTINENT | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | Runway Ident - N/A |
| Wind Dir/Speed- 150/015 KTS | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 10.0 SM | Type of Flight Plan - NONE | Runway Surface - N/A |
| Lowest Sky/Clouds - 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 - 31 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL | Current - YES | Total - 901 |
| SE LAND | Months Since - 10 | Last 24 Hrs - 7 |
| | Aircraft Type - 172 | Make/Model- 500 |
| | | Last 30 Days- UNK/NR |
| | | Instrument- 10 |
| | | Last 90 Days- 22 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN A SWAMP DURING A FORCED LANDING AFTER THE ENGINE SEIZED. THE PILOT NOTED A LACK OF OIL PRESSURE AND RISING OIL TEMPERATURE. HE DUMPED HIS LOAD AND BEGAN TO RETURN TO LAND. THE ENGINE BEGAN TO RUN ROUGH AND SOON SEIZED. POST ACCIDENT EXAMINATION SHOWED THE #5 ROD BEARING FAILED DUE TO LACK OF LUBRICATION. ALSO TWO EXTRA MAGNETO DRIVE CUSHIONS WERE FOUND IN THE BOTTOM OF THE OIL SUMP NEAR THE OIL PICKUP TUBE. THE ENGINE HAD OPERATED 290 HOURS SINCE THE LAST RECORDED MAGNETO MAINTENANCE BUT IT WAS NOT ESTABLISHED IF THIS WAS THE LAST TIME THEY WERE REMOVED.

Brief of Accident (Continued)

File No. - 975

7/02/83

CORNING,IA

A/C Reg. No. N4838Y

Time (Lcl) - 0900 CDT

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

Finding(s)

1. FLUID,OIL - STARVATION
2. MAINTENANCE,REPLACEMENT - IMPROPER - OTHER MAINTENANCE PSNL
3. LUBRICATING SYSTEM,OIL TUBING - BLOCKED(PARTIAL)
4. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
5. ENGINE ASSEMBLY,BEARING - FAILURE,TOTAL

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

Finding(s)

6. TERRAIN CONDITION - NONE SUITABLE
7. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 960 8/30/83 INDIANOLA,IA

A/C Reg. No. N9583Z

Time (Lcl) - 1430 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA TU206G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BAUDETTE,MN
Destination
INDIANOLA,IA

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

NASH FIELD
Runway Ident - 18
Runway Lth/Wid - 2215/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 80
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - 206

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

| | |
|--------------------|----------------------|
| Total - 5075 | Last 24 Hrs - 4 |
| Make/Model- UNK/NR | Last 30 Days- UNK/NR |
| Instrument- 10 | Last 90 Days- 35 |
| Multi-Eng - 75 | Rotorcraft - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT OVERRAN THE RWY AND COLLIDED WITH A DIRT BANK DURING LANDING. THE FLT WAS RETURNING FROM A CROSS-COUNTRY AND THE WIFE OF THE PILOT WHO WAS A PASSENGER IN THE ACFT SAID HER HUSBAND FROZE ON THE CONTROLS AND MADE NO ATTEMPT TO STOP THE ACFT AFTER LANDING. THE PILOT HAD SUFFERED A SEVERE STROKE.

Brief of Accident (Continued)

File No. - 960

8/30/83

INDIANOLA, IA

A/C Reg. No. N9583Z

Time (Lc1) - 1430 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 2. BRAKES(NORMAL) - NOT USED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT(STROKE) - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 901 4/26/83 MALAD CITY, ID A/C Reg. No. N40314 Time (Lc1) - 0840 MDT

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

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

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

| | | |
|------------------------------------|--|----------------------------------|
| Make/Model - MAULE M-4-220C | Eng Make/Model - LYCOMING O-540-J1A5D | ELT Installed/Activated - UNK/NR |
| Landing Gear - TAILWHEEL-ALL FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2575 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 235 HP | |

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

| | | |
|---------------------------------------|------------------------------|-------------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - UNK/NR | Last Departure Point | ON AIRSTRIP |
| Method - UNK/NR | MALAD CITY, ID | |
| Completeness - UNK/NR | Destination | Airport Data |
| Basic Weather - VMC | UNK/NR | |
| Wind Dir/Speed- CALM | ATC/Airspace | Runway Ident - UNK/NR |
| Visibility - 15.0 SM | Type of Flight Plan - UNK/NR | Runway Lth/Wid - 1000 -UNK/NR |
| Lowest Sky/Clouds - 20000 FT THIN BKN | Type of Clearance - NONE | Runway Surface - GRASS/TURF |
| Lowest Ceiling - NONE | Type Apch/Lndg - NONE | Runway Status - SNOW - DRY |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|-----------------------|
| Pilot-In-Command | Age - UNK/NR | 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 | 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-----

DURING AN INTERVIEW, THE PLT REPORTED THAT HE HAD REMOVED ICE FROM THE ACFT & ATTEMPTED TO DEPART FROM A SNOW COVERED ALFALFA FIELD, APRX 1000 FT LONG. THE ACFT DID NOT BECOME AIRBORNE & THE PLT ELECTED TO ABORT THE TAKEOFF. DURING THE ABORT, THE ACFT CONTINUED OFF THE ALFALFA FIELD & WENT ONTO A FURROWED FIELD WHERE IT NOSED OVER.

Brief of Accident (Continued)

File No. - 901

4/26/83

MALAD CITY, ID

A/C Reg. No. N40314

Time (Lc1) - 0840 MDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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. - 852 6/24/83 FORT HALL, ID A/C Reg. No. N1144A Time (Lcl) - 1900 MDT

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

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

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

| | | |
|---|---|--|
| Make/Model - PIPER PA-18-125 | Eng Make/Model - LYCOMING O-290-D | ELT Installed/Activated - YES/YES |
| Landing Gear - TAILWHEEL-ALL FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 1500 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 2 | Rated Power - 115 HP | |

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

| | | |
|---|--------------------------------------|---------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | DOWNEY, ID | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | POCATELLO, ID | Runway Ident - N/A |
| Wind Dir/Speed- 260/008 KTS | ATC/Airspace | Runway Lth/Wld - N/A |
| Visibility - 40.0 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 - DUSK | | |

-----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 - 4125 |
| SE LAND, ME LAND, SE SEA | Months Since - 17 | Make/Model- 525 |
| | Aircraft Type - UNK/NR | Instrument- 405 |
| | | Multi-Eng - 985 |
| | | Last 24 Hrs - UNK/NR |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 137 |
| | | Rotorcraft - UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING AFTER A POWER LOSS. THE PILOT STATED THAT DURING A DESCENT TO AN ARPT THE ENGINE SUDDENLY LOST POWER. EMERGENCY START PROCEDURES FAILED AND A FORCED LANDING WAS MADE IN A GRAIN FIELD. DURING ROLL OUT THE ACFT NOSED OVER. THE PILOT SAID THAT AFTER THE ACCIDENT HE FOUND A DIRTY FUEL SCREEN AND THE ACFT HAD SAT ON THE GROUND FOR A WEEK AND A HALF WITH THE TANKS ONLY 1/2 FULL OF FUEL. HE FOUND WATER IN THE FUEL AFTER THE ACCIDENT. HE DRAINED SOME FUEL PRIOR TO TAKEOFF, BUT HAD NOT USED A STRAINER TO VISUALLY CHECK FOR WATER.

Brief of Accident (Continued)

File No. - 852

6/24/83

FORT HALL, ID

A/C Reg. No. N1144A

Time (Lc1) - 1900 MDT

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

Finding(s)

1. FLUID, FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
-

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
-

----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. - 803 6/29/83 BLISS, ID A/C Reg. No. N8808E Time (Lc1) - 1030 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 |
| Flight Conducted Under | -14 CFR 137 | NONE | Pass | 0 | 0 | 0 |
| Accident Occurred During | -LANDING | | | | | |

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

| | | | | | |
|--------------|-----------------------|----------------|-------------------------|-------------------------|-----------|
| Make/Model | - EAGLE DW-1 | Eng Make/Model | - LYCOMING IO-540-M1B5D | ELT Installed/Activated | - NO -N/A |
| Landing Gear | - TAILWHEEL-ALL FIXED | Number Engines | - 1 | Stall Warning System | - YES |
| Max Gross Wt | - 5400 | Engine Type | - RECIP-FUEL INJECTED | | |
| No. of Seats | - 1 | Rated Power | - 300 HP | | |

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

| | | |
|------------------------|----------------------|-------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing | Last Departure Point | OFF AIRPORT/STRIP |
| Method | BLISS, ID | |
| Completeness | Destination | Airport Data |
| Basic Weather | LOCAL | Runway Ident |
| Wind Dir/Speed | ATC/Airspace | - N/A |
| Visibility | Type of Flight Plan | - N/A |
| Lowest Sky/Clouds | - NONE | Runway Lth/Wid |
| Lowest Ceiling | Type of Clearance | - N/A |
| Obstructions to Vision | - NONE | Runway Surface |
| Precipitation | Type Apch/Lndg | - N/A |
| Condition of Light | - FULL STOP | |

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

| | | | |
|--------------------------|------------------------|---------------------|----------------------------------|
| Pilot-In-Command | Age - 31 | Medical Certificate | - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| COMMERCIAL,CFI | Current | - YES | Total |
| SE LAND, ME LAND | Months Since | - 16 | 5500 |
| | Aircraft Type | - UNK/NR | Last 24 Hrs |
| | | | - 8 |
| | | Make/Model | - 800 |
| | | Instrument | - 300 |
| | | Multi-Eng | - 800 |
| | | | Last 30 Days |
| | | | - UNK/NR |
| | | | Last 90 Days |
| | | | - 300 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS RETURNING TO A ROAD TO LAND & RELOAD CHEMICALS FOR AERIAL APPLICATION. HE STATED THAT THE RIGHT MAIN TIRE WENT FLAT DURING FLT DUE TO A PUNCTURE. DURING THE LANDING ROLL-OUT, THE ACFT VEERED TO THE RIGHT & NOSED OVER.

Brief of Accident (Continued)

File No. - 803

6/29/83

BLISS, ID

A/C Reg. No. N8808E

Time (Lc1) - 1030 PDT

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

Finding(s)

1. LANDING GEAR, TIRE - PENETRATED
 2. LANDING GEAR, TIRE - NO PRESSURE
 3. DIRECTIONAL CONTROL - NOT PERFORMED - 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

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. - 915 8/01/83 FIRTH, ID A/C Reg. No. N57588 Time (Lcl) - 2053 MDT

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

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

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

| | | | | | |
|--------------|-----------------------|----------------|------------------------|-------------------------|-----------|
| Make/Model | - PIPER PA-36 | Eng Make/Model | - LYCOMING IO-720-B1CD | ELT Installed/Activated | - NO -N/A |
| Landing Gear | - TAILWHEEL-ALL FIXED | Number Engines | - 1 | Stall Warning System | - YES |
| Max Gross Wt | - 4800 | Engine Type | - RECIP-FUEL INJECTED | | |
| No. of Seats | - 1 | Rated Power | - 375 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 | LOCAL |
| Wind Dir/Speed | - 310/006 KTS | ATC/Airspace |
| Visibility | - 20.0 SM | Type of Flight Plan |
| Lowest Sky/Clouds | - 6000 FT SCATTERED | - NONE |
| Lowest Ceiling | - NONE | Type of Clearance |
| Obstructions to Vision | - NONE | - NONE |
| Precipitation | - NONE | Type Apch/Lndg |
| Condition of Light | - DUSK | - NONE |
| | | Runway Ident |
| | | - N/A |
| | | Runway Lth/Wid |
| | | - N/A |
| | | Runway Surface |
| | | - N/A |
| | | Runway Status |
| | | - N/A |

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

| | | | |
|--------------------------|------------------------|---------------------|----------------------------------|
| Pilot-In-Command | Age - 28 | Medical Certificate | - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| COMMERCIAL | Current | - UNK/NR | Total |
| SE LAND | Months Since | - UNK/NR | - 3048 |
| | Aircraft Type | - UNK/NR | Make/Model |
| | | | - 905 |
| | | Instrument | - UNK/NR |
| | | Multi-Eng | - UNK/NR |
| | | Last 24 Hrs | - 1 |
| | | Last 30 Days | - 42 |
| | | Last 90 Days | - 127 |
| | | Rotorcraft | - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO WITNESSES, THE ACFT WAS OVERHEARD RETURNING TO THE STRIP FOR A SECOND LOAD. REPORTEDLY, IT WENT INTO A STEEP BANK AT ABOUT 70 FT AGL & TURNED TOWARD THE STRIP. AS THE WINGS LEVELED, SOUNDS OF HIGH ENG POWER CEASED & THE ACFT DESCEND TO THE GROUND. JUST PRIOR TO IMPACT, SOME WITNESSES HEARD A BURST OF POWER. THE IMPACT OCCURRED ON THE RISING PORTION OF UNEVEN TERRAIN AFTER THE ACFT CROSSED OVER A FENCE WHICH WAS NEAR A POND. AN EXAM OF THE WRECKAGE WAS MADE, BUT NO PREIMPACT/MECHANICAL MALFUNCTION OR FAILURE WAS VERIFIED.

Brief of Accident (Continued)

File No. - 915

8/01/83

FIRTH, ID

A/C Reg. No. N57588

Time (Lcl) - 2053 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED
 2. TERRAIN CONDITION - ROUGH/UNEVEN
 3. TERRAIN CONDITION - RISING
-

-----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. - 802 8/24/83 N. HAILEY, ID A/C Reg. No. N999TP Time (Lcl) - 1900 MDT

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

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

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

| | | | | | |
|--------------|----------------|----------------|-----------------------|-------------------------|-----------|
| Make/Model | - ENSTROM 280C | Eng Make/Model | - LYCOMING HIO-360 | ELT Installed/Activated | - NO -N/A |
| Landing Gear | - SKID | Number Engines | - 1 | Stall Warning System | - NO |
| Max Gross Wt | - 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 | OFF AIRPORT/STRIP |
| Method | - N/A | SAME AS ACC/INC | |
| Completeness | - N/A | Destination | Airport Data |
| Basic Weather | - VMC | LOCAL | |
| Wind Dir/Speed | - 160/004 KTS | ATC/Airspace | Runway Ident |
| Visibility | - 30.0 SM | Type of Flight Plan | - N/A |
| Lowest Sky/Clouds | - 8000 FT SCATTERED | Type of Clearance | - 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 - 41 | Medical Certificate | - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| PRIVATE | Current - YES | Total - 87 | Last 24 Hrs - 1 |
| SE LAND | Months Since - 6 | Make/Model- 87 | Last 30 Days- UNK/NR |
| HELICOPTER | Aircraft Type - 280C | Instrument- 0 | Last 90 Days- 28 |
| | | | Rotorcraft - 87 |

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING TAKEOFF FROM A COUNTY ROAD (ELEVATION 5500 FT), HE ALLOWED THE RPM TO DROP "BELOW GREEN." REPORTEDLY, HE HAD A CHOICE OF EITHER SETTING THE HELICOPTER DOWN ON THE ROAD OR FLYING DOWN A SLOPE TO GAIN AIRSPEED. HE ELECTED TO LAND ON THE ROAD. HOWEVER, THE ROTOR RPM HAD SLOWED TO THE POINT THAT THE HELICOPTER TOUCHED DOWN HARD & THE ROTOR BLADES STRUCK THE TAIL BOOM. THE DENSITY ALTITUDE WAS APRX 8000 FT. NO MECHANICAL ENGINE MALFUNCTIONS WERE REPORTED.

Brief of Accident (Continued)

File No. - 802

8/24/83

N. HAILEY, ID

A/C Reg. No. N999TP

Time (Lc1) - 1900 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF

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. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 851 8/28/83 COLBURN, ID A/C Reg. No. N3239D Time (Lcl) - 1330 PDT

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

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

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

| | | |
|------------------------------------|--|----------------------------------|
| Make/Model - CESSNA 180 | Eng Make/Model - CONTINENTAL O-470 | ELT Installed/Activated - YES/NO |
| Landing Gear - TAILWHEEL-ALL FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2800 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 230 HP | |

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

| | | |
|---------------------------------------|-------------------------------------|---------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | ON AIRPORT |
| Method - N/A | SAME AS ACC/INC | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | MURRAY |
| Wind Dir/Speed- 180/010 KTS | ATC/Airspace | Runway Ident - 32 |
| Visibility - 30.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 1300/ 25 |
| Lowest Sky/Clouds - 8000 FT SCATTERED | Type of Clearance - NONE | Runway Surface - DIRT |
| Lowest Ceiling - NONE | Type Apch/Lndg - PRECAUTIONARY LNDG | Runway Status - DRY |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 50 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 512 |
| SE LAND | Months Since - 7 | Last 24 Hrs - 1 |
| | Aircraft Type - 180 | Make/Model- 260 |
| | | Instrument- 59 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 26 |
| | | Rotorcraft - 0 |
| | | Multi-eng - 0 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A FENCE AND A DITCH DURING AN OVERRUN WHILE LANDING. THE PILOT REPORTED HE TOOK OFF WITH THE PITOT TUBE COVER ON AND HAD FLOWN 7 MILES TO A PRIVATE AIRSTRIP. THE STRIP WAS REPORTED TO BE ABOUT 1300 FT LONG. THE PILOT STATED HE LANDED DOWNWIND, RAN OFF THE END OF THE RWY THROUGH A FENCE AND HIT A DITCH. THE 3 OCCUPANTS WERE NOT INJURED.

Brief of Accident (Continued)

File No. - 851

8/28/83

COLBURN, ID

A/C Reg. No. N3239D

Time (Lc1) - 1330 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FLIGHT/NAV INSTRUMENTS, AIRSPEED INDICATOR - INOPERATIVE
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
4. PITOT SYSTEM - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

5. AIRSPEED - EXCESSIVE - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - FENCE
7. TERRAIN CONDITION - DITCH

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

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

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. - 841 2/24/83 GALESBURG, IL A/C Reg. No. N738HH Time (Lcl) - 2250 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 2 |

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

Crew
Pass

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

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

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 360/012 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
FORT WAYNE, IN
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GALESBURG
Runway Ident - 02
Runway Lth/Wid - 5793/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 22

Biennial Flight Review

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

Medical Certificate -

Flight Time (Hours)

| | | | | |
|-------------|----|-----|---------------|--------|
| Total | - | 106 | Last 24 Hrs - | 5 |
| Make/Model- | 48 | | Last 30 Days- | UNK/NR |
| Instrument- | 4 | | Last 90 Days- | 23 |

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING CRUISE, THE ENGINE STARTED TO RUN ROUGH. HE APPLIED CARBURETOR HEAT & INITIATED EMERGENCY PROCEDURE, AND THEN ENGINE POWER WAS RESTORED. HOWEVER, A SHORT TIME LATER, POWER WAS LOST AGAIN. DURING A FORCED LANDING IN AN OPEN FIELD, THE ACFT ROLLED INTO A STUMP & WAS DAMAGED. AN EXAM OF THE FUEL SYS REVEALED THAT THE FUEL TANKS WERE EMPTY.

Brief of Accident (Continued)

File No. - 841

2/24/83

GALESBURG, IL

A/C Reg. No. N738HH

Time (Lcl) - 2250 CST

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 - INADEQUATE - PILOT IN COMMAND
-

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

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

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 957 5/05/83 MOUNT VERNON, IL A/C Reg. No. N8210V Time (Lcl) - 2230 CDT

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

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

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

| | | | | | |
|--------------|-------------------|----------------|----------------------------|-------------------------|----------|
| Make/Model | - PIPER PA-28-161 | Eng Make/Model | - LYCOMING O-320-D3G | ELT Installed/Activated | - 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 | - 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 | FLORA, IL | | MOUNT VERNON | |
| Wind Dir/Speed | - CALM | 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 | - ASPHALT |
| Lowest Ceiling | - NONE | Type Apch/Lndg | - FORCED LANDING | Runway Status | - DRY |
| Obstructions to Vision | - NONE | | | | |
| Precipitation | - NONE | | | | |
| Condition of Light | - NIGHT(DARK) | | | | |

-----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 - UNK/NR | Total - UNK/NR | Last 24 Hrs - UNK/NR |
| SE LAND | Months Since - UNK/NR | Make/Model - UNK/NR | Last 30 Days - UNK/NR |
| | Aircraft Type - UNK/NR | Instrument - UNK/NR | Last 90 Days - UNK/NR |
| | | Multi-Eng - UNK/NR | Rotorcraft - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF, THE ACFT WAS CLIMBING THRU ABOUT 500 FT AGL WHEN THERE WAS A CONSIDERABLE POWER LOSS. SUBSEQUENTLY, THE ACFT STRUCK TREES WHILE THE PLT WAS ATTEMPTING TO RETURN TO THE RWY. AN EXAM OF THE ENG WAS MADE, BUT THE REASON FOR THE POWER LOSS WAS NOT FOUND.

Brief of Accident (Continued)

File No. - 957

5/05/83

MOUNT VERNON, IL

A/C Reg. No. N8210V

Time (Lc1) - 2230 CDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
2. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 816 6/04/83 NEWTON,IL A/C Reg. No. NONE Time (Lcl) - 1945 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -FAR 103
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire
NONE

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

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

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

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

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

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

Weather Data

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

Itinerary

Last Departure Point
NEWTON,IL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

NEWTON
Runway Ident - 18
Runway Lth/Wid - 2200/ 165
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 32
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

| | | | |
|-------------|----------|---------------|----------|
| Total | - 4 | 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-----

DURING TAKEOFF, THE RIGHT WING COLLAPSED WHEN THE ULTRALIGHT VEHICLE WAS CLIMBING THRU APRX 100 FT AGL. AN INVESTIGATION DISCLOSED THAT THE RIGHT WING SPAR FAILED ALLOWING THE SECTION, OUTBOARD OF THE STRUT ATTACH POINT, TO FOLD UPWARD.

Brief of Accident (Continued)

File No. - 816

6/04/83

NEWTON, IL

A/C Reg. No. NONE

Time (Lcl) - 1945 CDT

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

Finding(s)
1. WING, SPAR - FAILURE, TOTAL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 955 7/08/83 PEORIA, IL A/C Reg. No. N5510P Time (Lcl) - 1645 CDT

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

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

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

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

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

| | | |
|---|---|---|
| <p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 200/008 KTS</p> <p>Visibility - 12.0 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 PEORIA, IL</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p> | <p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>MT. HAWLEY</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 2812/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p> |
|---|---|---|

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

| | | |
|--|---|--|
| <p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p> | <p>Age - 22</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 - 796</p> <p>Make/Model- 163</p> <p>Instrument- 117</p> <p>Multi-Eng - 140</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 43</p> |
|--|---|--|

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DAMAGED IN A FORCED LANDING AFTER A POWER LOSS DURING TAKEOFF. THIS WAS A DUAL INSTRUCTIONAL FLT. THE CFI STATED THAT THE ENGINE LOST POWER AT ABOUT 100 FT AGL & HE MADE A FORCED LANDING STRAIGHT AHEAD. THE FIXED BASE OPERATOR STATED THAT IMMEDIATELY AFTER HE ARRIVED AT THE ACCIDENT SITE HE CHECKED THE FUEL FILTER & COULD SEE NO CONTAMINATION. THE ACFT WAS EXAMINED BY FAA AND THE ENGINE WAS STARTED. FULL POWER WAS APPLIED TO THE ENGINE & THE ENGINE RUN LASTED 10 MINUTES WITH NO MALFUNCTIONS NOTED. THE PILOT HAD STATED THAT THE ENGINE SHOWED A DROP OF ABOUT 300 RPM DURING THE CARBURETOR HEAT CHECK. THE TEMPERATURE OF THE ACCIDENT DAY WAS 85 DEGREES F AND THE DEW POINT WAS 59 DEGREES F. THE PLT STATED THE NOSE GEAR COLLAPSED IT HIT A RUT DURING THE LANDING ROLL.

Brief of Accident (Continued)

File No. - 955

7/08/83

PEORIA, IL

A/C Reg. No. N5510P

Time (Lc1) - 1645 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

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

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 894 7/10/83 CHANDLERVILLE,IL A/C Reg. No. N6952J Time (Lc1) - 1330 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 |

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

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA 28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/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- 210/003 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHANDLERVILLE,IL
Destination
PALMYRA,IL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BELL
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - HIGH VEGETATION

ATC/Airspace

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

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

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

Age - 45
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 149
Make/Model- 63
Instrument- 2
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A FORCED LANDING AFTER LOSING POWER AT 1500 FT THE PILOT SAID THE ENGINE RAN ROUGH, OIL PRESSURE WENT TO ZERO AND THE ENGINE STOPPED. THIS PILOT HAD BEEN FORCED TO LAND THE SAME ACFT 3 DAYS EARLIER WHEN THE ENGINE LOST POWER DURING TAKEOFF. DURING THAT LANDING ROLL THE ACFT WENT INTO A DITCH AND DAMAGED THE NOSE GEAR AND PROPELLER. A CLUB MECHANIC HAD EXAMINED THE PLANE AND DECLARED THE DAMAGE LESS THAN SUBSTANTIAL. THE ENGINE WAS STARTED AND RUN FOR 45 MINUTES AND IT "CHECKED OUT". EXAMINATION AFTER THE 2ND ACCIDENT SHOWED THE ACFT OUT OF OIL. IT WAS FOUND THAT THE OIL FILLER NECK WAS BROKEN WHERE IT GOES INTO THE ENGINE BLOCK. THE OIL HAD PUMPED OUT THIS BROKEN OIL FILLER TUBE. THERE WAS OIL ALL OVER THE UNDERSIDE OF THE ENGINE.

Brief of Accident (Continued)

File No. - 894

7/10/83

CHANDLERVILLE, IL

A/C Reg. No. N6952J

Time (Lc1) - 1330 CDT

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

Finding(s)

1. FLUID,OIL - EXHAUSTION
 2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
 3. LUBRICATING SYSTEM,OIL TUBING - CRACKED
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 883 8/09/83 SPRINGFIELD, IL A/C Reg. No. N3400V Time (Lc1) - 1941 EDT

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

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

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

| | | |
|-------------------------------|--|--------------------------------------|
| Make/Model - CESSNA 150 | Eng Make/Model - CONTINENTAL O-200A | ELT Installed/Activated - YES-UNK/NR |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 1500 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 2 | Rated Power - 100 HP | |

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

| | | |
|--|----------------------------------|----------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - UNK/NR | Last Departure Point | ON AIRPORT |
| Method - UNK/NR | SAME AS ACC/INC | |
| Completeness - UNK/NR | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | CAPITAL |
| Wind Dir/Speed- 050/008 KTS | ATC/Airspace | Runway Ident - 12 |
| Visibility - 12.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 5298/ 150 |
| Lowest Sky/Clouds - 25000 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 - 72 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| STUDENT | Current - N/A | Total - 56 |
| | Months Since - N/A | Last 24 Hrs - 1 |
| | Aircraft Type - N/A | Make/Model- 56 |
| | | Last 30 Days- UNK/NR |
| | | Instrument- 0 |
| | | Last 90 Days- 34 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A FORCED LANDING IN A CORN FIELD AND NOSED DOWN AFTER THE ENGINE STOPPED DURING FLT. DURING PRE-FLT THE PILOT HAD LOOKED IN THE TANKS AND MEASURED THE AMOUNT OF FUEL WITH THE TIE CAP CHAIN. HE THOUGHT HE HAD ENOUGH FUEL FOR THE FLT EVEN THOUGH THE GAUGES INSIDE THE ACFT REGISTERED ALMOST EMPTY. THE ACFT RAN OUT OF FUEL 5 MILES FROM THE ARPT DURING THE RETURN.

Brief of Accident (Continued)

File No. - 883

8/09/83

SPRINGFIELD, IL

A/C Reg. No. N3400V

Time (Lcl) - 1941 EDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL SYSTEM - MISJUDGED - PILOT IN COMMAND
 3. FUEL SYSTEM - INADEQUATE - PILOT IN COMMAND
 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

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

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - CROP
-

-----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. - 954

8/20/83

WAUKEGAN, IL

A/C Reg. No. N80016

Time (Lcl) - 1445 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 1 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 |

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Crew

Pass

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

Make/Model - AEROTEK PITTS S-2A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - LYCOMING IO-360-A1A

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 200 HP

ELT Installed/Activated - YES-UNK/NR

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- 060/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WAUKEGAN, IL

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg -

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 30

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 649 Last 24 Hrs - UNK/NR

Make/Model- 258 Last 30 Days- 8

Instrument- 81 Last 90 Days- 11

Multi-Eng - 49 Rotorcraft - 1

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A LOCAL FLT, THE ACFT CRASHED IN LAKE MICHIGAN ABOUT 1/2 MI FROM THE SHORELINE. ACCORDING TO WITNESSES, IT WAS FLYING OVER THE WATER AT ABOUT 100 FT, THEN PULLED ALMOST STRAIGHT UP TO ABOUT 300 FT ABOVE THE WATER, NOSED OVER & WENT ALMOST STRAIGHT NOSE DOWN UNTIL WATER IMPACT. LATER, THE ACFT WAS RECOVERED & EXAMINED, BUT NO PREIMPACT/MECHANICAL MALFUNCTION OR FAILURE WAS FOUND. THE LEADING EDGE OF THE PROPELLER BLADE TIPS WERE BENT OPPOSITE THE DIRECTION OF ROTATION, THE SPARK PLUGS WERE CLEAN & FUEL WAS FOUND IN THE FUEL DISTRIBUTION MANIFOLD.

Brief of Accident (Continued)

File No. - 954

8/20/83

WAUKEGAN, IL

A/C Reg. No. N80016

Time (Lc1) - 1445 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 845 9/07/83 GALESBURG,IL A/C Reg. No. N620BD Time (Lcl) - 1600 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - BOEING PT-13D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2717
No. of Seats - 2

Eng Make/Model - LYCOMING R680
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 215 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/010 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
CHILLICOTHE,MO
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GALESBURG MUNICIPAL
Runway Ident - 20
Runway Lth/Wid - UNK/NR
Runway Surface - SNOW
Runway Status - DRY

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

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

Age - 48
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

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

| | | | |
|-------------|--------|---------------|----------|
| Total | - 2500 | Last 24 Hrs | - UNK/NR |
| Make/Model- | 282 | Last 30 Days- | UNK/NR |
| Instrument- | 50 | Last 90 Days- | 75 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL, THE LEFT MAIN TIRE BLEW OUT & THE PLT LOST DIRECTIONAL CONTROL. SUBSEQUENTLY, THE ACFT GROUND LOOPED & THE LEFT WING & AILERON WERE DAMAGED.

Brief of Accident (Continued)

File No. - 845

9/07/83

GALESBURG, IL

A/C Reg. No. N620BD

Time (Lc1) - 1600 CDT

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

Finding(s)

1. LANDING GEAR, TIRE - FAILURE, TOTAL
-

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 - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 930 9/07/83 GALESBURG, IL A/C Reg. No. N62438 Time (Lcl) - 1830 CDT

-----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 - BOEING B75N1 | Eng Make/Model - P & W R-985 | ELT Installed/Activated - YES/YES |
| Landing Gear - TAILWHEEL-ALL FIXED | Number Engines - 1 | Stall Warning System - UNK/NR |
| Max Gross Wt - 2717 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 2 | Rated Power - UNK/NR | |

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

| | | |
|-------------------------------------|----------------------------|-----------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | ON AIRPORT |
| Method - N/A | VALPARISO, IN | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | SAME AS ACC/INC | GALESBURG |
| Wind Dir/Speed- VARIABLE/010 KTS | ATC/Airspace | Runway Ident - 20 |
| Visibility - 15.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - UNK/NR |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - GRASS/TURF |
| Lowest Ceiling - NONE | Type Apch/Lndg - FULL STOP | Runway Status - DRY |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 57 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 200 |
| SE LAND | Months Since - 17 | Make/Model- 200 |
| | Aircraft Type - UNK/NR | Instrument- UNK/NR |
| | | Multi-Eng - UNK/NR |
| | | Last 24 Hrs - 6 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 50 |
| | | Rotorcraft - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHEN HE WAS LANDING ON RWY 20 WITH A X-WIND, IT SWITCHED TO A REAR QUARTERING WIND. AT ABOUT THAT TIME, THE ACFT WENT OFF THE RWY & STRUCK A RWY MARKER WITH ITS TAILWHEEL. THE ACFT THEN GROUND LOOPED, DAMAGING THE LOWER LEFT WING.

Brief of Accident (Continued)

File No. - 930

9/07/83

GALESBURG, IL

A/C Reg. No. N62438

Time (Lcl) - 1830 CDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - CROSSWIND
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 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) 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. - 914 7/08/83 ANDERSON, IN A/C Reg. No. N96817 Time (Lcl) - 1820 CDT

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

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

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

| | | |
|-------------------------------|--|----------------------------------|
| Make/Model - CESSNA 182 | Eng Make/Model - CONTINENTAL O-470 | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 3112 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 225 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- 310/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 2000 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 MUNCIE, IN</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 ANDERSON</p> <p>Runway Ident - 30</p> <p>Runway Lth/Wid - 5400/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p> |
|---|---|--|

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

| | | |
|---|---|---|
| <p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p> | <p>Age - 37</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 15</p> <p>Aircraft Type - UNK/NR</p> | <p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 133</p> <p>Make/Model- 37</p> <p>Instrument- 6</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 18</p> |
|---|---|---|

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING THE LANDING, HE ENCOUNTERED WINDS THAT WERE VARIABLE & GUSTY. SUBSEQUENTLY, WHILE LANDING WITH 1 NOTCH OF FLAPS, THE ACFT WAS LANDED HARD & DIRECTIONAL CONTROL WAS LOST. AFTER DEPARTING THE RWY, THE NOSE GEAR MIRED IN MUDDY TERRAIN & THE ACFT WENT OVER ON ITS TOP.

Brief of Accident (Continued)

File No. - 914

7/08/83

ANDERSON, IN

A/C Reg. No. N96817

Time (Lcl) - 1820 CDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT
 7. TERRAIN CONDITION - WET
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 872 8/03/83 ALEXANDRIA,IN A/C Reg. No. N8952L Time (Lcl) - 1205 EST

-----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 - GRUMMAN AA1B | Eng Make/Model - LYCOMING O-320-A3B | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2200 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 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 | KENTLAND,IN | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | ALEXANDRIA,IN | ALEXANDRIA |
| Wind Dir/Speed- 270/003 KTS | ATC/Airspace | Runway Ident - 27 |
| Visibility - 15.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 2590/ 60 |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - ASPHALT |
| Lowest Ceiling - NONE | Type Apch/Lndg - TRAFFIC PATTERN | Runway Status - DRY |
| Obstructions to Vision- NONE | VISUAL STRAIGHT-IN | |
| Precipitation - NONE | FULL STOP | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 56 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 635 |
| SE LAND | Months Since - 7 | Last 24 Hrs - 3 |
| | Aircraft Type - AA1B | Make/Model- 135 |
| | | Instrument- UNK/NR |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 15 |
| | | Rotorcraft - UNK/NR |
| | | Multi-Eng - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER WHILE LANDING AFTER THE ACFT STALLED AND DRAGGED THE RIGHT WING. THE PILOT STATED HE MADE A NORMAL APPROACH, HEARD THE STALL WARNING AS HE LEVELED OFF AND LOST CONTROL AS THE RIGHT WING STRUCK THE GROUND. WHEN THE NOSE GEAR CAME DOWN IT BROKE OFF AND THE ACFT NOSED OVER. A WITNESS SAID THE ACFT LEVELED OFF ABOUT 20 FT AGL AND STALLED WITH THE RIGHT WING DROPPING AS POWER WAS APPLIED. THE ACFT VEERED TO THE RIGHT, OFF THE RWY AND BECAME INVERTED.

Brief of Accident (Continued)

File No. - 872

8/03/83

ALEXANDRIA, IN

A/C Reg. No. N8952L

Time (Lc1) - 1205 EST

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 877 8/06/83 GRANDVIEW,IN A/C Reg. No. N8164B Time (Lc1) - 1345 CDT

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

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

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

| | | |
|-------------------------------|--|----------------------------------|
| Make/Model - CESSNA 172 | Eng Make/Model - CONTINENTAL O-300 | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2300 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 145 HP | |

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

| | | |
|-------------------------------------|---------------------------------------|----------------------------------|
| Weather Data | Itinerary | Airport Proximity ON AIRSTRIP |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point OWENSBORO, KY | |
| Method - N/A | Destination GRANDVIEW, IN | Airport Data |
| Completeness - N/A | | Runway Ident - 18 |
| Basic Weather - VMC | ATC/Airspace | Runway Lth/Wid - 3600 -UNK/NR |
| Wind Dir/Speed- CALM | Type of Flight Plan - NONE | Runway Surface - GRASS/TURF |
| Visibility - 7.0 SM | Type of Clearance - NONE | Runway Status - DRY |
| Lowest Sky/Clouds - CLEAR | Type Apch/Lndg - TRAFFIC PATTERN | |
| Lowest Ceiling - NONE | FULL STOP | |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 56 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 707 |
| SE LAND | Months Since - 14 | Last 24 Hrs - 6 |
| | Aircraft Type - 172 | Make/Model- 56 |
| | | Last 30 Days- UNK/NR |
| | | Instrument- 56 |
| | | Last 90 Days- 56 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH AN UNSEEN RUT IN AN OFF ARPT LANDING ON AN UNPREPARED GRASS FIELD. THE NOSE GEAR COLLAPSED AND THE ACFT NOSED OVER. THE WEATHER WAS VMC AND NO FLT PLAN WAS FILED. THE PILOT MADE A LOW PASS OVER THIS FIELD AND SAW NO OBSTACLES SO HE DECIDED IT WAS OK TO LAND. THE HOLE THAT WAS HIT WAS HIDDEN BY GRASS.

Brief of Accident (Continued)

File No. - 877

8/06/83

GRANDVIEW, IN

A/C Reg. No. N8164B

Time (Lc1) - 1345 CDT

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

Finding(s)

1. TERRAIN CONDITION - DITCH
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
-

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

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

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. - 911 8/11/83 SHELBYVILLE, IN A/C Reg. No. N6121X Time (Lcl) - 0735 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious
0
0

Minor
0
0

None
1
3

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

Make/Model - CESSNA T310R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-B
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed- 320/012 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 900 FT
Obstructions to Vision- UNK/NR
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BLOOMINGTON, IN
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VOR/TVOR
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

SHELBYVILLE
Runway Ident - 36
Runway Lth/Wid - 3737/ 50
Runway Surface - ASPHALT
Runway Status - WET

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

Pilot-In-Command

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

Age - 41

Biennial Flight Review

Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3133 Last 24 Hrs - 1
Make/Model- 390 Last 30 Days- UNK/NR
Instrument- 474 Last 90 Days- 54
Multi-Eng - 694

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT MADE A VOR APPROACH TO RWY 18, THEN CIRCLED TO LAND ON RWY 36. HE REPORTED THAT THE WIND WAS FROM THE NORTHWEST AT 12, GUSTING TO 15 KTS. HE STATED THAT AFTER HE MADE A HARD LANDING, THE RIGHT MAIN TIRE BLEW OUT & HE WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL. SUBSEQUENTLY, THE ACFT WENT OFF THE RWY INTO APRX 6 INCHES OF MUD & WAS DAMAGED DURING THE OCCURRENCE.

Brief of Accident (Continued)

File No. - 911

8/11/83

SHELBYVILLE, IN

A/C Reg. No. N6121X

Time (Lc1) - 0735 EDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. LANDING GEAR, TIRE - OVERLOAD
-

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

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

Finding(s)

4. TERRAIN CONDITION - SOFT
 5. TERRAIN CONDITION - WET
-

-----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. - 920 5/22/83 HERINGTON,KS A/C Reg. No. NONE Time (Lcl) - 1810 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - BENSEN B-8M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 550
No. of Seats - 1

Eng Make/Model - MCULLOUGH 4318-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 72 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- 010/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 5500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HERINGTON MUNI
Runway Ident - 35
Runway Lth/Wid - 4200/ 150
Runway Surface - CONCRETE
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 31
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate -
Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

THE BUILDER/PLT PURCHASED THE BASIC AIRFRAME & ROTOR KIT FROM BENSEN, BUT PURCHASED THE ENG FROM ANOTHER SOURCE. THE ENG WAS NOT MODIFIED IAW BENSEN INSTRUCTIONS. REPORTEDLY, THE PLT WAS ONLY GOING TO CONDUCT TAXI & GROUND RUNS WHEN HE STARTED AT APRX 1100 CDT. HOWEVER, AFTER A NUMBER OF TAXI & HI SPEED RUNS, THE GYROCOPTER WAS OBSERVED TO TAKEOFF AT APRX 1800 CDT. AFTER TAKEOFF, THE PLT TURNED TO A DOWNWIND, THEN A BASE LEG. A WITNESS REPORTED SEEING SOMETHING FALL FROM THE ACFT BEFORE IT DESCENDED FROM HIS VIEW. SUBSEQUENTLY, THE ACFT CRASHED APRX 1500 FT FROM THE APCH END OF THE RWY IN A 50 TO 55 DEG BANK. A 6 GAL FUEL CAN WAS FOUND APRX 90 FT FROM THE ACFT. THE CAN HAD BEEN ATTACHED WITH 2 ELASTIC SHOCK CORDS, WHICH WAS NOT IAW BENSEN INSTRUCTIONS. PAINT & SCRAPE MARKS ON THE ROTOR BLADES & THE FUEL CAN MATCHED ONE ANOTHER. THE PLT WAS NOT CERTIFICATED & NO EVIDENCE WAS FOUND THAT HE HAD PREVIOUS FLT EXPERIENCE. THE WORD "ULTRALIGHT" WAS FOUND PAINTED ON THE MAST OF THE GYROCOPTER.

Brief of Accident (Continued)

File No. - 920

5/22/83

HERINGTON,KS

A/C Reg. No. NONE

Time (Lc1) - 1810 CDT

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

Finding(s)

1. FUEL SYSTEM,TANK - SEPARATION
 2. MAINTENANCE,INSTALLATION - IMPROPER - PILOT IN COMMAND
 3. ROTOR SYSTEM,MAIN ROTOR BLADE - FOREIGN OBJECT DAMAGE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 918 4/22/83 PRESTONBURG, KY A/C Reg. No. N199V Time (Lcl) - 1230 EST

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

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

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

| | | |
|-------------------------------------|-------------------------------------|----------------------------------|
| Make/Model - BELLANCA 17-30 | Eng Make/Model - CONTINENTAL IO-520 | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 3200 | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 4 | Rated Power - 300 HP | |

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

| | | |
|-------------------------------------|---------------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | DAYTONA BEACH, FL | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | HUNTINGTON, WV | Runway Ident - N/A |
| Wind Dir/Speed- 230/012 KTS | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 7.0 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 - 39 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 638 |
| SE LAND | Months Since - 10 | Make/Model- 134 |
| | Aircraft Type - C-172RG | Instrument- 3 |
| | | Last 24 Hrs - 4 |
| | | Last 30 Days- 12 |
| | | Last 90 Days- 24 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD BEEN FUELED TO ITS CAPACITY OF 72 GAL. APRX 3 1/2 HRS AFTER TAKEOFF, THE ENG QUIT WHILE FUEL WAS BEING USED FROM THE LEFT MAIN TANK. AT THAT TIME, THE PLT KNEW THAT THE AUX TANKS WERE EMPTY, BUT HE THOUGHT THERE WAS 5 GAL REMAINING IN THE LEFT MAIN TANK & 15 GAL IN THE RIGHT MAIN TANK. HE MOVED THE FUEL SELECTOR TO THE RIGHT MAIN TANK, PUSHED THE MIXTURE CONTROL IN, ACTIVATED THE PRIME SYSTEM & CYCLED THE MAGNETOS OFF & ON, BUT TO NO AVAIL. SUBSEQUENTLY, A FORCED LANDING WAS MADE. DURING THE LANDING, THE ACFT BROKE THRU A FENCE & STRUCK 2 COWS. AN INVESTIGATION REVEALED THAT THE RIGHT MAIN (20 GAL) FUEL TANK WAS APRX 3/4 FULL, BUT ALL OF THE OTHER TANKS WERE EMPTY. THE PLT STATED THAT THE ACFT USED AN AVERAGE OF APRX 14 GAL/HR. THIS WOULD HAVE USED 49 OF THE 64 GAL OF USABLE FUEL & ACCOUNT FOR THE 15 GAL REMAINING IN THE RIGHT MAIN TANK. TO PREVENT FLOODING DURING AN ENG START, THE FUEL BOOST PUMP (PRIMER) MUST BE TURNED OFF IMMEDIATELY AFTER FUEL PRESSURE IS RESTORED. TIME OF PRIMER USAGE, NOT VERIFIED.

Brief of Accident (Continued)

File No. - 918

4/22/83

PRESTONBURG, KY

A/C Reg. No. N199V

Time (Lc1) - 1230 EST

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

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL SYSTEM - IMPROPER USE OF - 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)

3. OBJECT - FENCE
 4. OBJECT - ANIMAL(S)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 891 8/18/83 LEXINGTON,KY A/C Reg. No. N6381T Time (Lcl) - 1830 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

NONE
Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 0
0 0

None
1
0

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

Make/Model - CORBIN BABY ACE
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - LYCOMING O-290-6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 270/010 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- HAZE
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CYNTHIANA,KY
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BLUE HAWN
Runway Ident - 31
Runway Lth/Wid - 2200/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 54
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - PA-28

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

Total - 487 Last 24 Hrs - UNK/NR
Make/Model- 97 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING LANDING ON THE MAIN WHEELS OF THE TAIL WHEEL ACFT. THE PILOT REPORTED ADDING POWER DURING THE LANDING ROLL WHEN THE NOSE STARTED TO TUCK. HE WAS UNABLE TO RECOVER USING POWER AND ELEVATOR. THE PILOT ALSO STATED THAT THERE WAS NO MATERIAL OR SYSTEM MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 891

8/18/83

LEXINGTON, KY

A/C Reg. No. N6381T

Time (Lc1) - 1830 EDT

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 952 1/14/83 BELLE CHASE, LA A/C Reg. No. N3533U Time (Lcl) - 0210 CST

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

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

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

| | | |
|-------------------------------------|-----------------------------------|----------------------------------|
| Make/Model - PIPER PA-31-350 | Eng Make/Model - LYCOMING TIO-540 | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 2 | Stall Warning System - YES |
| Max Gross Wt - 7000 | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 10 | Rated Power - 350 HP | |

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

| | | |
|-------------------------------------|----------------------------------|-------------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | ON AIRPORT |
| Method - N/A | NEW ORLEANS, LA | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | SAME AS ACC/INC | BELLE CHASE |
| Wind Dir/Speed- 225/010 KTS | ATC/Airspace | Runway Ident - 20 |
| Visibility - 5.0 SM | Type of Flight Plan - VFR | Runway Lth/Wid - 3200 -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- FOG | | |
| Precipitation - NONE | | |
| Condition of Light - NIGHT(DARK) | | |

-----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 - 5600 |
| SE LAND, ME LAND, SE SEA | Months Since - 1 | Last 24 Hrs - 7 |
| | Aircraft Type - UNK/NR | Make/Model - 850 |
| | | Instrument - 500 |
| | | Multi-Eng - 950 |
| | | Last 30 Days - UNK/NR |
| | | Last 90 Days - 180 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT ENCOUNTERED FOG DURING LANDING ROLLOUT, THE PILOT LOST CONTROL AND RAN INTO A FENCE. THE AIR TAXI PILOT HAD OFF LOADED HIS PASSENGERS AT NEW ORLEANS AND WAS FERRYING THE ACFT TO THE ACCIDENT ARPT AT BELLE CHASE LA. THE PILOT WAS NOT INJURED IN THE ACCIDENT.

Brief of Accident (Continued)

File No. - 952

1/14/83

BELLE CHASE, LA

A/C Reg. No. N3533U

Time (Lcl) - 0210 CST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
3. IFR PROCEDURE - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 838 5/11/83 FALL RIVER, MA A/C Reg. No. N245R Time (Lc1) - 0700 EDT

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

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

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

| | | | |
|-----------------------------|--|------------------------------|------|
| Make/Model - ROGERS LONG EZ | Eng Make/Model - LYCOMING O-235-C1 | ELT Installed/Activated - NO | -N/A |
| Landing Gear - UNK/NR | Number Engines - 1 | Stall Warning System - NO | |
| Max Gross Wt - 1312 | Engine Type - RECIPROCATING-CARBURETOR | | |
| No. of Seats - 2 | Rated Power - 115 HP | | |

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

| | | |
|-------------------------------------|---------------------------------|----------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | NEW BEDFORD, MA | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | FALL RIVER |
| Wind Dir/Speed- 360/007 KTS | ATC/Airspace | Runway Ident - 33 |
| Visibility - 12.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 1600/ 150 |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - ASPHALT |
| Lowest Ceiling - NONE | Type Apch/Lndg - FORCED LANDING | Runway Status - DRY |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 56 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 668 |
| SE LAND | Months Since - 36 | Make/Model- 18 |
| | Aircraft Type - UNK/NR | Instrument- UNK/NR |
| | | Multi-Eng - UNK/NR |
| | | Last 24 Hrs - 2 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 16 |
| | | Rotorcraft - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING FLT, THE ENG LOST POWER. HE MOVED THE CARBURETOR HEAT CONTROL TO APPLY CARB HEAT & TRIED TO START THE ENG, BUT WAS UNABLE. HE THEN TRIED TO LAND ON A ROAD, BUT CRASHED IN A WOODED AREA BEFORE REACHING THE ROADWAY. AN INVESTIGATION REVEALED THAT THE END OF THE CARB HEAT BOX HAD BECOME DISCONNECTED, MAKING THE CARB HEAT SYS INOP. THE ENG WAS STARTED & OPERATED NORMALLY DURING A RUN-UP CHECK. AT NANTUCKET, MA. THE TEMP & DEW POINT WERE 43 & 41 DEG, RESPECTIVELY. AT HYANNIS, MA, THE TEMP & DEW POINT WERE 48 & 41 DEG. ACCORDING TO ICING PROBABILITY CURVES, SERIOUS CARB ICE COULD HAVE OCCURRED IN CRUISE POWER.

Brief of Accident (Continued)

File No. - 838

5/11/83

FALL RIVER, MA

A/C Reg. No. N245R

Time (Lcl) - 0700 EDT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. ANTI-ICE/DE-ICE SYSTEM, CARBURETOR DE-ICE - DISCONNECTED
 3. CARBURETOR HEAT - NOT POSSIBLE - PILOT IN COMMAND
 4. FUEL SYSTEM, CARBURETOR - ICE
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

5. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 968 6/26/83 MARSHVILLE, MA A/C Reg. No. N7401V Time (Lcl) - 1620 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - MOONEY M20F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

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

ELT Installed/Activated - YES-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- 240/007 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
MARSHFIELD, MA

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

MARSHFIELD
Runway Ident - 06
Runway Lth/Wid - 3000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 48

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 | 121 | Last 24 Hrs | 1 |
| Make/Model- | 29 | Last 30 Days- | UNK/NR |
| Instrument- | 0 | Last 90 Days- | 3 |

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING LANDING, JUST BEFORE TOUCHDOWN, THE PASSENGER ACCIDENTLY PULLED BACK ON THE YOKE CAUSING A LEFT WING NOSE-UP ATTITUDE. THE PLT WAS UNABLE TO CORRECT AND A HARD LANDING OCCURRED.

Brief of Accident (Continued)

File No. - 968

6/26/83

MARSHVILLE,MA

A/C Reg. No. N7401V

Time (Lcl) - 1620 EDT

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

Finding(s)

1. CONTROL INTERFERENCE - IMPROPER - PASSENGER
 2. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND
 3. PASSENGER BRIEFING - INADEQUATE - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 917 6/05/83 WESTMINSTER,MD A/C Reg. No. N16402 Time (Lcl) - 1645 EDT

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

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

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

| | | |
|-------------------------------|--|-----------------------------------|
| Make/Model - PIPER PA-28-180 | Eng Make/Model - LYCOMING O-360-A4A | ELT Installed/Activated - YES/YES |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2450 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 180 HP | |

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

| | | |
|-------------------------------------|----------------------------|-------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | WESTMINSTER,MD | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | SILVER RUN,MD | CARROLL COUNTY |
| Wind Dir/Speed- VARIABLE | ATC/Airspace | Runway Ident - UNK/NR |
| Visibility - 7.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - UNK/NR |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - UNK/NR |
| Lowest Ceiling - NONE | Type Apch/Lndg - FULL STOP | Runway Status - UNK/NR |
| Obstructions to Vision- NONE | | |
| Precipitation - UNK/NR | | |
| 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 - 584 |
| SE LAND | Months Since - 7 | Last 24 Hrs - 0 |
| | Aircraft Type - PA-28 | Make/Model- 584 |
| | | Last 30 Days- UNK/NR |
| | | Instrument- UNK/NR |
| | | Last 90 Days- UNK/NR |
| | | Multi-Eng - UNK/NR |
| | | Rotorcraft - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE INTENDED TO FLY TO A 1600 FT PRIVATE STRIP WITH TREES ON BOTH ENDS. DURING THE APPROACH, HE HAD PLANNED TO MAKE A FULL STOP LANDING. HOWEVER, AFTER TOUCHDOWN, HE DECIDED TO MAKE IT A TOUCH-AND-GO LANDING. AFTER LIFT-OFF, HE FELT THE ACFT WAS NOT CLIMBING AS IT SHOULD. REPORTEDLY, THE ACFT CLEARED 1 ROW OF TREES, BUT THE PLT DID NOT THINK HE COULD CLEAR THE NEXT LINE OF TREES THAT HE WAS APPROACHING. THEREFORE HE LANDED IN A FARM FIELD. THE PLT REPORTED THAT DUE TO THE TERRAIN, THE NOSE GEAR COLLAPSED. A TEARDOWN OF THE ENGINE REVEALED NO INDICATION OF A MECHANICAL MALFUNCTION OR FAILURE PRIOR TO THE CRASH LANDING.

Brief of Accident (Continued)

File No. - 917

6/05/83

WESTMINSTER, MD

A/C Reg. No. N16402

Time (Lcl) - 1645 EDT

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. PROPER GLIDEPATH - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
6. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
7. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
8. TERRAIN CONDITION - ROUGH/UNEVEN
9. 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

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 896 8/01/83 GAITHERSBURG, MD A/C Reg. No. N24814 Time (Lcl) - 1840 EDT

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

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

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

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

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

| | | |
|--|---|--|
| <p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 230/009 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT SCATTERED</p> <p>Lowest Ceiling - 11000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p> | <p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> | <p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>MONTGOMERY COUNTY</p> <p>Runway Ident - 14</p> <p>Runway Lth/Wid - 4200/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p> |
|--|---|--|

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

| | | |
|--|---|--|
| <p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p> | <p>Age - 52</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p> | <p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 32</p> <p>Make/Model- 32</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 23</p> |
|--|---|--|

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER AFTER A SOLO STUDENT PILOT LOST DIRECTIONAL CONTROL DURING LANDING. THE WIND WAS FROM THE SOUTH AT 5 TO 10 KTS. BECAUSE OF THE WIND AND TURBULENCE THE CFI HAD FLOWN ONE PATTERN WITH HIM. THE STUDENT MADE THE LANDING WITHOUT ASSISTANCE. THE CFI GOT OUT AND THE STUDENT MADE A SUCCESSFUL SOLO LANDING. ON THE 2ND APPROACH HE WAS TOO HIGH AND WENT AROUND. ON THE 3RD APPROACH HE WAS HIGH AGAIN AND UNSTEADY IN THE WIND. THE ACFT BOUNCED ON TOUCHDOWN AND THE STUDENT APPLIED THE BRAKES THROUGHOUT A SERIES OF BOUNCES FOLLOWED BY THE ACFT NOSING OVER OFF THE LEFT SIDE OF THE RWY. THE STUDENT HAD BEEN INSTRUCTED TO MAKE FULL STOP LANDINGS USING 20 DEGREES OF FLAPS AND 60 KTS OF AIRSPEED ON FINAL APPROACH.

Brief of Accident (Continued)

File No. - 896

8/01/83

GAITHERSBURG,MD

A/C Reg. No. N24814

Time (Lc1) - 1840 EDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 945

8/05/83

MASSEY, MD

A/C Reg. No. N8484V

Time (Lcl) - 0700 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 1 | 0 |
| 0 | 0 | 0 | 0 |

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - ROCKWELL INTERNATIONAL S2R

Eng Make/Model - P & W R-1830-AN1

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 6000

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 600 HP

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 180/005 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

UNK/NR

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - UNK/NR

Type of Clearance - UNK/NR

Type Apch/Lndg - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 54

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 7500

Make/Model- 2000

Instrument- 215

Multi-Eng - 1500

Last 24 Hrs - 7

Last 30 Days- UNK/NR

Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE TO A CUSTOMER'S FIELD, AT APRX 350 FT AGL OVER A WOODED AREA, THE ENGINE LOST POWER. THE PLT RELEASED THE LOAD, AND SUBSEQUENTLY, HE LANDED THE ACFT IN THE TREE TOPS. DURING THE LANDING, THE ACFT SHEARED OFF A LARGE TREE, KNOCKED ANOTHER TREE OVER & CAME TO REST IN A 50 DEG, NOSE DOWN ATTITUDE. APPROX 40 GAL OF FUEL WAS FOUND ON BOARD. HOWEVER, A DRAIN NIPPLE AT THE BASE OF THE WOBBLE PUMP STRAINER HAD FAILED & ALLOWED CAVITATION OF THE ENGINE DRIVEN FUEL PUMP. THE FAILED COMPONENT (ROCKWELL PN 64040) FAILED AFTER 1833 HRS OF OPERATIONS.

Brief of Accident (Continued)

File No. - 945

8/05/83

MASSEY,MD

A/C Reg. No. N8484V

Time (Lc1) - 0700 EDT

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

Finding(s)

1. FUEL SYSTEM,STRAINER - FAILURE,TOTAL
2. FLUID,FUEL - STARVATION

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

Finding(s)

3. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
5. OBJECT - TREE(S)

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

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

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. - 857 5/25/83 VINALHAVEN, ME A/C Reg. No. N5015L Time (Lcl) - 1430 EDT

-----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 -TAKEOFF | | | | | |

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

| | | |
|-------------------------------------|--------------------------------------|-----------------------------------|
| Make/Model - LAKE LA-4-200 | Eng Make/Model - LYCOMING T0-360-A1B | ELT Installed/Activated - NO -N/A |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2600 | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 4 | Rated Power - 200 HP | |

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

| | | |
|-------------------------------------|----------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | SAME AS ACC/INC | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | UNK/NR | Runway Ident - N/A |
| Wind Dir/Speed- 030/010 KTS | 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 - 39 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 262 |
| SE LAND, SE SEA | Months Since - 1 | Last 24 Hrs - 1 |
| | Aircraft Type - LA-4 | Make/Model- 115 |
| | | Last 30 Days- 2 |
| | | Instrument- 5 |
| | | Last 90 Days- 2 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED FOLLOWING A WATER TAKEOFF FROM A SMALL LAKE. THE PILOT AND WITNESSES STATED THAT FOR APPROXIMATELY TWO HOURS BEFORE DEPARTURE AN ATTEMPT WAS MADE TO REMOVE WATER FROM THE TAIL SECTION OF THE ACFT. THE WATER HAD ACCUMULATED DUE TO A MISSING REAR PLUG IN THE FUSELAGE. WITNESSES STATED THAT AFTER SEVERAL UNSUCCESSFUL TAKEOFF ATTEMPTS THE ACFT TOOKOFF BUT CLIMBED SLOWLY AND APPEARED TO BE OUT OF CONTROL. THE PILOT STATED THAT AFTER TAKEOFF HE COULD NOT LOWER THE NOSE OR MAINTAIN AIRSPEED.

Brief of Accident (Continued)

File No. - 857

5/25/83

VINALHAVEN, ME

A/C Reg. No. N5015L

Time (Lcl) - 1430 EDT

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

Finding(s)

1. FUSELAGE - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
4. AIRCRAFT WEIGHT AND BALANCE - NOT CORRECTED - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. STALL - UNCONTROLLED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 925 2/13/83 HARRISVILLE,MI A/C Reg. No. N8304R Time (Lcl) - 1500 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 210/012 KTS
Visibility - 15.0 SM

Lowest Sky/Clouds - 9000 FT SCATTERED

Lowest Ceiling - 18000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity
ON AIRPORT

Airport Data

HARRISVILLE

Runway Ident - 21

Runway Lth/Wid - 2140/ 185

Runway Surface - GRASS/TURF

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 49

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1050

Make/Model- 600

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 36

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING A TOUCH-AND-GO LANDING ON A SNOW COVERED RWY, THE ACFT HIT A CHUNK OF FROZEN SNOW. REPORTEDLY, HE HAD DEPARTED FROM THE SAME RWY & HAD BEEN MAKING TOUCH-AND-GO LANDING, BUT DID NOT SEE THE OBSTRUCTION.

Brief of Accident (Continued)

File No. - 925

2/13/83

HARRISVILLE,MI

A/C Reg. No. N8304R

Time (Lc1) - 1500 EST

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
 2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 923 2/21/83 THREE OAKS, MI A/C Reg. No. N704RX Time (Lc1) - 0050 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire
NONE

| | Fatal | Serious | Minor | None |
|------|-------|---------|-------|------|
| Crew | 0 | 1 | 0 | 1 |
| Pass | 0 | 0 | 0 | 0 |

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 250/004 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 5500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SOUTH BEND, IN
Destination
INDIANAPOLIS, IN

Airport Proximity
ON AIRPORT

Airport Data

OSELKA
Runway Ident - 26
Runway Lth/Wid - 2770/ 60
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - PA-28R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

| | | | |
|-------------|----------|---------------|----------|
| Total | - 2345 | Last 24 Hrs | - 3 |
| Make/Model- | 250 | Last 30 Days- | UNK/NR |
| Instrument- | UNK/NR | Last 90 Days- | 89 |
| Multi-Eng | - UNK/NR | Rotorcraft | - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE INSTRUCTOR (CFI) & HIS STUDENT HAD STARTED FLYING AT APRX 1900 EST. THE PURPOSE WAS TO GIVE THE STUDENT APRX 3 HRS OF NIGHT INSTRUCTION. A REFUELING STOP WAS MADE AT SOUTH BEND, IN. ACCORDING TO THE STUDENT, THE CFI STAYED IN THE ACFT DURING THE REFUELING. THE STUDENT THOUGHT THAT THE CFI WAS TIRED & WAS RESTING IN THE ACFT. SEVERAL LANDINGS WERE MADE AT DIFFERENT ARPTS IN THE AREA. ON THE 2ND APCH TO THE OSELKA ARPT, THE ACFT STRUCK THE ROOF OF A BARN WHILE ON FINAL. IT THEN IMPACTED A DITCH JUST SHORT OF THE RWY & NOSED OVER. REPORTEDLY, THE CFI HAD BEEN WORKING SINCE 1000 EST THAT MORNING.

Brief of Accident (Continued)

File No. - 923

2/21/83

THREE OAKS, MI

A/C Reg. No. N704RX

Time (Lcl) - 0050 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. DISTANCE - MISJUDGED - DUAL STUDENT
 3. ALTITUDE - MISJUDGED - DUAL STUDENT
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. OBJECT - BUILDING(NONRESIDENTIAL)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

7. TERRAIN CONDITION - DITCH
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 875 6/26/83 ALMA, MI

A/C Reg. No. N41341

Time (Lc1) - 0935 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | Fatal | Serious | Minor | None |
|----------|-------|---------|-------|------|
| Injuries | | | | |
| Crew | 0 | 0 | 0 | 1 |
| Pass | 0 | 0 | 0 | 0 |

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA28-151
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 210/012 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

GRATIOT COMMUNITY
Runway Ident - 27
Runway Lth/Wid - 5000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 60
Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

| | | | |
|-------------|-------|---------------|--------|
| Total | - 149 | Last 24 Hrs | - 1 |
| Make/Model- | 5 | Last 30 Days- | UNK/NR |
| Instrument- | 0 | Last 90 Days- | 5 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE VASI LIGHTS DURING LANDING. THE PILOT WAS LANDING ON RWY 27 WITH WINDS FROM 210 DEGREES AT 12 KTS. HE REPORTED GUSTY WINDS BUT GAVE NO ESTIMATED VELOCITY OF THE GUSTS. HE SAID HE TOUCHED DOWN ON THE RIGHT MAIN GEAR WITH THE LEFT WING HIGH. A GUST OF WIND REPORTEDLY CAUSED THE LEFT WING TO RISE. THE ACFT THEN "ANGLED" OFF THE RWY AND THE RIGHT WING CONTACTED A VASI LIGHT.

Brief of Accident (Continued)

File No. - 875

6/26/83

ALMA, MI

A/C Reg. No. N41341

Time (Lc1) - 0935 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - APPROACH LIGHT/NAVAID

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 927 7/09/83 BERRIEN SPRINGS, MI A/C Reg. No. N3504Z Time (Lcl) - 1600 CDT

-----Basic Information-----

| | | | | | | | | |
|----------------------------|-------------------------|-----------------|--|------|-------|---|---------|------|
| Type Operating Certificate | NONE (GENERAL AVIATION) | Aircraft Damage | | | | | | |
| | | SUBSTANTIAL | | | | | | |
| Type of Operation | -PERSONAL | Fire | | Crew | Fatal | 0 | Serious | 0 |
| Flight Conducted Under | -14 CFR 91 | NONE | | Pass | 0 | 0 | Minor | 0 |
| Accident Occurred During | -LANDING | | | | | | | None |
| | | | | | | | | 1 |
| | | | | | | | | 3 |

-----Aircraft Information-----

| | | | | | |
|--------------|-----------------------|----------------|----------------------------|-------------------------|----------|
| Make/Model | - PIPER PA-22 | Eng Make/Model | - LYCOMING O-320 | ELT Installed/Activated | - YES/NO |
| Landing Gear | - TAILWHEEL-ALL FIXED | Number Engines | - 1 | Stall Warning System | - YES |
| Max Gross Wt | - 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 AIRPORT | |
| Method | - N/A | BERRIEN SPRINGS, MI | | | |
| Completeness | - N/A | Destination | | Airport Data | |
| Basic Weather | - VMC | LOCAL | | BERRIEN SPRINGS | |
| Wind Dir/Speed | - VARIABLE/012 KTS | ATC/Airspace | | Runway Ident | - 31 |
| Visibility | - 12.0 SM | Type of Flight Plan | - NONE | Runway Lth/Wid | - 3120/ 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 | | 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 - 387 | Last 24 Hrs - 5 |
| SE LAND | Months Since - 17 | Make/Model - 25 | Last 30 Days - UNK/NR |
| | Aircraft Type - UNK/NR | Instrument - 37 | Last 90 Days - 25 |

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHEN HE LANDED, THE WIND WAS VARIABLE FROM WEST TO NORTH AT 12 TO 15 KTS. HE STATED THAT AFTER TOUCHDOWN, HE HELD THE TAIL UP IN THE SLIP STREAM. REPORTEDLY, DIRECTIONAL CONTROL WAS GOOD UNTIL THE ACFT ENTERED AN AREA THAT WAS NOT PROTECTED BY TREES ON THE WEST SIDE. AT THAT POINT, THE ACFT SWERVED INTO THE WIND. SUBSEQUENTLY, IT RAN INTO A CORN FIELD BESIDE THE RWY & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 927

7/09/83

BERRIEN SPRINGS, MI

A/C Reg. No. N3504Z

Time (Lcl) - 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. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION
-

----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. - 842 7/16/83 TRAVERSE CITY, MI A/C Reg. No. N30606 Time (Lcl) - 1341 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 | 3 |
| Accident Occurred During -LANDING | | | | | |

-----Aircraft Information-----

| | | |
|-------------------------------------|---------------------------------------|----------------------------------|
| Make/Model - CESSNA 210L | Eng Make/Model - CONTINENTAL IO-520-L | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 3000 | 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 | TRAVERSE CITY, MI | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | CHERRY CAPITAL |
| Wind Dir/Speed- 340/007 KTS | ATC/Airspace | Runway Ident - 36 |
| Visibility - 3.000 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 5108/ 150 |
| Lowest Sky/Clouds - PART OBS | Type of Clearance - NONE | Runway Surface - GRASS/TURF |
| Lowest Ceiling - 4000 FT OVERCAST | Type Apch/Lndg - TRAFFIC PATTERN | Runway Status - DRY |
| Obstructions to Vision- HAZE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 24 | 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 - 11 | Make/Model- 50 |
| | Aircraft Type - UNK/NR | Instrument- 0 |
| | | Multi-Eng - 20 |
| | | Last 24 Hrs - 1 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 150 |

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHEN THE LANDING GEAR HANDLE WAS MOVED TO THE UP POSITION, THE HYDRAULIC PUMP CONTINUED TO OPERATE. SUBSEQUENTLY, THE CIRCUIT BREAKER FOR THE PUMP WAS PULLED TO KEEP THE MOTOR FROM OVERHEATING. SEVERAL ATTEMPTS TO LOWER THE GEAR WITH THE NORMAL & EMERGENCY SYSTEMS WERE INEFFECTIVE, SO A GEAR UP LANDING WAS MADE ON A GRASS PORTION OF THE ARPT. AN EXAM OF THE LANDING GEAR SYSTEM REVEALED THAT THE SELECTOR VALVE IN THE SOLENOID, PN 210-61039, WAS STUCK. THIS PREVENTED MOVEMENT OF THE GEAR IN EITHER DIRECTION.

Brief of Accident (Continued)

File No. - 842

7/16/83

TRAVERSE CITY,MI

A/C Reg. No. N30606

Time (Lcl) - 1341 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ELECTRICAL SYSTEM,ELECTRIC RELAY - BINDING(MECHANICAL)
2. HYDRAULIC SYSTEM - BINDING(MECHANICAL)
3. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
4. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 882 8/08/83 MARINE CITY, MI A/C Reg. No. N23581 Time (Lcl) - 1215 EDT

-----Basic Information-----

| | | | | | | |
|--|-----------------|------|-------|----------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage | | | | | |
| | SUBSTANTIAL | | | | | |
| Type of Operation -PERSONAL | Fire | Crew | Fatal | Injuries | | |
| Flight Conducted Under -14 CFR 91 | NONE | Pass | 0 | Serious | Minor | None |
| Accident Occurred During -LANDING | | | 0 | 0 | 0 | 1 |
| | | | | | | 2 |

-----Aircraft Information-----

| | | |
|-------------------------------------|-------------------------------------|----------------------------------|
| Make/Model - BEECH A36 | Eng Make/Model - CONTINENTAL IO-520 | ELT Installed/Activated - UNK/NR |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 3600 | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 6 | Rated Power - 285 HP | |

-----Environment/Operations Information-----

| | | |
|-------------------------------|----------------------------|---------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - UNK/NR | Last Departure Point | ON AIRPORT |
| Method - UNK/NR | CHICAGO, IL | |
| Completeness - UNK/NR | Destination | Airport Data |
| Basic Weather - VMC | SAME AS ACC/INC | MARINE CITY |
| Wind Dir/Speed- 180/025 KTS | ATC/Airspace | Runway Ident - 04 |
| Visibility - 10.0 SM | Type of Flight Plan - IFR | Runway Lth/Wid - 2250/ 42 |
| 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 - 43 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - UNK/NR |
| SE LAND | Months Since - 1 | Last 24 Hrs - UNK/NR |
| | Aircraft Type - UNK/NR | Make/Model- 700 |
| | | Last 30 Days- UNK/NR |
| | | Instrument- UNK/NR |
| | | Last 90 Days- 65 |
| | | Multi-Eng - UNK/NR |
| | | Rotorcraft - UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RAN OFF THE END OF THE RWY DURING LANDING. THE PILOT HAD CALLED UNICOM FOR WIND INFORMATION BUT HAD RECEIVED NO ANSWER. THE PILOT DECIDED BY SMOKE DRIFT TO LAND TO THE NORTH. THE WINDS AT THE ARPT WERE FROM TH SOUTH. THE PILOT LANDED ABOUT HALF WAY DOWN THE RWY AND RAN OFF THE END. THE PILOT REPORTED THE WIND SOCK AS DAMAGED AND UNUSABLE.

Brief of Accident (Continued)

File No. - 882

8/08/83

MARINE CITY, MI

A/C Reg. No. N23581

Time (Lc1) - 1215 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. AIRPORT FACILITIES, WIND DIRECTION INDICATOR - FAILURE, TOTAL
4. RADIO COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND
5. MONITORING - INADEQUATE - FBO PERSONNEL
6. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
8. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,3,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 862 8/20/83 LINDEN, MI A/C Reg. No. N77DE Time (Lcl) - 2015 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | | Injuries | | | |
|------|---|----------|---------|-------|------|
| | | Fatal | Serious | Minor | None |
| Crew | 0 | 0 | 0 | 0 | 1 |
| Pass | 0 | 0 | 0 | 0 | 0 |

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - DEMETER HUMMER B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - ZENOAH UNKNOWN
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 22 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PRICE'S
Runway Ident - 27
Runway Lth/Wid - 2500/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 25
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

| | | | | | |
|-------------|----|-----|---------------|--------|---|
| Total | - | 691 | Last 24 Hrs | - | 8 |
| Make/Model- | 87 | | Last 30 Days- | UNK/NR | |
| Instrument- | 0 | | Last 90 Days- | 30 | |

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT ACFT CRASHED AFTER TAKEOFF WHEN THE ENGINE FAILED AT ABOUT 100 FT AGL. THE ACFT CLIMBED TO ABOUT 100 FT AGL AT A DISTANCE OF ABOUT 240 FT FROM THE END OF THE RWY. AT THIS POINT THE ENGINE QUIT AND THE PILOT STARTED A 180 DEGREE TURN TOWARD AN OPEN FIELD ADJACENT TO THE RWY. DURING THE TURN THE ACFT COLLIDED WITH THE GROUND. INVESTIGATION REVEALED A STEEL BALL IN THE FUEL FILTER CHECK VALVE BECAME JAMMED WHICH RESTRICTED FUEL FLOW TO THE ENGINE.

Brief of Accident (Continued)

File No. - 862

8/20/83

LINDEN,MI

A/C Reg. No. N77DE

Time (Lcl) - 2015 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL SYSTEM,FILTER - BLOCKED(TOTAL)
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - UNCONTROLLED - 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. - 885 9/01/83 SHERIDAN,MI A/C Reg. No. N81TE Time (Lcl) - 1510 EDT

-----Basic Information-----

| | | | | | |
|--|--------------------------------|--------|---------------------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | Fatal | Injuries Serious | Minor | None |
| Type of Operation -PERSONAL | Fire | Crew 0 | 1 | 0 | 0 |
| Flight Conducted Under -14 CFR 91 | NONE | Pass 0 | 0 | 0 | 0 |
| Accident Occurred During -LANDING | | | | | |

-----Aircraft Information-----

| | | |
|------------------------------------|--|-----------------------------------|
| Make/Model - EDWARDS MITCHELL P-38 | Eng Make/Model - CUYUNA NOT REPORTED | ELT Installed/Activated - NO -N/A |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - UNK/NR |
| Max Gross Wt - UNK/NR | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 1 | Rated Power - 30 HP | |

-----Environment/Operations Information-----

| | | |
|---------------------------------------|---------------------------------|-------------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | ON AIRSTRIP |
| Method - N/A | SAME AS ACC/INC | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | SAME AS ACC/INC | RUSSELL FIELD |
| Wind Dir/Speed- 050/006 KTS | ATC/Airspace | Runway Ident - 34 |
| Visibility - 15.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 1700 -UNK/NR |
| Lowest Sky/Clouds - 4500 FT SCATTERED | Type of Clearance - NONE | Runway Surface - GRASS/TURF |
| 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 - 33 | Medical Certificate - EXPIRED |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| STUDENT | Current - N/A | Total - 90 |
| | Months Since - N/A | Last 24 Hrs - 1 |
| | Aircraft Type - N/A | Make/Model- 82 |
| | | Last 30 Days- UNK/NR |
| | | Instrument- 0 |
| | | Last 90 Days- 1 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED DOWN IN A CROP OF CORN DURING A FORCED LANDING AFTER THE ENGINE LOST POWER AT 200 FT AGL DURING TAKEOFF CLIMB. DURING THE TURN BACK TO THE AIRSTRIP THE LEFT WING STALLED. THE PILOT SAID HE RECOVERED ABOUT 10 FT AGL BUT THE CORN STALKS SLOWED THE ACFT AND FORCED THE NOSE DOWN. AFTER THE ACCIDENT AN INSPECTION SHOWED A FUEL LINE CRIMPED AGAINST THE TANK CAUSING A PARTIAL BLOCKING OF FUEL FLOW. THIS IS A HOMEBUILT ACFT.

Brief of Accident (Continued)

File No. - 885

9/01/83

SHERIDAN,MI

A/C Reg. No. N81TE

Time (Lc1) - 1510 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL SYSTEM,LINE - BUCKLED
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. STALL - INADVERTENT - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 913

6/06/83

ROSEAU,MN

A/C Reg. No. N7221L

Time (Lcl) - 0800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 1 | 0 |
| 0 | 0 | 0 | 0 |

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-25

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2900

No. of Seats - 1

Eng Make/Model - LYCOMING O-540

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 235 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 330/005 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ROSEAU,MN

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

GLIDER

Age - 58

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 8035

Make/Model- 1325

Instrument- 240

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 35

Rotorcraft - 135

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AERIAL APPLICATION FLT, THE ACFT COLLIDED WITH POWER LINES DURING A PULL-UP FROM A SWATH RUN. THE PLT REPORTED NO PREIMPACT MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 913

6/06/83

ROSEAU,MN

A/C Reg. No. N7221L

Time (Lcl) - 0800 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. 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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 890 6/24/83 MINNEAPOLIS, MN A/C Reg. No. N831OL Time (Lcl) - 1337 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

5

-----Aircraft Information-----

Make/Model - PIPER PA-32R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 160/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MINNEAPOLIS, MN
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

CRYSTAL
Runway Ident - 13R
Runway Lth/Wid - 3266/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 61
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - PA32R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 2852
Last 24 Hrs - 0
Make/Model- 203
Instrument- 202
Last 30 Days- UNK/NR
Multi-Eng - 476
Last 90 Days- 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RAN OFF THE END OF THE RWY AND COLLAPSED THE NOSE GEAR DURING AN ABORTED TAKEOFF. THE ACFT EXCEEDED THE MAXIMUM GROSS WEIGHT FOR TAKEOFF BY 190 LBS. DECISION TO ABORT WAS MADE ABOUT 2/3 OF THE WAY DOWN THE RWY. BRAKING WAS GOOD AND DECELERATION ADEQUATE UNTIL THE ACFT RAN OFF INTO WET GRASS WHICH REDUCED BRAKING. THE NOSE GEAR DUG INTO SOFT TERRAIN AND FOLDED.

Brief of Accident (Continued)

File No. - 890

6/24/83

MINNEAPOLIS, MN

A/C Reg. No. N8310L

Time (Lcl) - 1337 CDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - DISREGARDED - PILOT IN COMMAND
 2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
 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. - 874 7/03/83 SAUK CENTRE,MN A/C Reg. No. N5010A Time (Lcl) - 1945 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 | | | | | | |

-----Aircraft Information-----

| | | |
|-------------------------------|--|-----------------------------------|
| Make/Model - CESSNA 172 | Eng Make/Model - CONTINENTAL O-300-A | ELT Installed/Activated - YES/YES |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2300 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 145 HP | |

-----Environment/Operations Information-----

| | | |
|----------------------------------|-------------------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - FSS | Last Departure Point | OFF AIRPORT/STRIP |
| Method - TELEPHONE | PARK RAPIDS,MN | |
| Completeness - FULL | Destination | Airport Data |
| Basic Weather - IMC | ST. CLOUD,MN | Runway Ident - N/A |
| Wind Dir/Speed- 270/015 KTS | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - .750 SM | Type of Flight Plan - NONE | Runway Surface - N/A |
| Lowest Sky/Clouds - 600 FT | Type of Clearance - NONE | Runway Status - N/A |
| Lowest Ceiling - 600 FT OVERCAST | Type Apch/Lndg - PRECAUTIONARY LNDG | |
| Obstructions to Vision- UNK/NR | | |
| Precipitation - RAIN | | |
| Condition of Light - DUSK | | |

-----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 - 137 | Last 24 Hrs - 2 |
| SE LAND | Months Since - 13 | Make/Model- 21 | Last 30 Days- UNK/NR |
| | Aircraft Type - UNK/NR | Instrument- 4 | Last 90 Days- 43 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A PRECAUTIONARY LANDING BECAUSE OF WEATHER. DURING THE LANDING ROLL THE NOSE GEAR STRUCK A RUT AND THE ACFT NOSED OVER. THE WEATHER WAS IMC. THE PILOT DID RECIEVE A WEATHER BRIEFING AND THE WEATHER INFORMATION WAS ACCURATE. THE PRECAUTIONARY LANDING WAS MADE OFF ARPT IN AN OPEN FIELD.

Brief of Accident (Continued)

File No. - 874

7/03/83

SAUK CENTRE, MN

A/C Reg. No. N5010A

Time (Lc1) - 1945 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - THUNDERSTORM
5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
7. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
8. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. LIGHT CONDITION - DUSK
10. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

11. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 931 7/05/83 BROOTEN,MN A/C Reg. No. N4028K Time (Lcl) - 0800 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 | Minor | None | |
| Accident Occurred During | -LANDING | | | 0 | 0 | 0 | 1 | 0 |

-----Aircraft Information-----

| | | | | | | |
|--------------|-----------------|----------------|--------------------|-------------------------|------|------|
| Make/Model | - HILLER UH-12E | Eng Make/Model | - ALLISON 250-C20B | ELT Installed/Activated | - NO | -N/A |
| Landing Gear | - SKID | Number Engines | - 1 | Stall Warning System | - NO | |
| Max Gross Wt | - 3100 | Engine Type | - TURBOSHAFT | | | |
| 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 | BROOTEN,MN | | | |
| Completeness | - N/A | Destination | | Airport Data | |
| Basic Weather | - VMC | LOCAL | | Runway Ident | - N/A |
| Wind Dir/Speed | - 360/004 KTS | ATC/Airspace | | Runway Lth/Wid | - N/A |
| Visibility | - 25.0 SM | Type of Flight Plan | - NONE | Runway Surface | - N/A |
| Lowest Sky/Clouds | - CLEAR | Type of Clearance | - NONE | Runway Status | - N/A |
| Lowest Ceiling | - NONE | Type Apch/Lndg | - FORCED LANDING | | |
| Obstructions to Vision | - NONE | | | | |
| Precipitation | - NONE | | | | |
| Condition of Light | - DAYLIGHT | | | | |

-----Personnel Information-----

| | | | |
|--------------------------|------------------------|---------------------|----------------------------------|
| Pilot-In-Command | Age - 44 | Medical Certificate | - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| COMMERCIAL | Current - YES | Total - 3260 | Last 24 Hrs - 4 |
| SE LAND | Months Since - 6 | Make/Model - 360 | Last 30 Days - UNK/NR |
| HELICOPTER | Aircraft Type - UH-12E | Instrument - 75 | Last 90 Days - 120 |
| | | | Rotorcraft - 2720 |

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER HAD JUST LIFTED OFF OF THE FLATBED OF A TRUCK WHEN IT STARTED TO SPIN. THE PLT LOWERED THE COLLECTIVE, REDUCED THE POWER & LANDED BESIDE THE TRUCK. DURING TOUCHDOWN, THE MAIN ROTOR BLADES STRUCK THE TRUCK. AN INVESTIGATION REVEALED THAT THE THRUST BEARING, PN 25200-3, IN THE TAIL ROTOR DRIVE WAS INSTALLED BACKWARDS. THIS ALLOWED THE BEVELED DRIVE GEAR TO MOVE FORWARD & BECOME DISENGAGED FROM THE TAIL ROTOR DRIVE GEAR.

Brief of Accident (Continued)

File No. - 931

7/05/83

BROOTEN, MN

A/C Reg. No. N4028K

Time (Lc1) - 0800 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - DISCONNECTED
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 928 7/13/83 HAMEL,MN A/C Reg. No. N1509W Time (Lcl) - 0830 CDT

-----Basic Information-----

| | | | | | | |
|--|-----------------|------|-------|----------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage | | | | | |
| | SUBSTANTIAL | | | | | |
| Type of Operation -PERSONAL | Fire | Crew | Fatal | Injuries | Minor | None |
| Flight Conducted Under -14 CFR 91 | NONE | Pass | 0 | 0 | 1 | 0 |
| Accident Occurred During -LANDING | | | 0 | 3 | 3 | 0 |

-----Aircraft Information-----

| | | | |
|---|----------------------|------------------------------|------|
| Make/Model - BALLOON WORKS FIREFLY 8-24 | Eng Make/Model - N/A | ELT Installed/Activated - NO | -N/A |
| Landing Gear - N/A | Number Engines - N/A | Stall Warning System - NO | |
| Max Gross Wt - UNK/NR | Engine Type - UNK/NR | | |
| No. of Seats - UNK/NR | Rated Power - N/A | | |

-----Environment/Operations Information-----

| | | |
|-------------------------------------|---------------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | EXCELSIOR,MN | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | |
| Wind Dir/Speed- 210/005 KTS | ATC/Airspace | Runway Ident - N/A |
| Visibility - 20.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - N/A |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - N/A |
| Lowest Ceiling - NONE | Type Apch/Lndg - FORCED LANDING | Runway Status - N/A |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|-------------------------|--|
| Pilot-In-Command | Age - 39 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL | Current - YES | Total - 184 |
| SE LAND | Months Since - 1 | Last 24 Hrs - 2 |
| FREE BALLOON | Aircraft Type - FIREFLY | Make/Model- 2 |
| | | Instrument- 0 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 53 |

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT, THE PLT USED FUEL FROM 2 OF 4 PROPANE TANKS, THEN SWITCHED TO THE 2ND 2 TANKS & STARTED A DESCENT. AT APRX 300 FT AGL, HE TRIED TO START THE BURNER, BUT COULD NOT GET A LIGHT BECAUSE THE PILOT LIGHT WAS OUT. HE ATTEMPTED TO MANUALLY RELIGHT THE BURNER WITH A FLINT SPARKER, BUT THE BURNER WOULD NOT RELIGHT. SUBSEQUENTLY, THE BALLOON STRUCK A METAL FENCE, BOUNCED & HIT A TRACTOR. FIVE OF THE PASSENGERS FELL OUT. THE PLT & ONE OTHER PASSENGER WERE CARRIED ANOTHER 200 YARDS INTO A SWAMPY AREA. AN EXAM OF THE FUEL SYS SHOWED THAT THE PILOT LIGHT VALVE WAS A TOGGLE TYPE SWITCH NEAR THE "FIRE 2" VALVE. THE PLT REPORTED THAT HE COULD HAVE INADVERTENTLY STRUCK & SHUT OFF THE PILOT LIGHT VALVE AS HE ROTATED THE "FIRE 2" VALVE. WHEN CHECKED, THE PILOT LIGHT & BURNER OPERATED NORMALLY. THE "FIRE 2" WOULD ONLY LIGHT WITH THE FLINT SPARKER WHEN THE VALVE WAS ONLY SLIGHTLY OPENED.

Brief of Accident (Continued)

File No. - 928

7/13/83

HAMEL,MN

A/C Reg. No. N1509W

Time (Lc1) - 0830 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. BALLOON EQUIPMENT,HEATER SYSTEM - INOPERATIVE
2. FUEL SYSTEM - INADVERTENT DEACTIVATION - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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) 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. - 889 7/16/83 SPRINGFIELD,MN

A/C Reg. No. N21700

Time (Lc1) - 0730 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 |

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - CESSNA 188-B

Eng Make/Model - CONTINENTAL IO-520-D

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 4200

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 285 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 140/005 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

SPRINGFIELD

Runway Ident - 31

Runway Lth/Wid - 3400/ 100

Runway Surface - GRASS/TURF

Runway Status - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Age - 40

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL,ATP

Current - YES

Total - 1900

Last 24 Hrs - 1

SE LAND,ME LAND

Months Since - 8

Make/Model- 1200

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 0

Last 90 Days- 63

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO A CORNFIELD DURING A TAKEOFF TO SPRAY CROPS. THE PILOT STATED THAT THERE WERE NO MECHANICAL PROBLEMS WITH THE ACFT. INVESTIGATION SHOWED THAT THE PILOT ATTEMPTED A TAKEOFF ON RWY 31 WITH A 5 KT TAILWIND. THE ACFT DID NOT BECOME AIRBORNE.

Brief of Accident (Continued)

File No. - 889

7/16/83

SPRINGFIELD,MN

A/C Reg. No. N21700

Time (Lc1) - 0730 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - CROP
-

-----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. - 868 7/18/83 CROOKSTON,MN A/C Reg. No. N92037 Time (Lcl) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 |

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 188B

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 3300

No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520D

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 310/040 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CROOKSTON, MUNICIPAL

Runway Ident - 31

Runway Lth/Wid - 3500/ 75

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 25

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 - 4000

Make/Model- 50

Instrument- 150

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 400

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A BARLEY CROP DURING A FORCED LANDING ON A NARROW DIRT ROAD. THE ACFT HAD LOST POWER AFTER TAKEOFF FOR A CALIBRATION SPRAY RUN. THE PILOT STATED HE TOOK OFF WITH ABOUT 10 GALLONS OF FUEL (1/8 TANK) AND DID NOT VISUALLY CHECK THE FUEL QUATITY BEFORE TAKEOFF.

Brief of Accident (Continued)

File No. - 868

7/18/83

CROOKSTON,MN

A/C Reg. No. N92037

Time (Lc1) - 1100 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - CROP
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 929 7/18/83 BROOKLYN PARK, MN A/C Reg. No. N120NR Time (Lcl) - 1823 CDT

-----Basic Information-----

| | | | | | | |
|--|-----------------|------|-------|----------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage | | | | | |
| | SUBSTANTIAL | | | | | |
| Type of Operation -AERIAL APPLICATION | Fire | Crew | Fatal | Injuries | Minor | None |
| Flight Conducted Under -14 CFR 137 | NONE | Pass | 0 | 0 | 0 | 1 |
| Accident Occurred During -MANEUVERING | | | 0 | 0 | 0 | 0 |

-----Aircraft Information-----

| | | |
|----------------------------|--|-----------------------------------|
| Make/Model - HILLER UH-12E | Eng Make/Model - LYCOMING VO-540-C2A | ELT Installed/Activated - NO -N/A |
| Landing Gear - SKID | Number Engines - 1 | Stall Warning System - NO |
| Max Gross Wt - 3100 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 3 | Rated Power - 350 HP | |

-----Environment/Operations Information-----

| | | |
|--------------------------------------|---------------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | BROOKLYN PARK, MN | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | |
| Wind Dir/Speed- 140/005 KTS | ATC/Airspace | Runway Ident - N/A |
| Visibility - 15.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - N/A |
| Lowest Sky/Clouds - 500 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 - UNK/NR | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL | Current - YES | Total - 4186 |
| SE LAND | Months Since - 9 | Make/Model- 663 |
| HELICOPTER | Aircraft Type - UH-12E | Instrument- 10 |
| | | Multi-Eng - 2 |
| | | Last 24 Hrs - 7 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 227 |

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE WAS SPRAYING THE END ROWS OF A FIELD WHEN THE HELICOPTER APPROACHED SOME WIRES. HE STATED THAT HE SAW THE WIRES AT THE LAST SECOND & TRIED TO GET UNDER THEM. REPORTEDLY, THE HELICOPTER CROSSED BELOW A SET OF POWER LINES, BUT STRUCK A TELEPHONE LINE. THE PLT INITIATED A LANDING; HOWEVER, THE WIRE BECAME "FOULED IN THE CONTROLS" MAKING CONTROL DIFFICULT. THE PLT REPORTED THAT THE HELICOPTER TOUCHED DOWN A LITTLE TOO FAST, BOUNCED TWICE & ROLLED OVER.

Brief of Accident (Continued)

File No. - 929

7/18/83

BROOKLYN PARK, MN

A/C Reg. No. N120NR

Time (Lc1) - 1823 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 844

7/28/83

ROCHESTER, MN

A/C Reg. No. N4985D

Time (Lcl) - 2330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 2 |

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3112
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
TECUMSEH, MI
Destination
MINNEAPOLIS, MN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - 25
Aircraft Type - 182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 775
Make/Model- 4
Instrument- 0
Multi-Eng - 100
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE, THE ENGINE LOST POWER & THE PLT WAS UNABLE TO RESTART IT. DURING A FORCED LANDING ON A ROAD AT DUSK, THE VERTICAL STABILIZER STRUCK A WIRE. APRX 16 INCHES WAS CUT OFF THE TOP OF THE STABILIZER & THE RUDDER WAS TORN LOOSE FROM THE HINGES. DURING AN INVESTIGATION, ONLY A SMALL AMOUNT OF FUEL (REPORTEDLY ABOUT 4 GAL) WAS FOUND IN THE TANKS. ACCORDING TO THE, FLT MANUAL, 1.5 GAL OF FUEL IN EACH FUEL TANK IS UNUSABLE IN LEVEL FLIGHT. IN OTHER THAN LEVEL FLIGHT, UP TO 5 GAL IN EACH TANK IS UNUSABLE. NO OTHER PREIMPACT DISCREPANCIES WERE FOUND.

Brief of Accident (Continued)

File No. - 844

7/28/83

ROCHESTER, MN

A/C Reg. No. N4985D

Time (Lcl) - 2330 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. FLUID,FUEL - STARVATION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LIGHT CONDITION - DUSK
 5. OBJECT - WIRE, TRANSMISSION
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 848 8/10/83 AUSTIN,MN A/C Reg. No. N5732K Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 0
0 0

None
1
2

-----Aircraft Information-----

Make/Model - BEECH S35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 300/019 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3300 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
CEDAR RAPIDS,IA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

AUSTIN
Runway Ident - 35
Runway Lth/Wid - 3800/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 296 Last 24 Hrs - 1
Make/Model - 86 Last 30 Days - UNK/NR
Instrument - 39 Last 90 Days - 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STARTED TO TAKEOFF ON RWY 35 WITH A WIND FROM 300 DEG AT 19, GUSTING 25 KTS. DURING THE TAKEOFF ROLL, THE RIGHT DOOR POPPED OPEN & THE ACFT VEERED TO THE LEFT. REPORTEDLY, THE PLT INTENDED TO CONTINUE THE TAKEOFF (TO CIRCLE, LAND & FIX THE DOOR). HOWEVER, AS HE WAS ATTEMPTING TO "STRAIGHTEN OUT FOR TAKEOFF," THE RIGHT MAIN GEAR STRUCK A RWY LIGHT & COLLAPSED. THE ACFT THEN SLID ACROSS THE RWY & STOPPED APRX 25 YARDS OFF THE RIGHT SIDE OF THE RWY. REPORTEDLY, THERE WAS NO MECHANICAL MALFUNCTION OR FAILURE OF THE DOOR.

Brief of Accident (Continued)

File No. - 848

8/10/83

AUSTIN,MN

A/C Reg. No. N5732K

Time (Lc1) - 1600 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DOOR - UNLOCKED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. OBJECT - RUNWAY LIGHT
7. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

8. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,7

Factor(s) relating to this accident is/are finding(s) 1,2,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 884 9/01/83 HALSTAD, MN A/C Reg. No. N6826G Time (Lcl) - 0800 CDT

-----Basic Information-----

| | | | | | |
|--|--------------------------------|------|----------|---------|-------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | | Injuries | | |
| Type of Operation - PERSONAL | Fire | Crew | Fatal | Serious | Minor |
| Flight Conducted Under - 14 CFR 91 | NONE | Pass | 0 | 0 | 1 |
| Accident Occurred During - LANDING | | | 0 | 0 | 0 |
| | | | | | None |
| | | | | | 0 |

-----Aircraft Information-----

| | | |
|-------------------------------|--|----------------------------------|
| Make/Model - CESSNA 150L | Eng Make/Model - CONTINENTAL O-200 | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 1670 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 2 | Rated Power - 100 HP | |

-----Environment/Operations Information-----

| | | |
|-------------------------------------|----------------------------------|-----------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | ON AIRSTRIP |
| Method - N/A | FARGO, ND | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | HALSTAD, MN | WIESE FARM |
| Wind Dir/Speed- 170/005 KTS | ATC/Airspace | Runway Ident - 35 |
| Visibility - 15.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 2500/ 50 |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - GRASS/TURF |
| Lowest Ceiling - NONE | Type Apch/Lndg - TRAFFIC PATTERN | Runway Status - WET |
| Obstructions to Vision- NONE | FULL STOP | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 32 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL | Current - NO | Total - 515 |
| SE LAND | Months Since - UNK/NR | Last 24 Hrs - 6 |
| | Aircraft Type - UNK/NR | Last 30 Days- UNK/NR |
| | | Last 90 Days- 243 |
| | | Multi-Eng - 4 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED LONG AND COLLIDED WITH AN EMBANKMENT AT A PRIVATE FARM STRIP. THE PILOT STATED HE LANDED ON RWY 35 AND THE WIND WAS FROM 170 DEGREES AT 5-10 KTS.

Brief of Accident (Continued)

File No. - 884

9/01/83

HALSTAD, MN

A/C Reg. No. N6826G

Time (Lc1) - 0800 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. WIND INFORMATION - NOT IDENTIFIED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

-----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. - 843 9/02/83 GRAND MARAIS, MN A/C Reg. No. N1857V Time (Lcl) - 2050 CDT

-----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 172M | Eng Make/Model - LYCOMING O-320-E2D | ELT Installed/Activated - YES/YES |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2300 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 150 HP | |

-----Environment/Operations Information-----

| | | |
|---|--|--|
| Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - NIGHT(DARK) | Itinerary Last Departure Point PRINCETON, MN Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FULL STOP | Airport Proximity ON AIRPORT Airport Data DEVILS TRACK Runway Ident - 27 Runway Lth/Wid - 2800/ 60 Runway Surface - ASPHALT Runway Status - WET |
|---|--|--|

-----Personnel Information-----

| | | |
|--|--|--|
| Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND | Age - 41 Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - 140 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 167 Last 24 Hrs - 2 Make/Model- 62 Last 30 Days- UNK/NR Instrument- 3 Last 90 Days- 50 |
|--|--|--|

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF FROM THE DEPARTURE POINT AFTER AN UNEXPECTED 1/2 HR DELAY. BY THE TIME HE ARRIVED AT HIS DESTINATION, IT WAS DARK. NO RWY LIGHTING SYS WAS INSTALLED, SO SOMEONE AT THE ARPT DROVE A CAR TO RWY 27 TO LIGHT UP THE APPROACH END WITH THE HEAD LIGHTS. DURING THE ARRIVAL, THE PLT LANDED LONG & WAS UNABLE TO STOP ON THE REMAINING RWY. THE ACFT WENT OFF THE DEPARTURE END OF THE RWY, WENT OFF A 4 TO 5 FT EMBANKMENT & NOSED OVER.

Brief of Accident (Continued)

File No. - 843

9/02/83

GRAND MARAIS, MN

A/C Reg. No. N1857V

Time (Lc1) - 2050 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 973 2/24/83 ST. LOUIS, MO

A/C Reg. No. N237AM

Time (Lcl) - 1916 CST

-----Basic Information-----

| | | | | | | | |
|----------------------------|---------------------------------|-----------------|------|----------|---------|-------|------|
| Type Operating Certificate | COMMUTER | Aircraft Damage | | Injuries | | | |
| Name of Carrier | -AIR MIDWEST | MINOR | | Fatal | Serious | Minor | None |
| Type of Operation | -SCHEDULED, DOMESTIC, PASSENGER | Fire | Crew | 0 | 0 | 0 | 2 |
| Flight Conducted Under | -14 CFR 135 | NONE | Pass | 0 | 1 | 0 | 7 |
| Accident Occurred During | -STANDING | | | | | | |

-----Aircraft Information-----

| | | | | | |
|--------------|------------------------|----------------|----------------------------|-------------------------|-----------|
| Make/Model | - SWEARINGEN SA 226TC | Eng Make/Model | - AIRESEARCH 331-3UW-30-3G | ELT Installed/Activated | - NO -N/A |
| Landing Gear | - TRICYCLE-RETRACTABLE | Number Engines | - 2 | Stall Warning System | - YES |
| Max Gross Wt | - 10062 | Engine Type | - TURBOPROP | | |
| No. of Seats | - 19 | Rated Power | - 940 HP | | |

-----Environment/Operations Information-----

| | | |
|---------------------------------------|----------------------------|-------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - UNK/NR | Last Departure Point | ON AIRPORT |
| Method - UNK/NR | COLUMBIA, MO | |
| Completeness - UNK/NR | Destination | Airport Data |
| Basic Weather - VMC | SAME AS ACC/INC | LAMBERT-ST. LOUIS INTL. |
| Wind Dir/Speed- 340/010 KTS | ATC/Airspace | Runway Ident - UNK/NR |
| Visibility - 7.0 SM | Type of Flight Plan - IFR | Runway Lth/Wid - UNK/NR |
| Lowest Sky/Clouds - 2500 FT SCATTERED | Type of Clearance - UNK/NR | Runway Surface - UNK/NR |
| Lowest Ceiling - 3800 FT OVERCAST | Type Apch/Lndg - UNK/NR | Runway Status - UNK/NR |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - NIGHT(DARK) | | |

-----Personnel Information-----

| | | |
|--------------------------|-------------------------|--|
| Pilot-In-Command | Age - 29 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| ATP | Current - YES | Total - 6534 |
| SE LAND, ME LAND | Months Since - 13 | Last 24 Hrs - 1 |
| | Aircraft Type - SA226TC | Make/Model- 4209 |
| | | Last 30 Days- 7 |
| | | Instrument- 1180 |
| | | Last 90 Days- 233 |
| | | Multi-Eng - 5279 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ROTATING RIGHT PROP STRUCK A FEMALE CHILD PASSENGER WHO HAD RUN DOWN THE ACFT AIRSTAIR TO RETRIEVE A DOLL SHE HAD DROPPED WHILE CLIMBING THE AIRSTAIR TO BOARD FOR THE FLT. A COMPANY ATTENDANT WAS STATIONED AT THE LEFT (STOPPED) PROP, BUT NOT ON OR NEAR THE AIRSTAIR, TO ASSIST THE PASSENGERS. THE OPERATOR HAD NO PROCEDURES GOVERNING THE OPERATION OF ENGINES DURING ENPLANING & DEPLANING. BOARDING PROCEDURES WERE SKETCHY, BUT HAVE BEEN CHANGED SINCE THE ACCIDENT TO REQUIRE A CREWMEMBER BE ON THE BOARDING STAIRS PRIOR TO BOARDING PASSENGERS.

Brief of Accident (Continued)

File No. - 973

2/24/83

ST. LOUIS, MO

A/C Reg. No. N237AM

Time (Lcl) - 1916 CST

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. SUPERVISION - INADEQUATE - COMPANY/OPERATOR MGMT
3. PROCEDURE INADEQUATE, CONDITION(S)/STEP(S) NOT LISTED - COMPANY/OPERATOR MGMT

-----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. - 804 5/20/83 ST. LOUIS, MO

A/C Reg. No. N40483

Time (Lcl) - 1020 CDT

-----Basic Information-----

| | | | | | | | |
|----------------------------|-----------------------------|-----------------|------|-------|---|---------|----|
| Type Operating Certificate | AIR CARRIER - FLAG/DOMESTIC | Aircraft Damage | | | | | |
| Name of Carrier | -CONTINENTAL AIR LINES, IN | SUBSTANTIAL | | Fatal | 0 | Serious | 0 |
| Type of Operation | -SCHEDULED | Fire | Crew | 0 | 0 | Minor | 0 |
| Flight Conducted Under | -14 CFR 121 | NONE | Pass | 0 | 0 | 0 | 7 |
| Accident Occurred During | -TAXI | | | | | | 45 |

-----Aircraft Information-----

| | | | | | |
|--------------|------------------------|----------------|--------------------|-------------------------|-----------|
| Make/Model | - BOEING 727-100 | Eng Make/Model | - P & W JT8D-7 | ELT Installed/Activated | - NO -N/A |
| Landing Gear | - TRICYCLE-RETRACTABLE | Number Engines | - 3 | Stall Warning System | - YES |
| Max Gross Wt | - 142000 | Engine Type | - TURBOFAN | | |
| No. of Seats | - 134 | Rated Power | - 14000 LBS THRUST | | |

-----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 | DENVER, CO | LAMBERT-ST. LOUIS INTNTL. |
| Wind Dir/Speed- 150/007 KTS | ATC/Airspace | Runway Ident - UNK/NR |
| Visibility - 7.0 SM | Type of Flight Plan - IFR | Runway Lth/Wid - UNK/NR |
| Lowest Sky/Clouds - 3500 FT SCATTERED | Type of Clearance - UNK/NR | Runway Surface - UNK/NR |
| Lowest Ceiling - 25000 FT OVERCAST | 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 - 54 | Medical Certificate | - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| ATP | Current - YES | Total - 17461 | Last 24 Hrs - UNK/NR |
| ME LAND | Months Since - UNK/NR | Make/Model- 6700 | Last 30 Days- UNK/NR |
| | Aircraft Type - UNK/NR | Instrument- 0 | Last 90 Days- UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS SCHEDULED AS CONTINENTAL FLT 415 & WAS DEPARTING FROM EASTERN AIRLINES GATE 14A. WHILE DEPARTING FROM THE GATE, THE AIRCREW TURNED LEFT TO AVOID A DC-9 PARKED AT GATE 14, THEN TURNED RIGHT TO A YELLOW TAXI LINE. WHILE MANEUVERING, THE LEFT WING TIP EXTENDED ACROSS DESIGNATED VEHICULAR TRAFFIC LANES & SCRAPED THE TOP OF A FUEL TRUCK. THE TRUCK WAS PARKED IN THE FURTHEST LANE FROM THE GATES & TAXI AREA. REPORTEDLY, THERE WOULD HAVE BEEN SUFFICIENT CLEARANCE IF THE ACFT HAD BEEN TAXIING ALONG THE YELLOW TAXI LINE WITHOUT MANEUVERING.

Brief of Accident (Continued)

File No. - 804

5/20/83

ST. LOUIS, MO

A/C Reg. No. N40483

Time (Lc1) - 1020 CDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. AIRPORT FACILITIES, RAMP FACILITIES - CONGESTED
 2. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
 3. OBJECT - VEHICLE
 4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 959 8/21/83 MT. VERNON, MO A/C Reg. No. N24840 Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - LEONARD SPIEZO SPORT
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 2

Eng Make/Model - LYCOMING O-290
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 190/015 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

MT. VERNON MUNICIPAL
Runway Ident - 17
Runway Lth/Wid - 3200/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 57
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 13715
Make/Model- 15
Instrument- 1642
Multi-Eng - 9573
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 57

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE RWY DURING TAKEOFF. THE WIND WAS GUSTY AND THE TEMPERATURE WAS HIGH AT 100 DEGREES F. THE ARPT ELEVATION IS 1240 FT MSL. THE PILOT STATED THAT AFTER TAKEOFF HE WAS CLIMBING AT ABOUT 200 FT AGL WHEN A GUST OF WIND DROPPED THE RIGHT WING. THE PILOT MADE A CORRECTION TO THE LEFT IN A DESCENDING LEFT TURN. THE ENGINE WAS RUNNING AT FULL POWER WHEN THE ACFT CONTACTED THE RWY.

Brief of Accident (Continued)

File No. - 959

8/21/83

MT. VERNON, MO

A/C Reg. No. N24840

Time (Lc1) - 1500 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - RUNWAY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 898 7/21/83 HOLLANDALE, MS A/C Reg. No. N48541' Time (Lcl) - 0650 CDT

-----Basic Information-----

| | | | | | | | |
|--|---------------------|-----------------|------|-------|----------|-------|------|
| Type Operating Certificate-COMMERCIAL OPERATOR | | Aircraft Damage | | | | | |
| | | SUBSTANTIAL | | | | | |
| Type of Operation | -AERIAL APPLICATION | Fire | Crew | Fatal | Injuries | | |
| Flight Conducted Under | -14 CFR 137 | NONE | Pass | 0 | Serious | Minor | None |
| Accident Occurred During | -LANDING | | | 0 | 0 | 1 | 0 |
| | | | | 0 | 0 | 0 | 0 |

-----Aircraft Information-----

| | | | | | |
|--------------|-----------------------|----------------|----------------------------|-------------------------|-----------|
| Make/Model | - GRUMMAN G-164B-450 | Eng Make/Model | - P&W R-985-AN1 | ELT Installed/Activated | - NO -N/A |
| Landing Gear | - TAILWHEEL-ALL FIXED | Number Engines | - 1 | Stall Warning System | - UNK/NR |
| Max Gross Wt | - 4500 | Engine Type | - RECIPROCATING-CARBURETOR | | |
| No. of Seats | - 1 | Rated Power | - 450 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 - 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 - DAWN</p> | <p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p> | <p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">LAKELAND INT'L</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2000 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p> |
|---|---|--|

-----Personnel Information-----

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 20 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL | Current - YES | Total - 1123 |
| SE LAND | Months Since - 6 | Make/Model- 180 |
| | Aircraft Type - UNK/NR | Instrument- 11 |
| | | Last 24 Hrs - 5 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 165 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SWERVED AND NOSED OVER DURING LANDING. THE PILOT STATED THAT ON LANDING THE TIRE BLEW AND DIRECTIONAL CONTROL WAS LOST. POST ACCIDENT EXAMINATION SHOWED THE LEFT TIRE WAS FLAT. IT WAS ALSO NOTED THAT THE TIRE WAS WORN EXCESSIVELY WHICH ALLOWED TUBE DAMAGE AND BLOWOUT.

Brief of Accident (Continued)

File No. - 898

7/21/83

HOLLANDALE, MS

A/C Reg. No. N48541

Time (Lcl) - 0650 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, TIRE - WORN
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. LANDING GEAR, TIRE - FAILURE, TOTAL
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. 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) 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. - 864 8/25/83 REDWOOD,MS

A/C Reg. No. N8511S

Time (Lcl) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 |

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - AIR TRACTOR AT-301
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 7000
No. of Seats - 1

Eng Make/Model - P & W R-1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 8.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
REDWOOD,MS
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND

Age - 49

Biennial Flight Review

Current - YES
Months Since - 17
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

| | | | |
|-------------|---------|---------------|-----|
| Total | - 17931 | Last 24 Hrs - | 5 |
| Make/Model- | 2049 | Last 30 Days- | 70 |
| Instrument- | 25 | Last 90 Days- | 150 |
| Multi-Eng - | 500 | | |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A FORCED LANDING IN A SOYBEAN FIELD AFTER SEVERE VIBRATION DEVELOPED DURING A SPRAYING OPERATION. THE PILOT STATED THAT THE POWERPLANT AND FLT CONTROLS WERE FUNCTIONING NORMALLY AT THE TIME OF THE ACCIDENT. AN ON-SCENE INVESTIGATION REVEALED THAT THE COUNTERWEIGHT BEARING SHAFT (P/N 63546) BROKE ALLOWING THE PROPELLER BLADE TO GO TO HIGHER PITCH WHILE THE OTHER BLADE REMAINED AT CRUISE PITCH SETTING. EXAMINATION OF BOTH PROPELLER BLADE COUNTERWEIGHTS REVEALED THAT THE INTERNAL PARTS HAD MINIMUM AMOUNT OF LUBRICATION. THE SHAFT THAT BROKE WAS ALSO RUSTY AND THE INNER BEARING RACE WAS BROKEN WITH 5 BALL BEARING MISSING. THERE WERE OTHER MAINTENANCE DICREPANCIES ON THIS SHAFT ASSEMBLY. THE TOTAL TIME OF THIS HAMILTON STANDARD 12D40 PROPELLER IS UNKNOWN. THE TIME SINCE THE ACFT WAS INSPECTED IS 194 HOURS.

Brief of Accident (Continued)

File No. - 864

8/25/83

REDWOOD, MS

A/C Reg. No. N8511S

Time (Lcl) - 1000 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, COUNTERWEIGHT - FAILURE, TOTAL
 2. MAINTENANCE, INSPECTION OF AIRCRAFT - POOR - OTHER MAINTENANCE PSNL
 3. MAINTENANCE, LUBRICATION - POOR - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 997 4/14/83 ASHLAND,MT

A/C Reg. No. N9891E

Time (Lcl) - 0640 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 |

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire Crew Pass
NONE

-----Aircraft Information-----

Make/Model - CESSNA 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/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- 240/007 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ASHLAND,MT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

WASH RANCH
Runway Ident - 23
Runway Lth/Wid - 1600 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Age - 44
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5000 Last 24 Hrs - 2
Make/Model- 1100 Last 30 Days- 3
Instrument- 25 Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LIFTED OFF EARLY, STALLED, DROPPED A WING AND CARTWHEELED TO A STOP. THE LEFT MAIN GEAR WAS SHEARED OFF IN THE IMPACT. THE PILOT STATED THAT DURING THE TAKEOFF FROM HIS OWN RANCH AIRSTRIP A HORSE RAN OUT ON THE RWY IN FRONT OF THE ACFT. HE SAID THERE WAS NOT ENOUGH DISTANCE TO ABORT THE TAKEOFF SO HE ROTATED EARLY TO TRY AND FLY OVER THE HORSE, BUT THE ACFT STALLED AND DROPPED BACK TO THE RWY.

Brief of Accident (Continued)

File No. - 997

4/14/83

ASHLAND,MT

A/C Reg. No. N9891E

Time (Lcl) - 0640 MST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - ANIMAL(S)
2. MANEUVER - PERFORMED - PILOT IN COMMAND
3. LIFT-OFF - PREMATURE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR,MAIN GEAR STRUT - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 867 5/22/83 HAMILTON, MT A/C Reg. No. N5112Q Time (Lcl) - 1900 MDT

-----Basic Information-----

| | | | | | | | |
|--|------------|-----------------|------|----------|---------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | | Aircraft Damage | | Injuries | | | |
| Type of Operation | -PERSONAL | DESTROYED | | Fatal | Serious | Minor | None |
| Flight Conducted Under | -14 CFR 91 | Fire | Crew | 1 | 0 | 0 | 0 |
| Accident Occurred During | -DESCENT | ON GROUND | Pass | 1 | 0 | 0 | 0 |

-----Aircraft Information-----

| | | | | | |
|--------------|------------------|----------------|----------------------------|-------------------------|----------|
| Make/Model | - CESSNA 152 | Eng Make/Model | - LYCOMING O-235 | ELT Installed/Activated | - YES/NO |
| Landing Gear | - TRICYCLE-FIXED | Number Engines | - 1 | Stall Warning System | - YES |
| Max Gross Wt | - 1675 | 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- 260/010 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p> | <p>Itinerary</p> <p>Last Departure Point HAMILTON, MT</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> |
|---|---|---|

-----Personnel Information-----

| | | |
|---|--|--|
| <p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p> | <p>Age - 19</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 10</p> <p>Aircraft Type - 152</p> | <p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 59</p> <p>Make/Model- 35</p> <p>Instrument- 3</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> |
|---|--|--|

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS FLYING UPHILL AT LOW ALT WHEN IT STRUCK THE TOP OF 4 TREES AND IMPACTED THE GROUND ABOUT 40 YARDS AWAY INVERTED WITH POWER ON AT LOW AIRSPEED. THE ELEVATION AT THE CRASH SITE WAS ABOUT 6000 FT MSL WITH THE TOPS OF THE TERRAIN IN THE DIRECTION OF FLT ABOUT 7000 FT MSL. THE CANYON AT THIS POINT WAS VERY NARROW WITH A STEEP INCLINE FORWARD AND ON BOTH SIDES. THE RIGHT WING FLAP WAS FOUND ALMOST IN THE FULL DOWN POSITION.

Brief of Accident (Continued)

File No. - 867

5/22/83

HAMILTON,MT

A/C Reg. No. N5112Q

Time (Lcl) - 1900 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. TERRAIN CONDITION - UPHILL
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
5. OBJECT - TREE(S)
6. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6,7

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. - 871 6/10/83 SACO,MT A/C Reg. No. N4812Q Time (Lcl) - 0800 MDT

-----Basic Information-----

| | | | | | | | | |
|----------------------------|-----------------------|-----------------|------|-------|----------|-------|------|--|
| Type Operating Certificate | AGRICULTURAL AIRCRAFT | Aircraft Damage | | | | | | |
| | | SUBSTANTIAL | | | | | | |
| Type of Operation | -AERIAL APPLICATION | Fire | Crew | Fatal | Injuries | | | |
| Flight Conducted Under | -14 CFR 137 | NONE | Pass | 0 | Serious | Minor | None | |
| Accident Occurred During | -MANEUVERING | | | 0 | 0 | 0 | 0 | |

-----Aircraft Information-----

| | | | | | |
|--------------|-----------------------|----------------|-----------------------|-------------------------|--------------|
| Make/Model | - CESSNA A188B | Eng Make/Model | - CONTINENTAL IO-520 | ELT Installed/Activated | - YES-UNK/NR |
| Landing Gear | - TAILWHEEL-ALL FIXED | Number Engines | - 1 | Stall Warning System | - YES |
| Max Gross Wt | - 3300 | Engine Type | - RECIP-FUEL INJECTED | | |
| No. of Seats | - 1 | Rated Power | - 300 HP | | |

-----Environment/Operations Information-----

| | | | | | |
|------------------------|-------------------------|----------------------|--------|-------------------|-------|
| Weather Data | | Itinerary | | Airport Proximity | |
| Wx Briefing | - NO RECORD OF BRIEFING | Last Departure Point | | OFF AIRPORT/STRIP | |
| Method | - N/A | MALTA,MT | | | |
| Completeness | - N/A | Destination | | Airport Data | |
| Basic Weather | - VMC | LOCAL | | Runway Ident | - N/A |
| Wind Dir/Speed | - 290/005 KTS | ATC/Airspace | | Runway Lth/Wid | - N/A |
| Visibility | - 20.0 SM | Type of Flight Plan | - NONE | Runway Surface | - N/A |
| Lowest Sky/Clouds | - 22000 FT THIN BKN | Type of Clearance | - NONE | Runway Status | - N/A |
| Lowest Ceiling | - NONE | Type Apch/Lndg | - | | |
| Obstructions to Vision | - NONE | | | | |
| Precipitation | - NONE | | | | |
| Condition of Light | - DAYLIGHT | | | | |

-----Personnel Information-----

| | | | |
|--------------------------|------------------------|---------------------|-------------------------------|
| Pilot-In-Command | Age - 55 | Medical Certificate | - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| COMMERCIAL | Current - YES | Total - 13100 | Last 24 Hrs - 6 |
| SE LAND,ME LAND | Months Since - 3 | Make/Model - 3000 | Last 30 Days - UNK/NR |
| | Aircraft Type - UNK/NR | Instrument - UNK/NR | Last 90 Days - 75 |
| | | Multi-Eng - 3000 | Rotorcraft - UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TELEPHONE LINES DURING AN AERIAL APPLICATION RUN. THE PILOT'S SON REPORTED THAT THE ACFT WAS PULLING UP AT THE END OF A SPRAY RUN WHEN THE WIRES WERE HIT. MOST OF THE WIRES IN THIS AREA ARE UNDERGROUND HOWEVER THE WIRES AT THE END OF THIS FIELD WERE ON POLES. THE WIRES THAT WERE STRUCK WERE ABOUT 20 FT AGL AND CONSISTED OF 4 ARMORED CABLES. THESE ARE VERY STRONG CABLES AND DID NOT BREAK BUT SEVERAL OF THE POLES WERE SNAPPED OFF. THE ACFT HIT THE GROUND AFTER THE WIRE STRIKE AND TURNED 165 DEGREES. THE PILOT CRAWLED OUT OF THE WRECKAGE AND WAS FOUND 1/2 HR LATER.

Brief of Accident (Continued)

File No. - 871

6/10/83

SACO,MT

A/C Reg. No. N4812Q

Time (Lcl) - 0800 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. CLEARANCE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 944 4/15/83 FRISCO, NC A/C Reg. No. N9394Q Time (Lc1) - 2058 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Aircraft Damage
DESTROYED

Fire
ON GROUND

| | Injuries | | | |
|------|----------|---------|-------|------|
| | Fatal | Serious | Minor | None |
| Crew | 1 | 0 | 0 | 0 |
| Pass | 3 | 0 | 0 | 0 |

-----Aircraft Information-----

Make/Model - BEECH V35B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-BA8
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 - ACFT RADIO
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed - 190/017 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - 10000 FT OVERCAST
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
NORFOLK, VA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BILLY MITCHELL FIELD
Runway Ident - 06
Runway Lth/Wid - 3000/ 76
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, SE SEA

Age - 64
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

| | | | |
|------------|------|--------------|--------|
| Total | 1207 | Last 24 Hrs | UNK/NR |
| Make/Model | 0 | Last 30 Days | UNK/NR |
| Instrument | 301 | Last 90 Days | UNK/NR |
| Multi-eng | 0 | Rotorcraft | 0 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE DESTINATION ARPT WAS UNLIGHTED & WAS CLOSED FROM 30 MIN AFTER SUNSET UNTIL 30 MIN BEFORE SUNRISE. PRIOR TO THE FLT, THE PLT MADE ARRANGEMENTS FOR SOMEONE TO TAKE HIS CAR TO THE DESTINATION ARPT & PARK IT WITH THE HEADLIGHTS TURNED ON AT THE APCH END OF RWY 06. THE ACFT ARRIVED AFTER DARK. THE PERSON THAT BROUGHT THE CAR TO THE ARPT, REPORTED THAT THE PLT MADE SEVERAL LOW APCHS TO RWY 06. EACH TIME, THE PLT EXECUTED A GO-AROUND. THE WITNESS NOTED THAT THE SOUTHWEST WIND WAS "ROCKING THE PLANE AROUND QUITE A BIT," THAT THE ACFT WAS NOT LINED UP VERY WELL, & THAT THERE WAS A STRONG X-WIND COMPONENT FROM THE QUARTERING TAIL WIND. AFTER ABOUT THE 7TH APPROACH, THE ACFT DRIFTED RIGHT OF THE RWY & LOST ALTITUDE DURING THE GO-AROUND; THEN HIT A POWER LINE, CRASHED & BURNED.

Brief of Accident (Continued)

File No. - 944

4/15/83

FRISCO, NC

A/C Reg. No. N9394Q

Time (Lc1) - 2058 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. WEATHER CONDITION - TAILWIND
7. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
8. WEATHER CONDITION - CROSSWIND
9. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
10. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
11. GO-AROUND - PERFORMED - PILOT IN COMMAND
12. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
13. OBJECT - WIRE, TRANSMISSION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,12

Factor(s) relating to this accident is/are finding(s) 2,3,4,6,7,8,9,10,11,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 892 7/03/83 MONROE, NC A/C Reg. No. N6728G Time (Lcl) - 2200 EDT

-----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 | 1 | 0 | 0 |
| Accident Occurred During | -APPROACH | | | 0 | 1 | 0 | 0 |

-----Aircraft Information-----

| | | |
|-------------------------------|--|-----------------------------------|
| Make/Model - CESSNA 150 | Eng Make/Model - CONTINENTAL D-200 | ELT Installed/Activated - YES/YES |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - UNK/NR |
| Max Gross Wt - UNK/NR | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 2 | Rated Power - 100 HP | |

-----Environment/Operations Information-----

| | | | |
|--------------------------------------|--|----------------------------------|-------------------------------|
| Weather Data | | Itinerary | Airport Proximity |
| Wx Briefing - UNK/NR | | Last Departure Point | OFF AIRPORT/STRIP |
| Method - UNK/NR | | HUNTERSVILLE, NC | |
| Completeness - WEATHER NOT PERTINENT | | Destination | Airport Data |
| Basic Weather - VMC | | SAME AS ACC/INC | BILL SHERRILL |
| Wind Dir/Speed- CALM | | ATC/Airspace | Runway Ident - UNK/NR |
| Visibility - 10.0 SM | | Type of Flight Plan - NONE | Runway Lth/Wid - 2200 -UNK/NR |
| Lowest Sky/Clouds - CLEAR | | Type of Clearance - NONE | Runway Surface - GRASS/TURF |
| Lowest Ceiling - NONE | | Type Apch/Lndg - TRAFFIC PATTERN | Runway Status - UNK/NR |
| Obstructions to Vision- NONE | | | |
| Precipitation - NONE | | | |
| Condition of Light - NIGHT(BRIGHT) | | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 49 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| STUDENT | Current - N/A | Total - 115 |
| | Months Since - N/A | Make/Model- 100 |
| | Aircraft Type - N/A | Instrument- 2 |
| | | Last 24 Hrs - 1 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 10 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO TREES DURING A NIGHT LANDING ATTEMPT. THE STUDENT PILOT WAS TAKING A FRIEND TO A GRASS UNLIGHTED 2200 FT AIRSTRIP FOR A NIGHT LANDING. A FRIEND IN AN AUTOMOBILE WAS SHINING HER CAR LIGHTS ON THE RWY. THE PILOT MADE AN UNSUCCESSFUL ATTEMPT TO LAND AND IN GOING AROUND COLLIDED WITH TREES. THE PILOT AND PASSENGER RECEIVED SERIOUS INJURIES.

Brief of Accident (Continued)

File No. - 892

7/03/83

MONROE, NC

A/C Reg. No. N6728G

Time (Lc1) - 2200 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. OBJECT - TREE(S)
 2. LIGHT CONDITION - NIGHT
 3. JUDGEMENT - POOR - PILOT IN COMMAND
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 895 7/09/83 HUNTERSVILLE, NC A/C Reg. No. N16SE Time (Lcl) - 1430 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| Crew 0 | 0 | 0 | 1 |
| Pass 0 | 0 | 0 | 0 |

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - EAMES ACRO SPORT
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 1

Eng Make/Model - LYCOMING O-360-AHA
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

BRADFORD
Runway Ident - 23
Runway Lth/Wid - 3850/ 150
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - 182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1044
Make/Model- UNK/NR
Instrument- 19
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 16
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE DURING INVERTED FLT OVER AN ARPT. THE PILOT HAD MADE SEVERAL AEROBATIC MANEUVERS OVER THE AIRFIELD. ON THE LAST PASS THE ACFT WAS INVERTED AT LOW ALT AS IT PROCEEDED DOWN THE RWY IT DRIFTED WEST ABOUT 200 FT AND HIT A TREE NEAR THE TOP. THE PILOT ROLLED RIGHT SIDE UP AND MADE A HIGH SPEED WHEEL LANDING WITHOUT FURTHER INCIDENT THE FAA CONFIRMED THAT A LOW ALT WAIVER HAD NOT BEEN OBTAINED PRIOR TO THIS FLT.

Brief of Accident (Continued)

File No. - 895

7/09/83

HUNTERSVILLE, NC

A/C Reg. No. N16SE

Time (Lc1) - 1430 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - TREE(S)
 2. AEROBATICS - PERFORMED - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 970 6/14/83 JAMESTOWN,ND A/C Reg. No. N2054P Time (Lc1) - 1900 CDT

-----Basic Information-----

| | | | | | | |
|--|------------------------------|-------|----------|---|---|---|
| Type Operating Certificate-AGRICULTURAL AIRCRAFT | Aircraft Damage DESTROYED | Fatal | Injuries | | | |
| Type of Operation -BUSINESS | Fire | Crew | 0 | 0 | 0 | 1 |
| Flight Conducted Under -14 CFR 91 | NONE | Pass | 0 | 0 | 0 | 2 |
| Accident Occurred During -LANDING | | | | | | |

-----Aircraft Information-----

| | | |
|-------------------------------------|--|----------------------------------|
| Make/Model - PIPER PA-23 | Eng Make/Model - LYCOMING O-320 | 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 - 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 | LA MOURE,ND | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | SAME AS ACC/INC | Runway Ident - N/A |
| Wind Dir/Speed- 320/015 KTS | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 15.0 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 - 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,CFI | Current - YES | Total - 11000 |
| SE LAND,ME LAND | Months Since - 18 | Make/Model- 300 |
| HELICOPTER | Aircraft Type - UNK/NR | Instrument- 340 |
| | | Multi-Eng - 2500 |
| | | Last 24 Hrs - UNK/NR |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 210 |
| | | Rotorcraft - 1500 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED WHEELS-UP WITH ONE ENGINE FEATHERED AND NOSED OVER DURING THE SLIDE-OUT. THE PILOT HAD INTENTIONALLY FEATHERED THE LEFT ENGINE TO "TRY OUT" THE ACFT. THE LEFT ENGINE HAS THE ONLY ENGINE DRIVEN HYDRAULIC PUMP. THIS PUMP IS NECESSARY TO LOWER LANDING GEAR AND FLAPS. THERE WAS NOT TIME TO LOWER THE GEAR BY EMERGENCY MEANS SO THE ACFT WAS LANDED GEAR AND FLAPS UP. DURING THE LANDING THE ACFT NOSED OVER AND WAS DESTROYED. THERE WAS NO FIRE AND ALL OCCUPANTS WERE ABLE TO EXIT THE WRECKAGE UNINJURED. THE LANDING WAS MADE IN A FIELD OFF THE AIRPORT.

Brief of Accident (Continued)

File No. - 970

6/14/83

JAMESTOWN,ND

A/C Reg. No. N2054P

Time (Lc1) - 1900 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROPELLER FEATHERING - INTENTIONAL - PILOT IN COMMAND
 2. STARTING PROCEDURE - INADEQUATE - PILOT IN COMMAND
 3. EMERGENCY PROCEDURE - NOT UNDERSTOOD - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
 5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
-

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
 7. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 974 8/26/83 WAYNE, NE

A/C Reg. No. N4777R

Time (Lcl) - 1900 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 1 | 0 |
| 0 | 0 | 0 | 0 |

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - CESSNA 188A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3300
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 300 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAUREL MUNI, NE
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4633
Make/Model- 3100
Instrument- 10
Multi-Eng - 23
Last 24 Hrs - 8
Last 30 Days- UNK/NR
Last 90 Days- 280

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND DURING AN AERIAL APPLICATION MANEUVER. THE PILOTS ATTENTION WAS DIVERTED WHEN HE WAS LOOKING FOR 3 WHEEL VEHICLES SO HE "WOULDN'T SPRAY THEM". HE DID NOT REALIZE THAT A HILL WAS IN HIS PATH AND COULD NOT PULL-UP SOON ENOUGH.

Brief of Accident (Continued)

File No. - 974

8/26/83

WAYNE, NE

A/C Reg. No. N4777R

Time (Lcl) - 1900 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PULL-UP - DELAYED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 815 7/28/83 LAS VEGAS,NV

A/C Reg. No. N2572K

Time (Lc1) - 0937 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | Fatal | Serious | Minor | None |
|----------|-------|---------|-------|------|
| Injuries | | | | |
| Crew | 0 | 0 | 0 | 1 |
| Pass | 0 | 0 | 0 | 3 |

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 180K
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-U
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 060/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SALT LAKE CITY,UT
Destination
OCEANSIDE

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

NORTH LAS VEGAS
Runway Ident - 07
Runway Lth/Wid - 5006/ 90
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

| | | | | |
|-------------|----|-----|---------------|--------|
| Total | - | 562 | Last 24 Hrs - | 3 |
| Make/Model- | 92 | | Last 30 Days- | UNK/NR |
| Instrument- | 17 | | Last 90 Days- | 20 |

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING TOUCHDOWN, HE HEARD A LOUD SQUEAL FROM A TIRE & FELT THE AIRCRAFT PULL TO THE LEFT. HE STATED THAT HE APPLIED RIGHT AILERON & RUDDER TO KEEP THE ACFT GOING STRAIGHT. HOWEVER, AS THE ACFT SLOWED, IT BEGAN TO VEER LEFT AGAIN. HE SAID THE LEFT TIRE THEN LITERALLY EXPLODED. THE LEFT GEAR STRUT COLLAPSED & THE PROP & LEFT WING TIP CONTACTED THE RUNWAY. THE ACFT THEN VEERED TO THE RIGHT & WENT OFF THE RWY. HOWEVER, THE AIR TRAFFIC CONTROL SPECIALISTS WORKING LOCAL & GROUND CONTROL SAID THEY OBSERVED THE ACFT LAND HARD WITH THE LEFT WING DOWN, BOUNCE ONTO ITS LEFT GEAR, COME BACK DOWN ON THE RWY & DEPART THE RWY AS THE WHEEL SEPARATED. AN EXAM REVEALED THE LEFT MAIN TIRE WAS TORN OR RIPPED ACROSS THE TREAD, SIDEWALL & BOTH BEADS. THE INNER TUBE SHOWED SIMILAR DAMAGE. NO FLAT SPOTS WERE NOTED. THE WHEEL ASSEMBLY WAS FRACTURED & BROKEN, BUT NO PRE-FRACTURE EVIDENCE OF DEFECTS WAS NOTED.

Brief of Accident (Continued)

File No. - 815

7/28/83

LAS VEGAS,NV

A/C Reg. No. N2572K

Time (Lc1) - 0937 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #3 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) 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. - 935 6/12/83 ARGYLE, NY A/C Reg. No. N19AN Time (Lc1) - 1925 EDT

-----Basic Information-----

| | | | | | |
|--|--------------------------------|------|----------|---------|-------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | | Injuries | | |
| Type of Operation - PERSONAL | Fire | Crew | Fatal | Serious | Minor |
| Flight Conducted Under - 14 CFR 91 | NONE | Pass | 0 | 0 | 0 |
| Accident Occurred During - OTHER | | | 0 | 0 | 0 |
| | | | | | None |
| | | | | | 1 |
| | | | | | 1 |

-----Aircraft Information-----

| | | |
|------------------------------------|--|-----------------------------------|
| Make/Model - PIPER J3C-65 | Eng Make/Model - CONTINENTAL C-65 | ELT Installed/Activated - NO -N/A |
| Landing Gear - TAILWHEEL-ALL FIXED | Number Engines - 1 | Stall Warning System - NO |
| Max Gross Wt - 1220 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 2 | Rated Power - 65 HP | |

-----Environment/Operations Information-----

| | | |
|--|--|---|
| <p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p> | <p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p> | <p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>ARGYLE</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p> |
|--|--|---|

-----Personnel Information-----

| | | |
|---|--|---|
| <p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p> | <p>Age - 22</p> <p>Biennial Flight Review</p> <p>Current - NO</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p> | <p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 82</p> <p>Make/Model- 18</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 4</p> |
|---|--|---|

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED TO START THE ENG BY HAND PROPPING FOR APRX 20 MIN. THE ENG FINALLY STARTED & CONTINUED TO REV UP. DURING THIS TIME, THE PASSENGER WAS IN THE REAR SEAT. AS THE PLT WAS RETURNING TO THE COCKPIT, THE ACFT BEGAN TO ROLL FORWARD. THE PLT WAS KNOCKED DOWN BY THE WING STRUT & THE ACFT CONTINUED IN A WIDE SEMI-CIRCLE. REPORTEDLY, THE PASSENGER WAS APPLYING BRAKE PRESSURE, BUT COULD NOT STOP THE ACFT. SUBSEQUENTLY, THE ACFT WENT OFF A 15 FT EMBANKMENT OF A GRAVEL PIT. IT IMPACTED NOSE FIRST IN THE PIT, THEN CAME TO REST AGAINST THE OPPOSITE EMBANKMENT.

Brief of Accident (Continued)

File No. - 935

6/12/83

ARGYLE, NY

A/C Reg. No. N19AN

Time (Lc1) - 1925 EDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation OTHER

Finding(s)

1. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
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. - 938 6/12/83 AUBURN, NY A/C Reg. No. N31772 Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

| | Fatal | Serious | Minor | None |
|------|-------|---------|-------|------|
| Crew | 0 | 0 | 1 | 0 |
| Pass | 0 | 0 | 0 | 0 |

-----Aircraft Information-----

Make/Model - AERONCA 65-LB
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1250
No. of Seats - 2

Eng Make/Model - LYCOMING O-145
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed - 270/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PISELO LAKE, NY
Destination
PAVILION, NY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 21

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

| | | | |
|------------|------|--------------|----------|
| Total | - 94 | Last 24 Hrs | - 4 |
| Make/Model | - 34 | Last 30 Days | - UNK/NR |
| Instrument | - 2 | Last 90 Days | - 25 |

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS EN ROUTE WHEN THE ENG LOST POWER. HE MANEUVERED FOR A FORCED LANDING IN A NEARBY HAY/CORN FIELD. DURING THE FLARE, THE ENG REGAINED POWER MOMENTARILY & LIFTED ABOUT 50 FT. AT ABOUT THE SAME TIME, THE ACFT ENCOUNTERED WIND GUSTS, TURNED TO THE LEFT & CRASHED IN A CORN FIELD. IMPACT OCCURRED IN ABOUT A 45 DEG LEFT BANK. THE PLT REPORTED THE WX AS CLEAR, VISIBILITY 7 MI, WIND FROM 270 DEG AT 12 GUSTING 17 KTS, TEMP 82 DEG, DEW POINT 80 DEG. HE ALSO REPORTED THAT HE TOOK OFF AT 1300 EDT WITH 13 GAL OF FUEL ON BOARD.

Brief of Accident (Continued)

File No. - 938

6/12/83

AUBURN, NY

A/C Reg. No. N31772

Time (Lcl) - 1500 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. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

4. WEATHER CONDITION - GUSTS
 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 6. STALL - INADVERTENT - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,6

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 939 7/04/83 DUANESBURG, NY A/C Reg. No. N2842A Time (Lcl) - 1445 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 2 |

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/015 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

DUANESBURG
Runway Ident - 28
Runway Lth/Wid - 2800/ 50
Runway Surface - GRAVEL
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 968
Make/Model- 550
Instrument- 23
Multi-Eng - 13
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED THE TAILWHEEL EQUIPPED ACFT IN A 15 KT, LEFT X-WIND. DURING THE LANDING, THE ACFT VEERED TO THE LEFT INTO A ROUGH AREA, GROUND LOOPED & CAME TO REST IN A DITCH. THE PLT STATED THAT THE RIGHT BRAKE FAILED.

Brief of Accident (Continued)

File No. - 939

7/04/83

DUANESBURG, NY

A/C Reg. No. N2842A

Time (Lc1) - 1445 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
6. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 934 7/14/83 POESTENKILL,NY A/C Reg. No. N89206 Time (Lcl) - 1200 EDT

-----Basic Information-----

| | | | | | |
|--|--------------------------------|-------|---------------------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | Fatal | Injuries Serious | Minor | None |
| Type of Operation -INSTRUCTIONAL | Fire | 0 | 0 | 0 | 1 |
| Flight Conducted Under -14 CFR 91 | NONE | 0 | 0 | 0 | 0 |
| Accident Occurred During -TAKEOFF | | | | | |

-----Aircraft Information-----

| | | |
|-------------------------------|--|----------------------------------|
| Make/Model - CESSNA 152 | Eng Make/Model - LYCOMING O-235 | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 1670 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 2 | Rated Power - 110 HP | |

-----Environment/Operations Information-----

| | | |
|-------------------------------|---------------------------|---------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - FSS | Last Departure Point | ON AIRPORT |
| Method - TELEPHONE | SAME AS ACC/INC | |
| Completeness - FULL | Destination | Airport Data |
| Basic Weather - VMC | FALLS RIVER,MA | RENSSELAER |
| Wind Dir/Speed- 015 KTS | ATC/Airspace | Runway Ident - 36 |
| Visibility - 20.0 SM | Type of Flight Plan - VFR | Runway Lth/Wid - 2800/ 60 |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - ASPHALT |
| Lowest Ceiling - NONE | Type Apch/Lndg - NONE | Runway Status - DRY |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|--|
| 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 - 31 |
| | Months Since - N/A | Last 24 Hrs - 1 |
| | Aircraft Type - N/A | Make/Model- 31 |
| | | Last 30 Days- UNK/NR |
| | | Instrument- 0 |
| | | Last 90 Days- 11 |

Instrument Rating(s) - NONE

-----Narrative-----

INITIALLY, THE STUDENT PLT DEPARTED FALLS RIVER, MA ON A SOLO X-COUNTRY TRAINING FLT TO ALBANY, NY. HOWEVER, AFTER OPENING HIS FLT PLAN, HE EXPERIENCED RADIO DIFFICULTIES. RATHER THAN CONTINUE TO HIS ORIGINAL DESTINATION, HE ELECTED TO LAND AT RENSSELAER COUNTY ARPT, POESTENSKILL, NY. WHILE LANDING, THE ACFT FLOATED OFF THE RUNWAY & THE WHEELS CONTACTED THE GRASS. SUBSEQUENTLY, THE LEADING EDGE OF THE LEFT OUTBOARD WING SECTION WAS DAMAGED. THE ACFT WAS STOPPED ON THE RWY, PRESUMABLY WITH ONLY MINOR DAMAGE & NO INJURY TO THE STUDENT. THE STUDENT CALLED THE FIXED BASE OPERATOR & WAS INSTRUCTED TO FLY THE ACFT BACK TO FALLS RIVER. DURING THE SUBSEQUENT TAKEOFF, THE ACFT WENT TO THE LEFT. REPORTEDLY, IT CONTINUED TO THE LEFT AS IT BECAME AIRBORNE, CONTACTED BRUSH/TREES & WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 934

7/14/83

POESTENKILL,NY

A/C Reg. No. N89206

Time (Lc1) - 1200 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. SUPERVISION - INADEQUATE - FBO PERSONNEL
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 846 7/22/83 ALLEGANY, NY A/C Reg. No. N5004 Time (Lcl) - 1720 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -UNKNOWN

Aircraft Damage
DESTROYED
Fire
IN FLIGHT

| | | Injuries | | | |
|------|--|----------|---------|-------|------|
| | | Fatal | Serious | Minor | None |
| Crew | | 1 | 0 | 0 | 0 |
| Pass | | 0 | 0 | 0 | 0 |

-----Aircraft Information-----

Make/Model - SOPWITH TRIPLANE
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - JACOBS - PAGE R-755-B2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 275 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ALLEGANY, NY
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

STAR AERODROME
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate -
Flight Time (Hours)

| | |
|--------------------|----------------------|
| Total - 700 | Last 24 Hrs - UNK/NR |
| Make/Model- UNK/NR | Last 30 Days- UNK/NR |
| Instrument- UNK/NR | Last 90 Days- UNK/NR |
| Multi-Eng - UNK/NR | Rotorcraft - UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE OWNER/PLT OF THE HOME BUILT, SOPWITH TRIPLANE TOOK OFF ON A LOCAL FLT. THIS WAS THE 1ST FLT SINCE SOME MAINTENANCE REWORK & A NEW PROPELLER INSTALLATION. AFTER THE ACFT WAS AIRBORNE FOR APRX 20 MIN, IT WAS OBSERVED FLYING AT ABOUT 500 FT AGL. REPORTEDLY, IT HAD JUST TURNED FROM NORTH TO A SOUTHWESTERLY HEADING WHEN THE FUEL TANK (IN FRONT OF THE INSTRUMENT PANEL) EXPLODED. IMMEDIATELY, THE FUSELAGE WAS ENGULFED IN FLAMES. THE ACFT DESCENDED IN A SLOW GLIDE TO ITS IMPACT POINT. IF CAME TO REST AT AN EMBANKMENT IN AN INVERTED ATTITUDE & WAS DEMOLISHED BY FIRE.

Brief of Accident (Continued)

File No. - 846

7/22/83

ALLEGANY, NY

A/C Reg. No. N5004

Time (Lcl) - 1720 EDT

Occurrence #1 FIRE/EXPLOSION
Phase of Operation UNKNOWN

Finding(s)

1. FUEL SYSTEM, TANK - EXPLODED
 2. UNDETERMINED
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 982 1/12/83 SPRINGFIELD, OH A/C Reg. No. N25353 Time (Lcl) - 1315 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 | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 1670 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 2 | Rated Power - 112 HP | |

-----Environment/Operations Information-----

| | | |
|-------------------------------------|----------------------------------|----------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | ON AIRPORT |
| Method - N/A | DAYTON, OH | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | SPRINGFIELD |
| Wind Dir/Speed- 340/007 KTS | ATC/Airspace | Runway Ident - 30 |
| Visibility - 7.0 SM | Type of Flight Plan - VFR | Runway Lth/Wid - 5500/ 150 |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - ASPHALT |
| Lowest Ceiling - NONE | Type Apch/Lndg - TRAFFIC PATTERN | Runway Status - DRY |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 28 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| STUDENT | Current - N/A | Total - 11 |
| | Months Since - N/A | Last 24 Hrs - 1 |
| | Aircraft Type - N/A | Make/Model- 11 |
| | | Instrument- 0 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 11 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SWERVED DURING LANDING AND THE LANDING GEAR SHEARED OFF. THIS WAS A SUPERVISED SOLO FLT AND THE PILOT HAD MADE ONE SUCESSFUL TOUCH AND GO LANDING. DURING THE 2ND LANDING THE ACFT SWERVED TO THE LEFT AND THE LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 982

1/12/83

SPRINGFIELD, OH

A/C Reg. No. N25353

Time (Lc1) - 1315 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, TOTAL - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD
 5. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 922 1/28/83 LISBON, OH A/C Reg. No. N17DA Time (Lcl) - 1530 EST

-----Basic Information-----

| | | | | | | | |
|--|------------|-----------------|------|---|----------|---------|-------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | | Aircraft Damage | | | Injuries | | |
| | | SUBSTANTIAL | | | Fatal | Serious | Minor |
| Type of Operation | -PERSONAL | Fire | Crew | 0 | 1 | 0 | 0 |
| Flight Conducted Under | -14 CFR 91 | NONE | Pass | 0 | 1 | 0 | 0 |
| Accident Occurred During | -LANDING | | | | | | |

-----Aircraft Information-----

| | | | | | |
|--------------|-------------------|----------------|----------------------------|-------------------------|-----------|
| Make/Model | - PIPER PA-22-135 | Eng Make/Model | - LYCOMING O-290-D2 | ELT Installed/Activated | - YES/YES |
| Landing Gear | - TRICYCLE-FIXED | Number Engines | - 1 | Stall Warning System | - YES |
| Max Gross Wt | - 1850 | Engine Type | - RECIPROCATING-CARBURETOR | | |
| No. of Seats | - 4 | 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 | LESLIE |
| Wind Dir/Speed | - CALM | | Runway Ident |
| Visibility | - 10.0 SM | ATC/Airspace | - 33 |
| Lowest Sky/Clouds | - 8000 FT SCATTERED | Type of Flight Plan | - 2000/ 100 |
| Lowest Ceiling | - NONE | Type of Clearance | - GRASS/TURF |
| Obstructions to Vision | - NONE | Type Apch/Lndg | - SOFT |
| Precipitation | - NONE | | |
| Condition of Light | - DAYLIGHT | | |

-----Personnel Information-----

| | | | |
|--------------------------|------------------------|---------------------|-------------------------------|
| Pilot-In-Command | Age - 50 | Medical Certificate | - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| PRIVATE | Current - YES | Total - 450 | Last 24 Hrs - 0 |
| SE LAND | Months Since - 18 | Make/Model - 398 | Last 30 Days - UNK/NR |
| | Aircraft Type - UNK/NR | Instrument - 16 | Last 90 Days - 10 |
| | | Multi-Eng - 1 | |

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE ENG LOST POWER WHEN THE ACFT WAS CLIMBING THRU APRX 150 FT AGL. THE PLT ATTEMPTED TO MANEUVER BACK TO THE AIRPORT. REPORTEDLY, HE HAD INSUFFICIENT ALTITUDE TO CLEAR OVER 60 FT TREES NEAR THE END OF THE RWY. THERE WAS EXTENSIVE DAMAGE TO THE NOSE, ENG, LANDING GEAR, WINGS, INSTRUMENT PANEL & COCKPIT. THE MIXTURE, CONTROL CABLE WAS FOUND BROKEN NEAR THE MIXTURE CONTROL ARM OF THE CARBURETOR; HOWEVER, THERE WAS IMPACT DAMAGE IN THAT AREA. A MICROSCOPIC EXAM REVEALED THAT THE FRACTURE WAS TYPICAL OF A TENSILE OVERLOAD OF A DUCTILE MATERIAL. THERE WAS SUFFICIENT FUEL & NO FUEL CONTAMINATION WAS FOUND. THE MAGNETOS PRODUCED A SPARK & THERE WAS COMPRESSION IN ALL CYLINDERS.

Brief of Accident (Continued)

File No. - 922

1/28/83

LISBON, OH

A/C Reg. No. N17DA

Time (Lcl) - 1530 EST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
2. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 876 6/08/83 PLAIN CITY, OH A/C Reg. No. N28906 Time (Lc1) - 1915 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 | 2 |
| Flight Conducted Under - 14 CFR 91 | NONE | Pass 0 | 0 | 0 | 0 |
| Accident Occurred During - LANDING | | | | | |

-----Aircraft Information-----

| | | |
|-------------------------------|--|----------------------------------|
| Make/Model - PIPER PA28-181 | Eng Make/Model - LYCOMING O-360-A4M | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2550 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 180 HP | |

-----Environment/Operations Information-----

| | | |
|-------------------------------------|--------------------------------------|---------------------------------|
| Weather Data | Itinerary | Airport Proximity ON AIRPORT |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point COLUMBUS, OH | |
| Method - N/A | Destination SAME AS ACC/INC | Airport Data PLAIN CITY |
| Completeness - N/A | | Runway Ident - 28 |
| Basic Weather - VMC | ATC/Airspace | Runway Lth/Wid - 2150/ 100 |
| Wind Dir/Speed- UNK/NR | Type of Flight Plan - NONE | Runway Surface - GRASS/TURF |
| Visibility - 15.0 SM | Type of Clearance - NONE | Runway Status - DRY |
| Lowest Sky/Clouds - CLEAR | Type Apch/Lndg - TRAFFIC PATTERN | |
| Lowest Ceiling - NONE | | |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 40 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| ATP,CFI | Current - YES | Total - 3303 |
| SE LAND, ME LAND | Months Since - 21 | Make/Model- 248 |
| | Aircraft Type - UNK/NR | Instrument- 315 |
| | | Multi-Eng - 81 |
| | | Last 24 Hrs - 1 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 98 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH POLES AFTER OVERRUNNING THE RWY DURING A LANDING ON A TRAINING FLT. THE APPROACH WAS MADE INTO THE SUN ON RWY 28. THE CFI SAID THAT BY THE TIME HE SAW THE LANDING WAS LONG IT WAS TOO LATE TO GO-AROUND. THE ACFT RAN OFF THE DEPARTURE END OF THE RWY COLLIDED WITH TELEPHONE POLES LAID HORIZONTALLY ON THE GROUND AND SLID TO A STOP IN A PARKING LOT.

Brief of Accident (Continued)

File No. - 876

6/08/83

PLAIN CITY, OH

A/C Reg. No. N28906

Time (Lc1) - 1915 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. PROPER TOUCHDOWN POINT - EXCEEDED - DUAL STUDENT
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND(CFI)
4. DISTANCE - MISJUDGED - PILOT IN COMMAND(CFI)
5. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - UTILITY POLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 873 7/10/83 MIDDLE BASS ISL,OH A/C Reg. No. N33544 Time (Lcl) - 1645 EDT

-----Basic Information-----

| | | | | | | |
|--|--------------------------------|------|-------|---|---|---|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | | | | | |
| Type of Operation - PERSONAL | Fire | Crew | Fatal | 0 | 0 | 0 |
| Flight Conducted Under -14 CFR 91 | NONE | Pass | 0 | 0 | 1 | 1 |
| Accident Occurred During -APPROACH | | | | | | |

-----Aircraft Information-----

| | | |
|-------------------------------|--|----------------------------------|
| Make/Model - PIPER PA28-140 | 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 - 2550 | 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 | AKRON,OH | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | MIDDLE BASS IS.,OH | MIDDLE BASS IS. |
| Wind Dir/Speed- 135/005 KTS | ATC/Airspace | Runway Ident - 07 |
| Visibility - 15.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 1750/ 40 |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - GRASS/TURF |
| Lowest Ceiling - NONE | Type Apch/Lndg - VISUAL STRAIGHT-IN | Runway Status - DRY |
| Obstructions to Vision- NONE | FULL STOP | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 45 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 1057 |
| SE LAND | Months Since - 22 | Make/Model- 975 |
| | Aircraft Type - PA-28 | Instrument- 0 |
| | | Last 24 Hrs - 2 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 40 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH WIRES DURING A GO-AROUND ATTEMPT. THE PILOT REPORTED THAT AS HE APPROACHED AT ABOUT 10-15 FT AGL SOME PEOPLE WALKED ONTO THE RWY. HE ADDED FULL POWER AND WHILE GAINING CONTROL OF THE ACFT IT COLLIDED WITH THE WIRES AND CRASHED INTO THE LAKE. THE PASSENGERS IN THE ACFT STATED THAT THEY SAW THE PEOPLE WALK TOWARD THE CENTER OF THE RWY. THE PEOPLE ON THE GROUND OBSERVED THE ACFT CIRCLE AND APPROACH ON A 45 DEGREE ANGLE FAR NORTH OF THE RWY. THE PEOPLE ON THE GROUND DENY WALKING TOWARD THE CENTER OF OR ONTO THE RWY.

Brief of Accident (Continued)

File No. - 873

7/10/83

MIDDLE BASS ISL,OH

A/C Reg. No. N33544

Time (Lc1) - 1645 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. ABORTED LANDING - DELAYED - PILOT IN COMMAND
 3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
 4. GO-AROUND - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 847 7/28/83 YOUNGSTOWN, OH A/C Reg. No. N4260T Time (Lcl) - 1330 EDT

-----Basic Information-----

| | | | | | |
|--|------------------------------|--------|---------------------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage DESTROYED | Fatal | Injuries Serious | Minor | None |
| Type of Operation -PERSONAL | Fire | Crew 0 | 0 | 1 | 0 |
| Flight Conducted Under -14 CFR 91 | NONE | Pass 0 | 2 | 1 | 0 |
| Accident Occurred During -LANDING | | | | | |

-----Aircraft Information-----

| | | |
|-------------------------------|--|-----------------------------------|
| Make/Model - PIPER PA-28-180 | Eng Make/Model - LYCOMING O-360 | ELT Installed/Activated - YES/YES |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2400 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 180 HP | |

-----Environment/Operations Information-----

| | | |
|-------------------------------------|-------------------------------------|-------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | NASHUA, NH | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | YOUNGSTOWN, OH | YOUNGSTOWN |
| Wind Dir/Speed- 210/010 KTS | ATC/Airspace | Runway Ident - UNK/NR |
| Visibility - 4.000 SM | Type of Flight Plan - NONE | Runway Lth/Wid - UNK/NR |
| Lowest Sky/Clouds - | Type of Clearance - NONE | Runway Surface - UNK/NR |
| Lowest Ceiling - 4000 FT BROKEN | Type Apch/Lndg - VISUAL STRAIGHT-IN | Runway Status - UNK/NR |
| Obstructions to Vision- HAZE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 39 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 244 |
| SE LAND | Months Since - UNK/NR | Last 24 Hrs - UNK/NR |
| | Aircraft Type - UNK/NR | Make/Model- 244 |
| | | Instrument- 40 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 23 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A X-COUNTRY FLT, THE ENG LOST POWER BEFORE THE ACFT ARRIVED AT THE DESTINATION ARPT. THE PLT SWITCHED FUEL TANKS, TURNED ON THE BOOST PUMP & RESTARTED THE ENG, BUT APRX 1 MIN LATER POWER WAS LOST AGAIN. THERE WAS INSUFFICIENT ALTITUDE TO GLIDE TO THE ARPT, SO THE PLT ELECTED TO LAND IN A SWAMP & AVOID CRASHING IN A WOODED AREA. DURING THE LANDING, THE ACFT WAS BADLY DAMAGED. AN INVESTIGATION REVEALED THE PLT HAD CALCULATED HIS FUEL AT 65% POWER. ACCORDING TO THESE CALCULATIONS, THE AIRCRAFT SHOULD HAVE FLOWN 5 1/2 HRS; HOWEVER, ACCORDING TO THE TACH TIME, THE ENG LOST POWER AFTER 4.68 HRS. THE OWNER STATED THAT THIS PARTICULAR ACFT USUALLY BURNED APRX 10 GAL/HR. WITH 48 GAL OF USABLE FUEL. THIS WOULD HAVE YIELDED 4.8 HRS OF FLT TIME, NOT ACCOUNTING FOR START, TAXI, RUN-UP, TAKEOFF & CLIMB. REPORTEDLY, THE ACFT HAD CARBURETOR PROBLEMS PRIOR TO THE ACCIDENT, BUT THE OWNER STATED THAT THE PROBLEM INVOLVED THE ENG RUNNING LEAN AT LOW RPM. THE PLT DID NOT MENTION ANY FUEL GAUGE PROBLEM IN HIS STATEMENT.

Brief of Accident (Continued)

File No. - 847

7/28/83

YOUNGSTOWN, OH

A/C Reg. No. N4260T

Time (Lcl) - 1330 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. AIRCRAFT PERFORMANCE - LOSS, PARTIAL
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - WET

-----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. - 961 8/08/83 LOWELL, OH A/C Reg. No. N12640 Time (Lcl) - 1930 EDT

-----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 -TAKEOFF | | | 0 | 0 | 0 | 1 |

-----Aircraft Information-----

| | | |
|-------------------------------|--|----------------------------------|
| Make/Model - CESSNA C-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 - 150 HP | |

-----Environment/Operations Information-----

| | | |
|---------------------------------------|----------------------------|-----------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | ON AIRSTRIP |
| Method - N/A | PARKERSBURG, WV | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | CHECKPOINT CHARLIE |
| Wind Dir/Speed- CALM | ATC/Airspace | Runway Ident - UNK/NR |
| Visibility - 5.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 2000/ 50 |
| Lowest Sky/Clouds - 5000 FT SCATTERED | Type of Clearance - UNK/NR | Runway Surface - GRASS/TURF |
| Lowest Ceiling - NONE | Type Apch/Lndg - UNK/NR | Runway Status - DRY |
| Obstructions to Vision- HAZE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 34 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - UNK/NR | Total - 168 |
| SE LAND | Months Since - UNK/NR | Make/Model- 136 |
| | Aircraft Type - UNK/NR | Instrument- 13 |
| | | Multi-Eng - 3 |
| | | Last 24 Hrs - UNK/NR |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 13 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND DURING AN ATTEMPTED SHORT FIELD TAKEOFF. WHILE INITIATING A SHORT FIELD TAKEOFF, THE ACFT BECAME AIRBORNE PREMATURELY, VEERED TO THE LEFT, STRUCK CORN STALKS IN A FIELD ALONG SIDE THE RUNWAY. THE ACFT GROUND LOOPED NOSE FIRST INTO THE GROUND, THEN CARTWHEELED.

Brief of Accident (Continued)

File No. - 961

8/08/83

LOWELL, OH

A/C Reg. No. N12640

Time (Lcl) - 1930 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. CLIMB - PREMATURE - PILOT IN COMMAND
 2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 978 1/09/83 CUSHING,OK A/C Reg. No. N7778M Time (Lc1) - 1610 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| Crew 1 | 0 | 0 | 0 |
| Pass 1 | 0 | 0 | 0 |

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

-----Aircraft Information-----

Make/Model - MOONEY M20E
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
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- UNK/NR
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
CUSHING,OK
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,ATP,FLT ENG
SE LAND,ME LAND

Age - 31
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2650
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A POWERLINE DURING A LOW FLT DOWN A RIVER. THE ACFT IMPACTED 3 HIGH TENSION CABLES SPANNING THE RIVER. WITNESSES SAID THE ACFT WAS FLYING LOW AND FAST. THE COLLISION PRODUCED A SOUND "LIKE A GUNSHOT" AND THE ACFT FELL TO THE GROUND AND BOUNCED. IT SPUN AROUND AND ENDING UP FACING IN A DIRECTION OPPOSITE TO THE FLT. THE WRECKAGE CAME TO REST ON A SANDBAR IN THE RIVER BED WITH A STRAND OF CABLE AROUND THE PROPELLER. BOTH OCCUPANTS RECEIVED FATAL INJURIES.

Brief of Accident (Continued)

File No. - 978

1/09/83

CUSHING,OK

A/C Reg. No. N7778M

Time (Lc1) - 1610 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. LOW PASS - PERFORMED - PILOT IN COMMAND
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 878 4/16/83 ROGUE RIVER, OR A/C Reg. No. N5955X Time (Lcl) - 1000 PST

-----Basic Information-----

| | | | | | | |
|--|-----------------|------|-------|---------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage | | | | | |
| | SUBSTANTIAL | | | | | |
| Type of Operation - PERSONAL | Fire | Crew | Fatal | Serious | Minor | None |
| Flight Conducted Under -14 CFR 91 | NONE | Pass | 0 | 0 | 0 | 1 |
| Accident Occurred During -TAKEOFF | | | 0 | 0 | 0 | 1 |

-----Aircraft Information-----

| | | | |
|-------------------------------|--|------------------------------|------|
| Make/Model - BRANTLY B2 | Eng Make/Model - LYCOMING VO-B60 | ELT Installed/Activated - NO | -N/A |
| Landing Gear - TRICYCLE-FIXED | 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 | ON AIRPORT |
| Method - N/A | SAME AS ACC/INC | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | SAME AS ACC/INC | SPRING BROOK |
| Wind Dir/Speed- 290/001 KTS | ATC/Airspace | Runway Ident - 29 |
| Visibility - 30.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 2400 -UNK/NR |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - ASPHALT |
| Lowest Ceiling - NONE | Type Apch/Lndg - NONE | Runway Status - DRY |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|-------------------------------|
| Pilot-In-Command | Age - 52 | Medical Certificate - EXPIRED |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 595 |
| SE LAND | Months Since - 24 | Make/Model- 9 |
| HELICOPTER | 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 - 85 |

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER ROLLED OVER DURING LIFT OFF WITH PILOT AND ONE PASSENGER AND A FULL LOAD OF FUEL. ON A PREVIOUS FLT WITH ONE PASSENGER AND 8 GALLONS OF FUEL THE PILOT HAD NOTICED THE LEFT SKID WAS ABOUT 8 INCHES LOWER THAN THE RIGHT DURING LIFT OFF. ON THE DAY OF THE ACCIDENT THE LEFT SKID DID NOT BREAK GROUND CONTACT UNTIL THE RIGHT SKID WAS ABOUT 18 INCHES OFF THE GROUND. AN ATTEMPT TO STOP THE ROLL OVER WITH CYCLIC WAS UNSUCCESSFUL. THIS WAS THE PILOTS FIRST LIFT OFF IN THE B-2 WITH A PASSENGER AND A FULL LOAD (ABOUT 31 GALLONS) OF FUEL.

Brief of Accident (Continued)

File No. - 878

4/16/83

ROGUE RIVER,OR

A/C Reg. No. N5955X

Time (Lcl) - 1000 PST

Occurrence

ROLL OVER

Phase of Operation

TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - MISJUDGED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 3. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 861 6/20/83 DAYTON,OR A/C Reg. No. N5479S Time (Lcl) - 1424 PDT

-----Basic Information-----

| | | | | | |
|--|--------------------------------|-------|----------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | Fatal | Injuries | | |
| Type of Operation -PERSONAL | Fire | 0 | Serious | Minor | None |
| Flight Conducted Under -14 CFR 91 | NONE | 0 | 0 | 1 | 0 |
| Accident Occurred During -DESCENT | Crew Pass | 0 | 1 | 0 | 0 |

-----Aircraft Information-----

| | | |
|-------------------------------------|---|-----------------------------------|
| Make/Model - CESSNA 337B | Eng Make/Model - CONTINENTAL IO-360 C/D | ELT Installed/Activated - YES/YES |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 2 | Stall Warning System - YES |
| Max Gross Wt - 4300 | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 4 | Rated Power - 210 HP | |

-----Environment/Operations Information-----

| | | |
|-------------------------------------|---------------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | HILLSBORO,OR | |
| 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 - 30.0 SM | Type of Flight Plan - NONE | Runway Surface - N/A |
| Lowest Sky/Clouds - 4000 FT | Type of Clearance - NONE | Runway Status - N/A |
| Lowest Ceiling - 4000 FT BROKEN | Type Apch/Lndg - FORCED LANDING | |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|-------------------------------|
| Pilot-In-Command | Age - 54 | Medical Certificate - EXPIRED |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - NO | Total - 1420 |
| SE LAND,ME LAND | Months Since - UNK/NR | Last 24 Hrs - 1 |
| | Aircraft Type - UNK/NR | Last 30 Days- UNK/NR |
| | | Last 90 Days- 2 |
| | | Multi-Eng - 149 |

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE WAS DEMONSTRATING A "STEEP LETDOWN" TO HIS PASSENGER FROM ABOUT 3200 MSL. THE DESCENT WAS WITH FULL FLAPS, LANDING GEAR EXTENDED AND POWER OFF ON BOTH ENGINES. AT ABOUT 1200 MSL THE PILOT LEVELED OFF AND ADDED POWER AND HAD NONE ON THE REAR ENGINE, THEN THE FRONT ENGINE SPUTTERED AND QUIT. BOTH ENGINES WERE BEING FUELED FROM THE AUX FUEL TANKS DURING THE DESCENT. THE PLT ATTEMPTED TO RESTART THE FRONT ENGINE WHEN THE ACFT STALLED AND CRASHED. NO FUEL WAS FOUND IN THE LEFT AUX TANK AND THE RIGHT AUX HAD ABOUT 2.5 GALS. THE AUX TANK FUEL PICK-UPS ARE LOCATED AT THE REAR OF THE TANKS.

Brief of Accident (Continued)

File No. - 861

6/20/83

DAYTON, OR

A/C Reg. No. N5479S

Time (Lc1) - 1424 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FLUID, FUEL - EXHAUSTION
 3. PERFORMANCE DATA - NOT FOLLOWED - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. STALL - UNCONTROLLED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 977 6/27/83 SILVERTON,OR A/C Reg. No. N6205M Time (Lcl) - 1615 PDT

-----Basic Information-----

| | | | | | |
|--|--------------------------------|-------|----------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | Fatal | Injuries | | |
| Type of Operation -BUSINESS | Fire | 0 | Serious | Minor | None |
| Flight Conducted Under -14 CFR 91 | NONE | 0 | 1 | 0 | 0 |
| Accident Occurred During -LANDING | | 0 | 1 | 1 | 0 |

-----Aircraft Information-----

| | | |
|------------------------------------|--|-----------------------------------|
| Make/Model - MAULE M-5-235C | Eng Make/Model - LYCOMING O-540-J1A5D | ELT Installed/Activated - YES/YES |
| Landing Gear - TAILWHEEL-ALL FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2300 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 235 HP | |

-----Environment/Operations Information-----

| | | |
|-------------------------------------|---------------------------------|-------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | UNK/NR |
| Method - N/A | PRIVATE STRIP,OR | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | |
| Wind Dir/Speed- 360/020 KTS | ATC/Airspace | Runway Ident - UNK/NR |
| Visibility - 50.0 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 - FORCED LANDING | Runway Status - UNK/NR |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|-------------------------|--|
| Pilot-In-Command | Age - 32 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 347 |
| SE LAND | Months Since - 22 | Make/Model- 271 |
| | Aircraft Type - M-5235C | Instrument- 2 |
| | | Last 24 Hrs - 1 |
| | | Last 30 Days- 1 |
| | | Last 90 Days- 49 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDING GEAR COLLAPSED DURING A FORCED LANDING AFTER AN ENGINE FAILURE. THE ACFT HAD CLIMBED TO 1000 FT AGL AFTER TAKEOFF WHEN THE PILOT SWITCHED THE FUEL SELECTOR TO THE RIGHT FUEL TANK. IMMEDIATELY THE ENGINE QUIT AND SWITCHING BACK TO THE LEFT TANK DID NOT HELP. THE PILOT IN THE RIGHT SEAT TOOK OVER AND MADE A FORCED LANDING WHICH WAS HARD ENOUGH TO COLLAPSE THE LANDING GEAR. THE TWO FRONT SEAT OCCUPANTS RECEIVED SERIOUS BACK INJURIES FROM THE LANDING. POST ACCIDENT EXAMINATION OF THE ACFT SHOWED WATER IN THE CARBURETOR AND IN BOTH MAIN TANKS ALONG WITH RUST AND SEDIMENT. THE ACFT WAS REFUELED FROM A TANK ON THEIR FARM WHICH WAS ALSO CONTAMINATED WITH WATER, RUST AND SEDIMENT. THE FILTERS IN THE SYSTEM WOULD NOT PREVENT WATER FROM COMING OUT THE DISPENSING NOZZLE AND THE FILTERS WERE REPLACED ONLY ONCE A YEAR. THE FILTERS ARE NOT DESIGNED TO STOP WATER. THE FARM SUPPLY TANK HAD SAT OUTDOORS PRIOR TO BEING FILLED.

Brief of Accident (Continued)

File No. - 977

6/27/83

SILVERTON, OR

A/C Reg. No. N6205M

Time (Lcl) - 1615 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - WATER
 2. FLUID, FUEL - CONTAMINATION
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 4. REFUELING - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 989 6/28/83 NEAR PEAK,OR A/C Reg. No. N759XP Time (Lcl) - 2045 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
ON GROUND

| | Injuries | | | |
|------|----------|---------|-------|------|
| | Fatal | Serious | Minor | None |
| Crew | 0 | 1 | 0 | 0 |
| Pass | 0 | 1 | 2 | 0 |

-----Aircraft Information-----

Make/Model - CESSNA 182Q II
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-U
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 310/005 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
HERMISTON,OR
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43
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 - 314
Make/Model- 196
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 RISING TERRAIN AS THE PILOT TRIED UNSUCCESSFULLY TO AVOID THE TREES AND RIDGES. THE TWO REAR SEAT PASSENGERS REPORTED THAT THEY FLEW UP A CANYON AT ABOUT 6500 FT MSL. THE RIDGES ON EITHER SIDE WERE AS HIGH AS THE ACFT. THE PILOT WAS SEEN TO LOOK FROM SIDE TO SIDE, LOWER FLAPS, APPLY POWER AND INITIATE A TURN. THE PILOT REPORTED THAT DURING THAT TURN THE ACFT STARTED TO STALL AND A RECOVERY WAS EXECUTED. HE THEN MANEUVERED THROUGH TREES, STRUCK THE TERRAIN AND BOUNCED, STRUCK AGAIN AND CAME TO REST INVERTED. FIRE BROKE OUT AND THE PASSENGERS HELPED THE FRONT SEAT OCCUPANTS ESCAPE.

Brief of Accident (Continued)

File No. - 989

6/28/83

NEAR PEAK,OR

A/C Reg. No. N759XP

Time (Lc1) - 2045 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. CLEARANCE - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 854 8/05/83 KLAMATH FALLS,OR A/C Reg. No. N6664Q Time (Lcl) - 1215 PDT

-----Basic Information-----

| | | | | | |
|--|------------------------------|--------|---------------------|-------|------|
| Type Operating Certificate-AGRICULTURAL AIRCRAFT | Aircraft Damage DESTROYED | Fatal | Injuries Serious | Minor | None |
| Type of Operation -AERIAL APPLICATION | Fire | Crew 0 | 0 | 0 | 1 |
| Flight Conducted Under -14 CFR 137 | NONE | Pass 0 | 0 | 0 | 0 |
| Accident Occurred During -MANEUVERING | | | | | |

-----Aircraft Information-----

| | | | |
|------------------------------------|--|------------------------------|------|
| Make/Model - GRUMMAN G-164A | 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 - NO | |
| Max Gross Wt - 4500 | Engine Type - RECIPROCATING-CARBURETOR | | |
| No. of Seats - 1 | Rated Power - 600 HP | | |

-----Environment/Operations Information-----

| | | |
|-------------------------------------|----------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | KLAMATH,OR | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | |
| Wind Dir/Speed- CALM | ATC/Airspace | Runway Ident - N/A |
| Visibility - 30.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - N/A |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - N/A |
| Lowest Ceiling - 12000 FT BROKEN | Type Apch/Lndg - NONE | Runway Status - N/A |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 28 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL | Current - YES | Total - 3190 |
| SE LAND | Months Since - 20 | Make/Model- 1050 |
| | Aircraft Type - UNK/NR | Instrument- 2 |
| | | Multi-Eng - UNK/NR |
| | | Last 24 Hrs - 1 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 120 |
| | | Rotorcraft - 16 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DRAGGED A WING IN A LAKE AND CARTWHEELED DURING AN AERIAL APPLICATION MANEUVER. THE PILOT SAID HE HAD TURNED AWAY FROM THE FIELD HE WAS SPRAYING TO REMOVE THE BUGS FROM HIS WINDSHIELD. THE ACFTS WING STRUCK A LAKE SURFACE IN THE TURN, CARTWHEELED AND CAME TO REST UNDER 5 FT OF WATER. THE PILOT STATED THE BUGS WERE SO THICK THAT HE WAS HAVING DIFFICULTY MAINTAINING VISUAL REFERENCE.

Brief of Accident (Continued)

File No. - 854

8/05/83

KLAMATH FALLS,OR

A/C Reg. No. N6664Q

Time (Lc1) - 1215 PDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
 2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

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) 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. - 853 8/07/83 GRANTS PASS,OR A/C Reg. No. NONE Time (Lcl) - 1620 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire NONE

| | Fatal | Serious | Minor | None |
|------|-------|---------|-------|------|
| Crew | 0 | 1 | 0 | 0 |
| Pass | 0 | 0 | 0 | 0 |

-----Aircraft Information-----

Make/Model - PTERODACTYL PTRAVLER
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - CUYUNA 430B
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- 280/008 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

JOSEPHINE COUNTY
Runway Ident - 30
Runway Lth/Wid - 4000/ 75
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 35
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate -
Flight Time (Hours)

| | | | |
|-------------|----------|---------------|----------|
| Total | - UNK/NR | Last 24 Hrs | - UNK/NR |
| Make/Model- | UNK/NR | Last 30 Days- | UNK/NR |
| Instrument- | UNK/NR | Last 90 Days- | UNK/NR |
| Multi-Eng | - UNK/NR | Rotorcraft | - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT COLLIDED WITH THE TERRAIN IN AN UNCONTROLLED DESCENT AFTER A TAKEOFF DURING AIR TAXI PRACTICE. THE TWO PROSPECTIVE BUYERS WERE TAKING TURNS TAXIING THE VEHICLE WHILE BEING INSTRUCTED BY THE OWNER. ONE OF THE PROSPECTS DURING HIS 2ND TAXI RUN BECAME AIRBORNE AND CLIMBED TO AN ALT OF ABOUT 100 FT AGL. SHORTLY AFTER THE VEHICLE WAS AIRBORNE A WITNESS HEARD A POWER REDUCTION AND OBSERVED THE VEHICLE START A DESCENDING ROLL TO THE LEFT WHICH CONTINUED UNTIL IMPACT. THE OCCUPANT WAS NOT WEARING A BELT/HARNESS OR ANY HEADGEAR. HE RECEIVED SERIOUS INJURIES. NEITHER OF THE PROSPECTIVE BUYERS WERE PILOTS NOR DID THEY HAVE ANY ULTRALIGHT EXPERIENCE.

Brief of Accident (Continued)

File No. - 853

8/07/83

GRANTS PASS,OR

A/C Reg. No. NONE

Time (Lc1) - 1620 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
 3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 5. SPIRAL - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 963 8/13/83 MADRAS,OR A/C Reg. No. N8067 Time (Lcl) - 1100 PDT

-----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 -DESCENT | | | | | |

-----Aircraft Information-----

| | | |
|------------------------------------|--|-----------------------------------|
| Make/Model - PITTS S-1S | Eng Make/Model - LYCOMING IO-360-C1E6 | ELT Installed/Activated - NO -N/A |
| Landing Gear - TAILWHEEL-ALL FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 1150 | 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 | ON AIRPORT |
| Method - N/A | MADRAS,OR | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | MADRAS CITY COUNTY |
| Wind Dir/Speed- 180/008 KTS | ATC/Airspace | Runway Ident - UNK/NR |
| Visibility - 20.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - UNK/NR |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - ASPHALT |
| Lowest Ceiling - NONE | Type Apch/Lndg - NONE | Runway Status - DRY |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 56 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 5000 |
| SE LAND | Months Since - 15 | Last 24 Hrs - 1 |
| | Aircraft Type - UNK/NR | Make/Model- 652 |
| | | Instrument- 0 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 50 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND WHILE PERFORMING LOW LEVEL AEROBATICS OVER THE ARPT. THE PILOT STATED THAT WAS PRACTICING A LOW LEVEL PASS OVER THE ARPT AND THAT WHILE ROLLING HE FELT THE ACFT WAS NOT RESPONDING CORRECTLY. HE SAID HIS RATE OF DESCENT WAS GREATER THAN ANTICIPATED AND FELT HE MAY HAVE ENCOUNTERED A DOWNDRAFT. THE ACFT CRASHED OFF THE RWY IN SAGEBRUSH AND SAND IN AN INVERTED POSITION.

Brief of Accident (Continued)

File No. - 963

8/13/83

MADRAS,OR

A/C Reg. No. N8067

Time (Lcl) - 1100 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 987 9/21/83 LA GRANDE,OR A/C Reg. No. N9496U Time (Lcl) - 1430 PDT

-----Basic Information-----

| | | | | | |
|--|--------------------------------|--------|---------------------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | Fatal | Injuries Serious | Minor | None |
| Type of Operation -PERSONAL | Fire | Crew 0 | 0 | 0 | 1 |
| Flight Conducted Under -14 CFR 91 | NONE | Pass 0 | 0 | 0 | 1 |
| Accident Occurred During -LANDING | | | | | |

-----Aircraft Information-----

| | | |
|-------------------------------|--|----------------------------------|
| Make/Model - CESSNA 150M | Eng Make/Model - CONTINENTAL O-200-A | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 1600 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 2 | Rated Power - 100 HP | |

-----Environment/Operations Information-----

| | | |
|-------------------------------------|----------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | LA GRANE,OR | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | PENDELTON,OR | Runway Ident - N/A |
| Wind Dir/Speed- 180/005 KTS | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 50.0 SM | Type of Flight Plan - NONE | Runway Surface - N/A |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Status - N/A |
| Lowest Ceiling - NONE | Type Apch/Lndg - NONE | |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 33 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 656 |
| SE LAND | Months Since - 1 | Last 24 Hrs - 3 |
| | Aircraft Type - UNK/NR | Make/Model- 626 |
| | | Instrument- 8 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 10 |
| | | Multi-Eng - 3 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A HARD LANDING DURING AN ABORTED TAKEOFF. THE PILOT STATED THAT AFTER TAKEOFF HE THOUGHT HE COULD NOT CLEAR THE TREES AT THE DEPARTURE END OF THE RWY. HE CLOSED THE THROTTLE AND ATTEMPTED TO RE-LAND HIS ACFT. DURING TOUCHDOWN ON THE ROUGH DIRT ROAD BEING USED AS A RWY THE NOSE GEAR COLLAPSED AND THE ACFT NOSED OVER. MAX ALT DURING TAKEOFF WAS 15 FT AGL. THE DENSITY ALT WAS ABOUT 6600 FT.

Brief of Accident (Continued)

File No. - 987

9/21/83

LA GRANDE,OR

A/C Reg. No. N9496U

Time (Lcl) - 1430 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 5. PERFORMANCE DATA - NOT IDENTIFIED - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 899 2/26/83 MOUNTVILLE, PA A/C Reg. No. N12067 Time (Lc1) - 1715 EST

-----Basic Information-----

| | | | | | |
|--|--------------------------------|------|----------|---------|-------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | | Injuries | | |
| Type of Operation - PERSONAL | Fire | Crew | Fatal | Serious | Minor |
| Flight Conducted Under - 14 CFR 91 | NONE | Pass | 1 | 0 | 0 |
| Accident Occurred During - APPROACH | | | 1 | 0 | 0 |

-----Aircraft Information-----

| | | |
|-------------------------------|--|----------------------------------|
| Make/Model - CESSNA 172M | Eng Make/Model - LYCOMING O-320-E2D | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2300 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 150 HP | |

-----Environment/Operations Information-----

| | | |
|---------------------------------------|----------------------------|-----------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | SAME AS ACC/INC | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | CENTRAL MANOR |
| Wind Dir/Speed- 350/010 KTS | ATC/Airspace | Runway Ident - 09 |
| Visibility - 30.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 2340/ 75 |
| Lowest Sky/Clouds - 3500 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 - 43 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 200 |
| SE LAND | Months Since - 20 | Make/Model- UNK/NR |
| | Aircraft Type - 152 | Instrument- 4 |
| | | Multi-Eng - UNK/NR |
| | | Last 24 Hrs - 1 |
| | | Last 30 Days- 2 |
| | | Last 90 Days- UNK/NR |
| | | Rotorcraft - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A POWER LINE AND A TREE BEFORE CRASHING TO THE GROUND DURING A GO-AROUND ATTEMPT. THE ACFT HAD BEEN CRABING IN A CROSS-WIND FOR A LANDING AND DRIFTING OFF TO THE RIGHT OF THE RWY. THE PILOT APPLIED POWER FOR A GO AROUND BUT NEVER RETRACTED THE FLAPS FROM THE FULL DOWN POSITION. THE ACFT BARELY AVOIDED A HANGER BEFORE HITTING THE POWER LINE AND THEN THE TREE. THE TREE ALMOST TORE A WING OFF AND THE ACFT DESCENDED TO HIT THE GROUND NOSE FIRST.

Brief of Accident (Continued)

File No. - 899

2/26/83

MOUNTVILLE, PA

A/C Reg. No. N12067

Time (Lcl) - 1715 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. GO-AROUND - IMPROPER - PILOT IN COMMAND
5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

6. OBJECT - WIRE, TRANSMISSION
7. 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) 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. - 969 6/05/83 FREEPORT, PA A/C Reg. No. N65859 Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | | Injuries | | | |
|------|---|----------|---------|-------|------|
| | | Fatal | Serious | Minor | None |
| Crew | 0 | 0 | 0 | 0 | 1 |
| Pass | 0 | 0 | 0 | 0 | 0 |

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - SCHWEIZER 2-33
Landing Gear - SKID
Max Gross Wt - 1040
No. of Seats - 2

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
FREEPORT, PA
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

MCVILLE
Runway Ident - 21
Runway Lth/Wid - 2300/ 200
Runway Surface - GRASS/TURF
Runway Status - DRY

Wind Dir/Speed- 210/005 KTS
Visibility - 15.0 SM

ATC/Airspace

Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - NONE

Lowest Ceiling - NONE Type of Clearance - NONE

Obstructions to Vision- NONE Type Apch/Lndg - VISUAL STRAIGHT-IN

Precipitation - NONE FULL STOP

Condition of Light - DAYLIGHT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND
GLIDER

Age - 36

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate -

Flight Time (Hours)

Total - 332

Make/Model- 25

Instrument- 13

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE GLIDER COLLIDED WITH A FENCE DURING LANDING. THE GLIDER HAD EXPERIENCED LOSS OF LIFT SHORTLY AFTER A RELEASE FROM TOW AT 2500 FT AGL. HEAVY SINK AND ALT LOSS WAS ENCOUNTERED AND CONTINUED. THE PILOT STARTED A LONG STRAIGHT IN FINAL APPROACH TO LAND BUT IT WAS STARTED A LITTLE LATE AND THE GLIDER HAD INSUFFICIENT ALT LEFT TO CLEAR A FENCE AT THE APPROACH END OF THE RWY. THE GLIDER WINGS STRUCK THE FENCE POSTS. THE PILOT WAS NOT INJURED.

Brief of Accident (Continued)

File No. - 969

6/05/83

FREEPORT, PA

A/C Reg. No. N65859

Time (Lc1) - 1500 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - FENCE
 5. 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) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 941 7/01/83 TOUGHKENAMON, PA A/C Reg. No. N3286K Time (Lcl) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

| | | Injuries | | | |
|------|--|----------|---------|-------|------|
| | | Fatal | Serious | Minor | None |
| Crew | | 0 | 1 | 0 | 0 |
| Pass | | 0 | 0 | 1 | 0 |

-----Aircraft Information-----

Make/Model - GLOBE GC-1B
Landing Gear - TAILWHEEL FIXED-MAINS RETRACT
Max Gross Wt - 1710
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-125
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/011 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
TOUGHKENAMON, PA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STOP AND GO

Airport Proximity
ON AIRSTRIP

Airport Data
NEW GARDEN
Runway Ident - 24
Runway Lth/Wid - 3400/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE, COMMERCIAL
SE LAND, ME LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 987
Make/Model- 11
Instrument- 78
Multi-Eng - 143
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 11
Rotorcraft - 174

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PLT WAS PRACTICING STOP & GO LANDINGS ON RWY 24. HE STATED THAT THE ACFT WAS IN A NORMAL LANDING CONFIGURATION AT 68 MPH, APRX 8 FT AGL, WHEN IT ENCOUNTERED A DOWNDRAFT. ACCORDING TO HIM, THE DOWNDRAFT RESULTED FROM WIND BLOWING OVER TREES PARALLELING THE LEFT SIDE OF THE RWY. THE ACFT TOUCHED DOWN IN A 3-POINT ATTITUDE, THE WHEELS DUG IN THE GROUND APRX 6 INCHES & THE COWLING & WINDSHIELD WERE DAMAGED AT THAT TIME. THE PLT REPORTED THE ACFT CAME DOWN ABOUT 200 FT FURTHER DOWN THE RWY IN A 20 DEG NOSE LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 941

7/01/83

TOUGHKENAMON, PA

A/C Reg. No. N3286K

Time (Lc1) - 1800 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - DOWNDRAFT
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. 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) 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. - 933 7/03/83 FACTORYVILLE, PA A/C Reg. No. N49653 Time (Lcl) - 1510 EDT

-----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

0
0

Minor

0
0

None

2
0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FACTORYVILLE, PA
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

SEAMANS FIELD
Runway Ident - 04
Runway Lth/Wid - 1988/ 28
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 - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 1106 Last 24 Hrs - 7
Make/Model- 125 Last 30 Days- UNK/NR
Instrument- 57 Last 90 Days- 198
Multi-Eng - 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TOUCHDOWN ON A FULL STOP LANDING, THE STUDENT PLT WAS INSTUCTED TO APPLY BRAKES. WHEN HE FAILED TO RESPOND, THE INSTRUCTOR (CFI) APPLIED THE BRAKES TO STOP THE ACFT. AS THE BRAKES WERE ENGAGED, THE ACFT VEERED TO THE LEFT. THE CFI CORRECTED WITH FULL RIGHT RUDDER & BRAKE, AND AT THE SAME TIME, HE INSTRUCTED THE STUDENT TO GET OFF THE CONTROLS. HOWEVER, THE ACFT WENT OFF THE LEFT SIDE OF THE RWY & CAME TO REST IN A DRAINAGE DITCH. NO MECHANICAL PROBLEMS WERE FOUND WHEN THE BRAKES WERE INSPECTED. THE CFI NOTED THAT THIS ACFT HAD DIFFERENT BRAKING CHARACTERISTICS THAN OLDER MODEL CESSNAS.

Brief of Accident (Continued)

File No. - 933

7/03/83

FACTORYVILLE, PA

A/C Reg. No. N49653

Time (Lc1) - 1510 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - DUAL STUDENT
2. SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)
3. DIRECTIONAL CONTROL - NOT CORRECTED - PILOT IN COMMAND(CFI)
4. GROUND LOOP/SWERVE - INADVERTENT -

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

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) 1,2,3

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. - 936 7/03/83 TOWANDA, PA A/C Reg. No. N100PV Time (Lc1) - 1230 EDT

-----Basic Information-----

| | | | | | | |
|--|----------------|--------------------------------|----------|---------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | | Aircraft Damage SUBSTANTIAL | Injuries | | | |
| Type of Operation | -INSTRUCTIONAL | Fire | Fatal | Serious | Minor | None |
| Flight Conducted Under | -14 CFR 91 | NONE | Crew 0 | 0 | 0 | 2 |
| Accident Occurred During | -LANDING | | Pass 0 | 0 | 0 | 1 |

-----Aircraft Information-----

| | | | | | |
|--------------|------------------------|----------------|----------------------------|-------------------------|-----------|
| Make/Model | - AERO COMMANDER 500 | Eng Make/Model | - LYCOMING O-540-A2B | ELT Installed/Activated | - YES/YES |
| Landing Gear | - TRICYCLE-RETRACTABLE | Number Engines | - 2 | Stall Warning System | - UNK/NR |
| Max Gross Wt | - 6000 | Engine Type | - RECIPROCATING-CARBURETOR | | |
| No. of Seats | - 7 | Rated Power | - 250 HP | | |

-----Environment/Operations Information-----

| | | |
|--|--|--|
| <p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 310/005 KTS</p> <p>Visibility - 15.0 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 BINGHAMTON, NY</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> | <p>Airport Proximity ON AIRPORT</p> <p>Airport Data TOWANDA</p> <p>Runway Ident - 22</p> <p>Runway Lth/Wid - 3000/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p> |
|--|--|--|

-----Personnel Information-----

| | | |
|---|--|--|
| <p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP,CFI</p> <p>SE LAND,ME LAND</p> | <p>Age - 23</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - UNK/NR</p> | <p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2742</p> <p>Make/Model- 107</p> <p>Instrument- 251</p> <p>Multi-Eng - 530</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 199</p> |
|---|--|--|

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL ON A DUAL INSTRUCTIONAL FLT, THE UNICOM ADVISED THAT THERE WAS AN ULTRALIGHT OVERHEAD & WAS POSSIBLY LANDING. AS THE STUDENT WAS LANDING, AN ADDITIONAL UNICOM ADVISORY WAS RECEIVED CONCERNING THE ULTRALIGHT ACFT. THE INSTRUCTOR PLT (CFI) STATED THAT HE BECAME PREOCCUPIED SEARCHING FOR THE ULTRALIGHT & ALLOWED THE STUDENT TO TOUCH DOWN APRX 1000 FT DOWN THE RWY WITH EXCESSIVE SPEED. REPORTEDLY, HE DELAYED AN OPPORTUNITY TO GO AROUND. HE TOOK CONTROL OF THE ACFT, AND AFTER APPLYING MAX BRAKING, THE ACFT CONTINUED OFF THE END OF THE RWY, HIT A ROCK PILE & WENT INTO A DITCH. THE CFI REPORTED A RIGHT X-WIND AT 5 KTS.

Brief of Accident (Continued)

File No. - 936

7/03/83

TOWANDA, PA

A/C Reg. No. N100PV

Time (Lc1) - 1230 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DISTANCE - MISJUDGED - DUAL STUDENT
3. AIRSPEED - MISJUDGED - DUAL STUDENT
4. GO-AROUND - NOT PERFORMED -
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND(CFI)

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN
8. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6

Factor(s) relating to this accident is/are finding(s) 1,4,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 981 6/26/83 BLOCK ISLAND,RI A/C Reg. No. N9858Z Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | | Injuries | | | |
|------|---|----------|---------|-------|------|
| | | Fatal | Serious | Minor | None |
| Crew | 0 | 0 | 1 | 0 | 0 |
| Pass | 0 | 0 | 0 | 0 | 2 |

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA TU-206G
Landing Gear - FLOAT
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-M
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- 180/005 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MANHASSET BAY,NY
Destination
GREAT SALT POND,RI

Airport Proximity
UNK/NR

Airport Data

BLOCK ISLAND
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - WATER
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA,ME SEA
HELICOPTER

Age - 60

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

| | | | |
|-------------|---------|---------------|--------|
| Total | - 15400 | Last 24 Hrs | - 6 |
| Make/Model- | 253 | Last 30 Days- | UNK/NR |
| Instrument- | 240 | Last 90 Days- | 15 |
| Multi-Eng - | 1280 | Rotorcraft - | 9807 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLOAT ACFT NOSED OVER DURING TAXI FOR TAKEOFF. THE PILOT HAD PICKED UP THIS ACFT 2 DAYS BEFORE IN FARMINGDALE NY WHERE A SET OF FLOATS HAD BEEN INSTALLED. HE FLEW TO BLOCK ISLAND TO PICK UP 4 PASSENGERS AND BAGGAGE. DURING DOWNWIND TAXI FOR TAKEOFF POSITION THE ACFT WAS TAKING WATER OVER THE FRONT OF THE FLOATS. DURING TAKEOFF RUN THE PILOT SAID THE ACFT FELT HEAVY SO HE ABORTED. ONE PASSENGER AND ALL BAGGAGE WAS TAKEN OFF FOR A 2ND TAKEOFF ATTEMPT WHICH HAD SIMILIAR RESULTS. A 2ND PASSENGER WAS DEPLANED AND THE ACFT SEEMED TO BE FLOATING BETTER. DURING TAXI AT 5 TO 10 KTS WITH A 5 TO 8 KT TAILWIND THE FLOATS STARTED TO GO UNDER AND BEFORE THE PILOT COULD STOP THE ACFT THE FLOATS TUCKED UNDER AND THE ACFT NOSED OVER. ALL 3 OCCUPANTS EVACUATED WITH NO INJURIES BEFORE THE ACFT SANK.

Brief of Accident (Continued)

File No. - 981

6/26/83

BLOCK ISLAND, RI

A/C Reg. No. N9858Z

Time (Lcl) - 1500 EDT

Occurrence NOSE OVER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR, FLOAT ASSEMBLY - LEAK
2. AIRCRAFT PREFLIGHT - 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. - 908 2/26/83 HARDEEVILLE, SC A/C Reg. No. N5191B Time (Lc1) - 1145 EST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

| | | Injuries | | | |
|--------------------------|---------------------|----------|---------|-------|------|
| | | Fatal | Serious | Minor | None |
| Type of Operation | -AERIAL APPLICATION | 0 | 0 | 0 | 2 |
| Flight Conducted Under | -14 CFR 137 | 0 | 0 | 0 | 0 |
| Accident Occurred During | -LANDING | | | | |

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Crew
Pass

-----Aircraft Information-----

Make/Model - BELL 47G-2
Landing Gear - SKID
Max Gross Wt - 2450
No. of Seats - 3

Eng Make/Model - LYCOMING VO-435-A1F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 045/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- SMOKE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 30
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1540
Make/Model- 160
Instrument- 10
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 150
Rotorcraft - 1290

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE NOTICED A PECULIAR PEDAL REACTION DURING A TURN-AROUND; HOWEVER, HE REPORTED THAT THIS MAY HAVE BEEN CAUSED BY THE WIND WHICH WAS GUSTING TO 15 KTS. SHORTLY AFTER COMPLETING THE TURN-AROUND, HE EXPERIENCED A COMPLETE LOSS OF TAIL ROTOR CONTROL. THE FAILURE WAS REALIZED BY A REDUCTION OF NOISE, AN RPM INCREASE & A YAW TO THE RIGHT. THIS OCCURRED AT AN ALTITUDE OF APRX 300 FT AGL. THE PLT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL IN FLT, SO HE AUTOROTATED TO A NARROW LOGGING ROAD. WHILE DESCENDING TO LAND, THE MAIN ROTOR STRUCK TREES ON BOTH SIDES OF THE ROAD. DURING TOUCHDOWN, THE MAIN ROTOR STRUCK & SVERED THE TAIL BOOM. AN EXAM REVEALED THE TEETH ON THE FORWARD (SHORT) TAIL ROTOR DRIVE SHAFT, PN 47-644-180-9, WERE WORN & OVERHEATED. ALSO, THE MATCHING SPLINES ON THE FRONT COUPLING, PN 47-620-494-3, WERE OVERHEATED & STRIPPED. ONLY A MINIMAL AMOUNT OF LUBRICATION WAS FOUND IN THE FRONT COUPLING. THE BELL MAINTENANCE & OVERHAUL INSTRUCTIONS RECOMMENDED DAILY INSPECTIONS & LUBE EVERY 50 HRS.

Brief of Accident (Continued)

File No. - 908

2/26/83

HARDEEVILLE, SC

A/C Reg. No. N5191B

Time (Lc1) - 1145 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. MAINTENANCE, LUBRICATION - INADEQUATE - OTHER MAINTENANCE PSNL
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - OVERTEMPERATURE
4. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - WORN
5. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - FAILURE, TOTAL
6. DIRECTIONAL CONTROL - REDUCED -

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

8. OBJECT - TREE(S)

Occurrence #4 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 993 8/27/83 STURGIS MUNI.,SD A/C Reg. No. N8426W Time (Lcl) - 1500 MDT

-----Basic Information-----

| | | | | | | |
|--|------------|------------------------------|----------|---------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | | Aircraft Damage DESTROYED | Injuries | | | |
| Type of Operation | -PERSONAL | Fire | Fatal | Serious | Minor | None |
| Flight Conducted Under | -14 CFR 91 | NONE | Crew 0 | 1 | 0 | 0 |
| Accident Occurred During | -APPROACH | | Pass 0 | 1 | 2 | 0 |

-----Aircraft Information-----

| | | | | | |
|--------------|-------------------|----------------|----------------------------|-------------------------|-----------|
| Make/Model | - PIPER PA28-180C | Eng Make/Model | - LYCOMING O-360-A3A | ELT Installed/Activated | - YES/YES |
| Landing Gear | - TRICYCLE-FIXED | Number Engines | - 1 | Stall Warning System | - YES |
| Max Gross Wt | - 2400 | Engine Type | - RECIPROCATING-CARBURETOR | | |
| No. of Seats | - 4 | Rated Power | - 180 HP | | |

-----Environment/Operations Information-----

| | | |
|---|--|--|
| <p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 120/012 KTS</p> <p>Visibility - 35.0 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 RAPID CITY,SD</p> <p>Destination STURGIS,SD</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p> | <p>Airport Proximity ON AIRPORT</p> <p>Airport Data STURGIS</p> <p>Runway Ident - 11</p> <p>Runway Lth/Wid - 3000/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p> |
|---|--|--|

-----Personnel Information-----

| | | | | | | | | |
|---|---|--|-------------|-----------------|----------------|----------------------|---------------|------------------|
| <p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p> | <p>Age - 43</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 20</p> <p>Aircraft Type - PA22</p> | <p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 305</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 93</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 15</td> </tr> </table> | Total - 305 | Last 24 Hrs - 2 | Make/Model- 93 | Last 30 Days- UNK/NR | Instrument- 0 | Last 90 Days- 15 |
| Total - 305 | Last 24 Hrs - 2 | | | | | | | |
| Make/Model- 93 | Last 30 Days- UNK/NR | | | | | | | |
| Instrument- 0 | Last 90 Days- 15 | | | | | | | |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED ON THE APPROACH END TO RUNWAY 11 DURING AN ABORTED LANDING. THE PLT STATED THE ACFT WAS HIGH SO HE APPLIED FULL POWER AND RETRACTED THE FLAPS. HE SAID HE RETRACTED THE FLAPS TOO FAST AND LOST CONTROL OF THE ACFT. THE NOSE GEAR WAS BROKEN OFF, THE RIGHT WING BUCKLED AND BENT, THE LEFT WING WAS TORN LOOSE AND BENT BACKWARD AND THE LEFT MAIN GEAR WAS TORN OFF THE ACFT. THE 2 FRONT SEAT OCCUPANTS WERE SERIOUSLY INJURED. THE REAR SEAT OCCUPANTS RECEIVED MINOR INJURIES.

Brief of Accident (Continued)

File No. - 993

8/27/83

STURGIS MUNI.,SD

A/C Reg. No. N8426W

Time (Lcl) - 1500 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. ALTITUDE - ABOVE - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 3. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
 4. STALL - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 921 2/22/83 RED BANK, TN A/C Reg. No. N54498 Time (Lcl) - 0336 EST

-----Basic Information-----

| | | | | | |
|--|-----------------|-------|----------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage | Fatal | Injuries | | |
| | SUBSTANTIAL | | Serious | Minor | None |
| Type of Operation -PERSONAL | Fire | 0 | 2 | 0 | 0 |
| Flight Conducted Under -14 CFR 91 | ON GROUND | 0 | 2 | 0 | 0 |
| Accident Occurred During -APPROACH | | | | | |

-----Aircraft Information-----

| | | |
|-------------------------------|--|-----------------------------------|
| Make/Model - CESSNA 172P | Eng Make/Model - LYCOMING O-320-D2J | ELT Installed/Activated - YES/YES |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2400 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 160 HP | |

-----Environment/Operations Information-----

| | | |
|---------------------------------------|---------------------------------|--------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - FSS | Last Departure Point | OFF AIRPORT/STRIP |
| Method - ACFT RADIO | LANSING, IL | |
| Completeness - PARTIAL, LMTD BY PILOT | Destination | Airport Data |
| Basic Weather - VMC | COLUMBUS, GA | LOVELL FIELD |
| Wind Dir/Speed- 020/003 KTS | ATC/Airspace | Runway Ident - UNK/NR |
| Visibility - 30.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - UNK/NR |
| Lowest Sky/Clouds - 2800 FT SCATTERED | Type of Clearance - NONE | Runway Surface - ASPHALT |
| Lowest Ceiling - 5000 FT BROKEN | Type Apch/Lndg - FORCED LANDING | Runway Status - DRY |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - NIGHT(DARK) | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|-------------------------------|
| Pilot-In-Command | Age - 27 | Medical Certificate - EXPIRED |
| 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-----

AT APRX 2200 EST, THE ACFT DEPARTED LANSING, IL ON A FLT TO COLUMBUS, GA. A PASSENGER STATED THAT A REFUELING STOP HAD BEEN PLANNED FOR EITHER BOWLING GREEN OR NASHVILLE. HOWEVER, A STOP WAS NOT MADE. THE PASSENGER INDICATED THAT THE PILOTS WERE UNSURE OF THE ACFT'S POSITION DURING THE FLT. AT APRX 0303 EST, THE AIRCREW CONTACTED ATLANTA CENTER & REQUESTED MILEAGE TO CHATTANOOGA. AT ABOUT 0328, CENTER NOTIFIED THEM THAT THE ACFT WAS APRX 28 MI NORTHWEST OF CHATTANOOGA. THE AIRCREW THEN REQUESTED TO BE ALIGNED FOR A STRAIGHT-IN APCH DUE TO LOW FUEL. A SHORT TIME LATER, THE AIRCREW TRANSMITTED THAT THEY HAD RUN OUT OF FUEL & WOULD NOT BE ABLE TO REACH THE ARPT. DURING A FORCED LANDING AT NIGHT, THE ACFT COLLIDED WITH TREES, THEN IMPACTED IN A PARKING LOT.

Brief of Accident (Continued)

File No. - 921

2/22/83

RED BANK, TN

A/C Reg. No. N54498

Time (Lc1) - 0336 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. COMMUNICATIONS/INFORMATION/ATC - DELAYED - PILOT IN COMMAND
4. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
5. FLUID, FUEL - EXHAUSTION
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

7. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 979 3/25/83 SHELBYVILLE, TN A/C Reg. No. N28190 Time (Lcl) - 1302 CST

-----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 | ON GROUND | Pass | 0 | 0 | 1 |
| Accident Occurred During -LANDING | | | 0 | 0 | 0 |
| | | | | | None |
| | | | | | 0 |

-----Aircraft Information-----

| | | |
|--|---|----------------------------------|
| Make/Model - BELLANCA 17-30A | Eng Make/Model - CONTINENTAL IO-520-K1A | ELT Installed/Activated - UNK/NR |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 3000 | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 4 | Rated Power - 300 HP | |

-----Environment/Operations Information-----

| | | |
|--|--|---------------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | POMPANO BEACH, FL | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | SAME AS ACC/INC | BOMAR FIELD |
| Wind Dir/Speed- UNK/NR | ATC/Airspace | Runway Ident - 36 |
| Visibility - 10.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 5003/ 100 |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - ASPHALT |
| Lowest Ceiling - NONE | Type Apch/Lndg - VISUAL STRAIGHT-IN | Runway Status - DRY |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|-----------------------------|--|
| Pilot-In-Command | Age - 34 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - UNK/NR | Total - 1655 |
| SE LAND, ME LAND, SE SEA | Months Since - UNK/NR | Make/Model- 135 |
| | Aircraft Type - UNK/NR | Instrument- 31 |
| | | Multi-Eng - 30 |
| | | Last 24 Hrs - 5 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 125 |
| | | Rotorcraft - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A POWER LINE DURING A FORCED LANDING AFTER POWER LOSS DUE TO FUEL EXHAUSTION. THE ACFT WAS ON THE FINAL APPROACH. THE PILOT SAID HE WOULD BE LANDING SHORT OF THE RWY. WHEN ASKED THE NATURE OF HIS EMERGENCY HE SAID "I THINK I AM RUNNING OUT OF FUEL." THE ACFT WAS OBSERVED IN A STEEP LEFT TURN HITTING THE WIRES AND GOING INVERTED BEFORE IMPACT. THE PILOT EXITED WITH MINOR INJURIES. THE PILOT SAID HE TRIED SWITCHING FUEL TANKS BUT THE ENGINE WOULD NOT RESTART. ACCORDING TO THE FUEL SUPPLY AND THE AMOUNT OF TIME IN FLT THE ACFT SHOULD HAVE EXHAUSTED ITS SUPPLY OF USABLE FUEL.

Brief of Accident (Continued)

File No. - 979

3/25/83

SHELBYVILLE, TN

A/C Reg. No. N28190

Time (Lc1) - 1302 CST

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
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - WIRE, TRANSMISSION
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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. - 948 7/26/83 NR GATLINBURG,TN A/C Reg. No. N5733M Time (Lcl) - 1645 EDT

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 133
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
ON GROUND

| | Fatal | Serious | Minor | None |
|------|-------|---------|-------|------|
| Crew | 0 | 0 | 1 | 0 |
| Pass | 0 | 0 | 0 | 0 |

-----Aircraft Information-----

Make/Model - BELL 206B
Landing Gear - SKID
Max Gross Wt - 3600
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 400 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 040/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MT. LECONTE,TN
Destination
INDIAN GAP,TN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL STRAIGHT-IN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND
HELICOPTER

Age - 42

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

| | | | |
|------------|----------|--------------|----------|
| Total | - 8000 | Last 24 Hrs | - 4 |
| Make/Model | - UNK/NR | Last 30 Days | - UNK/NR |
| Instrument | - 150 | Last 90 Days | - 17 |
| Multi-Eng | - 300 | Rotorcraft | - 7450 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE WAS BEGINNING HIS APCH TO A LANDING SITE AT AN ELEVATION OF 5200 FT WHEN HE FELT A BUMP IN THE TAIL ROTOR PEDALS. THE HELICOPTER BEGUN TO SPIN TO THE RIGHT & THE PLT FOUND HE HAS NO TAIL ROTOR CONTROL. AN AUTOROTATIVE LANDING WAS MADE INTO THE TREETOPS WHICH HE ESTIMATED TO BE 125 FT ABOVE THE MOUNTAIN TERRAIN. REPORTEDLY, THE MAIN ROTOR MAST SEPARATED AFTER CONTACTING THE TREES & THE HELICOPTER ROLLED INVERTED & STRUCK THE GROUND IN A NOSE LOW ATTITUDE. A SMALL POSTCRASH FIRE WAS EXTINGUISHED BY A PORTABLE FIRE EXTINGUISHER FROM THE HELICOPTER. BEFORE CRASHING, THE HELICOPTER WAS BEING USED ON AN EXTERNAL LOAD OPERATION. AN INVESTIGATION REVEALED THAT IT WAS CARRYING A 30 GAL BUCKET THAT HAD BEEN LOOSELY FILLED WITH FABIC STRAP. WITNESSES REPORTED THE ACFT WAS DESCEND AT APRX 40 KTS WHEN THEY OBSERVED 1 OR MORE OF THE STRAPS TRAILING FROM THE BUCKET. SUBSEQUENTLY, A STRAP BECOME ENTANGLED IN THE TAIL ROTOR & IT WAS OBSERVED TO HAVE STOPPED ROTATING.

Brief of Accident (Continued)

File No. - 948

7/26/83

NR GATLINBURG, TN

A/C Reg. No. N5733M

Time (Lc1) - 1645 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. TIE DOWN/SECURITY OF CARGO - IMPROPER -
3. ROTOR SYSTEM, MAIN ROTOR BLADE - FOREIGN OBJECT DAMAGE
4. ROTOR SYSTEM - MOVEMENT RESTRICTED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 980 8/09/83 KENTON, TN

A/C Reg. No. N1094E

Time (Lc1) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | Fatal | Serious | Minor | None |
|----------|-------|---------|-------|------|
| Injuries | | | | |
| Fire | 0 | 1 | 0 | 0 |
| Crew | 0 | 0 | 1 | 0 |
| Pass | 0 | 0 | 1 | 0 |

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-65-8
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- 020/004 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TRENTON, TN
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND, ME LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 9000
Make/Model- 1000
Instrument- 2630
Multi-Eng - 7555
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT WHILE FLYING LOW AND SLOW TO OBSERVE CROPS, THE AIRCRAFT STALLED DURING A TURN. THE NOSE WAS LOWERED WHICH PLACED THE ACFT ON A HEADING FOR A LARGE OAK TREE. A TURN WAS ATTEMPTED TO AVOID THE TREE; THE ACFT STALLED AGAIN, STRUCK TREE LIMBS, AND HIT THE GROUND.

Brief of Accident (Continued)

File No. - 980

8/09/83

KENTON, TN

A/C Reg. No. N1094E

Time (Lc1) - 1830 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. LOW PASS - PERFORMED - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/MUSH - 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 976 1/07/83 CANADIAN, TX A/C Reg. No. N8849A Time (Lcl) - 1820 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 | 1 |
| Flight Conducted Under | -14 CFR 91 | NONE | Pass 0 | 0 | 0 | 2 |
| Accident Occurred During | -LANDING | | | | | |

-----Aircraft Information-----

| | | | | | |
|--------------|------------------------|----------------|----------------------------|-------------------------|----------|
| Make/Model | - BEECHCRAFT B35 | Eng Make/Model | - CONTINENTAL E-185-8 | ELT Installed/Activated | - YES/NO |
| Landing Gear | - TRICYCLE-RETRACTABLE | Number Engines | - 1 | Stall Warning System | - YES |
| Max Gross Wt | - 2650 | Engine Type | - RECIPROCATING-CARBURETOR | | |
| No. of Seats | - 4 | Rated Power | - 195 HP | | |

-----Environment/Operations Information-----

| | | |
|---|---|--|
| <p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 350/005 KTS</p> <p>Visibility - 50.0 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>EL PASO, TX</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - VISUAL STRAIGHT-IN</p> | <p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>HEMPHILL CO.</p> <p>Runway Ident - 04</p> <p>Runway Lth/Wid - 4100 -UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p> |
|---|---|--|

-----Personnel Information-----

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 50 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL | Current - YES | Total - 898 |
| SE LAND, ME LAND | Months Since - 5 | Make/Model- 69 |
| | Aircraft Type - UNK/NR | Instrument- 70 |
| | | Multi-Eng - 14 |
| | | Last 24 Hrs - 4 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 5 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE DURING ROLLOUT AFTER A FORCED LANDING FOLLOWING ENGINE POWER LOSS ON FINAL APPROACH. THE PILOT SAID HE WAS ONE AND A HALF MILES OUT ON FINAL AT 200 FT AGL WHEN THE ENGINE QUIT. HE WAS OPERATING ON THE RIGHT MAIN FUEL TANK. HE SWITCHED TO LEFT TANK AND WORKED THE WOBBLE PUMP. THE ENGINE STARTED BUT QUIT AGAIN. HE SWITCHED BACK TO THE RIGHT TANK AND AGAIN OPERATED THE WOBBLE PUMP. THE ENGINE WOULD NOT RESTART. A FORCED LANDING FOLLOWED. POST ACCIDENT EXAMINATION BY THE OWNER SHOWED THE LEFT MAIN FUEL TANK WAS HALF FULL, THE RIGHT MAIN WAS EMPTY AND THE RIGHT TIP TANK HAD ABOUT 12 GALLONS IN IT. DURING POST ACCIDENT OPERATION THE WOBBLE PUMP FAILED TO PRODUCE PRESSURE ON THE FIRST ATTEMPT. ON THE 2ND TRY IT PRODUCED NORMAL PRESSURE AND THE ENGINE OPERATED NORMALLY. ALSO BOTH ELECTRIC FUEL TRANSFER PUMPS OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 976

1/07/83

CANADIAN, TX

A/C Reg. No. N8849A

Time (Lc1) - 1820 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. FUEL SYSTEM, PRIMER SYSTEM - ERRATIC
4. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
5. CHECKLIST - NOT FOLLOWED - 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)

6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 953 1/09/83 BANDERA, TX A/C Reg. No. N32978 Time (Lcl) - 1140 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire NONE

| | Fatal | Serious | Minor | None |
|------|-------|---------|-------|------|
| Crew | 0 | 0 | 0 | 1 |
| Pass | 0 | 0 | 0 | 3 |

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN ANTONIO, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

FLYING L. RANCH
Runway Ident - 15
Runway Lth/Wid - 3260/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

| | |
|---------------------|----------------------|
| Total - UNK/NR | Last 24 Hrs - UNK/NR |
| Make/Model- UNK/NR | Last 30 Days- UNK/NR |
| Instrument- UNK/NR | Last 90 Days- UNK/NR |
| Multi-Eng - UNK/NR | Rotorcraft - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT AFTER A NORMAL LANDING, HE TAXIED TO THE END OF THE RUNWAY IN ORDER TO ALLOW ANOTHER AIRCRAFT TO LAND. HE THAN TAXIED ABOUT 70 FT OFF THE RUNWAY INTO A GRASS TURNAROUND/TAXI AREA WHERE THE AIRCRAFT HIT AN 18 INCH DEEP HOLE WITH THE LEFT GEAR. THE IMPACT CAUSED THE GEAR TO GO UP THROUGH THE WING. THE HOLE WAS NOT MARKED.

Brief of Accident (Continued)

File No. - 953

1/09/83

BANDERA, TX

A/C Reg. No. N32978

Time (Lc1) - 1140 CST

Occurrence ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD
 2. UNSAFE/HAZARDOUS CONDITION WARNING - NOT IDENTIFIED - AIRPORT PERSONNEL
 3. AIRPORT FACILITIES, OBSTRUCTION MARKING - INADEQUATE
-

-----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. - 951 9/12/83 HUMBLE, TX A/C Reg. No. N3201F Time (Lcl) - 0930 CST

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

Type of Operation - OTHER WORK USE
Flight Conducted Under - 14 CFR 133
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 |

-----Aircraft Information-----

Make/Model - HILLER H-23D
Landing Gear - SKID
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

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)
COMMERCIAL
SE LAND
HELICOPTER

Age - 33
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

| | | | | |
|--------------|------|---------------|---------------|---|
| Total | - | 5843 | Last 24 Hrs - | 1 |
| Make/Model- | 3115 | Last 30 Days- | UNK/NR | |
| Instrument-- | 0 | Last 90 Days- | 10 | |
| | | Rotorcraft - | 5800 | |

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE HELICOPTER MADE A HARD AUTOROTATIVE LANDING AFTER A POWER LOSS. THE PILOT STATED HE WAS HOVERING ABOUT 75 FT AGL WAITING FOR GROUND PERSONNEL TO ATTACH A LINE TO HIS EXTERNAL SLING LOAD WHEN THE ENGINE DECELERATED TO FLT IDLE AND HE COULD NOT REGAIN POWER. HE INITIATED AN AUTOROTATION BUT THE RPM HAD DECAYED AND A HARD LANDING RESULTED. AFTER THE ACCIDENT THE PILOT SAID HE FOUND THE PY ACCUMULATOR FROM THE ENGINE GOVERNOR LAYING ON THE GROUND A SHORT DISTANCE FROM THE HELICOPTER. AFTER THE ACCIDENT BEFORE FINDING THE ACCUMULATOR THE PILOT HAD STARTED THE ENGINE. HE STATED IT RAN OK BUT WOULD NOT ACCELERATE ABOVE 30 PERCENT. INVESTIGATION REVEALED THAT THE ALLISON 250 TURBINE WILL OPERATE AT ONLY ABOUT 30 PERCENT OF ITS RATED RPM WITHOUT THE PY ACCUMULATOR. THE PILOT THOUGHT THE ACCUMULATOR SHOULD BE SAFETY ATTACHED TO PRECLUDE SEPARATION FROM VIBRATION. THE PILOT SAID THAT THE SUBJECT PARTS HAD BEEN REINSTALLED ON HIS HELICOPTER AFTER REMOVAL FOR MAINTENANCE ONLY 2 AND ONE HALF HRS PRIOR TO THE CRASH.

Brief of Accident (Continued)

File No. - 951

9/12/83

HUMBLE, TX

A/C Reg. No. N3201F

Time (Lcl) - 0930 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation HOVER

Finding(s)

1. PNEUMATIC SYSTEM - SEPARATION
 2. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. AUTOROTATION - INITIATED - 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) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 924 3/21/83 HEBER CITY, UT A/C Reg. No. N4520V Time (Lcl) - 0738 MST

-----Basic Information-----

| | | | | | | | |
|----------------------------|-----------------------------|-----------------|------|-------|---|---|---|
| Type Operating Certificate | -ON-DEMAND AIR TAXI | Aircraft Damage | | | | | |
| Name of Carrier | -MERCURY AIRCOURIER SERVIC | SUBSTANTIAL | | | | | |
| Type of Operation | -SCHEDULED, DOMESTIC, CARGO | Fire | Crew | Fatal | 0 | 0 | 0 |
| Flight Conducted Under | -14 CFR 135 | NONE | Pass | 0 | 0 | 0 | 0 |
| Accident Occurred During | -MANEUVERING | | | | | | |

-----Aircraft Information-----

| | | | | | |
|--------------|------------------|----------------|----------------------------|-------------------------|-----------|
| Make/Model | - AMERICAN AA-5B | Eng Make/Model | - LYCOMING O-360-A4K | ELT Installed/Activated | - YES/YES |
| Landing Gear | - TRICYCLE-FIXED | Number Engines | - 1 | Stall Warning System | - YES |
| Max Gross Wt | - 2400 | Engine Type | - RECIPROCATING-CARBURETOR | | |
| No. of Seats | - 4 | Rated Power | - 180 HP | | |

-----Environment/Operations Information-----

| | | | | | |
|------------------------|-------------------------|----------------------|----------|-------------------|-------|
| Weather Data | | Itinerary | | Airport Proximity | |
| Wx Briefing | - NO RECORD OF BRIEFING | Last Departure Point | | OFF AIRPORT/STRIP | |
| Method | - N/A | HEBER CITY, UT | | | |
| Completeness | - N/A | Destination | | Airport Data | |
| Basic Weather | - VMC | DUSCHESNE, UT | | Runway Ident | - N/A |
| Wind Dir/Speed | - 150/010 KTS | ATC/Airspace | | Runway Lth/Wid | - N/A |
| Visibility | - 15.0 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 | - NONE | Type Apch/Lndg | - UNK/NR | | |
| Obstructions to Vision | - NONE | | | | |
| Precipitation | - NONE | | | | |
| Condition of Light | - DAYLIGHT | | | | |

-----Personnel Information-----

| | | | |
|--------------------------|------------------------|---------------------|----------------------------------|
| Pilot-In-Command | Age - 45 | Medical Certificate | - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| ATP | Current - UNK/NR | Total - 7469 | Last 24 Hrs - 1 |
| SE LAND, ME LAND, ME SEA | Months Since - UNK/NR | Make/Model - 153 | Last 30 Days - UNK/NR |
| | Aircraft Type - UNK/NR | Instrument - 1512 | Last 90 Days - 150 |
| | | Multi-Eng - 6562 | |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKING OFF AT HEBER CITY, UT, THE PLT TURNED TO A 090 DEG HEADING & BEGAN A CLIMB WITH FULL THROTTLE, MIXTURE FULL RICH, 80 TO 90 KIAS & APRX 500 FPM RATE OF CLIMB. AT APRX 6500 FT MSL, HE ALTERED THE COURSE TO 110 TO 115 DEG TO PROVIDE BETTER TERRAIN CLEARANCE, OVER A SLIGHT VALLEY FORMED BY CREEK DRAINAGE. AT THAT POINT, THE CLEARANCE WAS REPORTEDLY ABOUT 1000 FT. AS THE CLIMB CONTINUED, THE PLT NOTICED THAT THE TERRAIN WAS GRADUALLY GETTING CLOSER. AS HE NEARED THE TOP, HE SUDDENLY REALIZED THAT THE ACFT MIGHT NOT BE ABLE TO MAKE IT OVER. A 180 DEG TURN WAS STARTED. HOWEVER, AS A LEFT BANK WAS ESTABLISHED FOR THE TURN, THE ACFT FELT MUSHY & STARTED TO LOSE ALT RAPIDLY. THE PLT ROLLED THE WINGS LEVEL & PULLED BACK ON THE YOKE WHEN GROUND CONTACT WAS POSSIBLE. HOWEVER, THE DESCENT CONTINUED & THE ACFT CRASHED ON A TREELESS, SNOW CVRD SLOPE AT 9300 FT. THE PLT SUGGESTED CARBON MONOXIDE MIGHT EXPLAIN HIS INDECISIVENESS, BUT AN EXAM OF THE ENG & EXHAUST SYS REVEALED NO PREIMPACT MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 924

3/21/83

HEBER CITY,UT

A/C Reg. No. N4520V

Time (Lcl) - 0738 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
 4. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 6. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 8. TERRAIN CONDITION - SNOW COVERED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 994 6/16/83 WENDOVER,UT A/C Reg. No. N67037 Time (Lcl) - 2015 MDT

-----Basic Information-----

| | | | | | | |
|--|------------|--------------------------------|----------|---------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | | Aircraft Damage SUBSTANTIAL | Injuries | | | |
| Type of Operation | -PERSONAL | Fire | Fatal | Serious | Minor | None |
| Flight Conducted Under | -14 CFR 91 | NONE | Crew 0 | 1 | 0 | 0 |
| Accident Occurred During | -TAKEOFF | | Pass 0 | 0 | 0 | 0 |

-----Aircraft Information-----

| | | | | | |
|--------------|------------------|----------------|----------------------------|-------------------------|-----------|
| Make/Model | - BENSEN B-8M | Eng Make/Model | - MCCULLOCH 4318 | ELT Installed/Activated | - NO -N/A |
| Landing Gear | - TRICYCLE-FIXED | Number Engines | - 1 | Stall Warning System | - NO |
| Max Gross Wt | - 550 | Engine Type | - RECIPROCATING-CARBURETOR | | |
| No. of Seats | - 1 | Rated Power | - 72 HP | | |

-----Environment/Operations Information-----

| | | | |
|------------------------|-------------------------|----------------------|-------------------|
| Weather Data | | Itinerary | Airport Proximity |
| Wx Briefing | - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method | - N/A | KNOLLS,UT | |
| Completeness | - N/A | Destination | Airport Data |
| Basic Weather | - VMC | WENDOVER,UT | WENDOVER |
| Wind Dir/Speed | - UNK/NR | ATC/Airspace | Runway Ident |
| Visibility | - 50.0 SM | Type of Flight Plan | - UNK/NR |
| Lowest Sky/Clouds | - CLEAR | Type of Clearance | - UNK/NR |
| Lowest Ceiling | - NONE | Type Apch/Lndg | - NONE |
| Obstructions to Vision | - NONE | | Runway Surface |
| Precipitation | - NONE | | - ASPHALT |
| Condition of Light | - DAYLIGHT | | Runway Status |
| | | | - DRY |

-----Personnel Information-----

| | | | |
|--------------------------|------------------------|---------------------|--------------|
| Pilot-In-Command | Age - 38 | Medical Certificate | - NO MEDICAL |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| NONE | Current | Total | - UNK/NR |
| | Months Since | Make/Model | - UNK/NR |
| | Aircraft Type | Instrument | - UNK/NR |
| | | Multi-Eng | - UNK/NR |
| | | Last 24 Hrs | - UNK/NR |
| | | Last 30 Days | - UNK/NR |
| | | Last 90 Days | - UNK/NR |
| | | Rotorcraft | - UNK/NR |

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE GYROCOPTER COLLIDED WITH A POWERLINE AT 29 FT AGL. THE PILOT TOOK OFF FROM A ROAD AND IN PROCEEDING ALONG THE ROAD COLLIDED WITH THE WIRES. THE PILOT WAS SERIOUSLY INJURED. HIS STUDENT PILOT CERTIFICATE HAD EXPIRED IN DEC. 1979. DUE TO HIS INJURIES NO PILOT REPORT WAS SUBMITTED.

Brief of Accident (Continued)

File No. - 994

6/16/83

WENDOVER, UT

A/C Reg. No. N67037

Time (Lc1) - 2015 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 971 7/07/83 HEBER CITY,UT

A/C Reg. No. N19348

Time (Lcl) - 1635 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 1 | 0 |
| 0 | 0 | 0 | 0 |

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-- -Environment/Operations Information----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 090/030 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RICHFIELD,UT
Destination
SALT LAKE CITY,UT

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)
STUDENT

Age - 27
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
Make/Model- 26
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A POLE DURING AN OFF AIRPORT PRECAUTIONARY LANDING IN IMC WEATHER. THE NON INSTRUMENT RATED STUDENT PILOT TOOK OFF FOR A 150 MILE CROSS COUNTRY WITH LESS THAN FULL FUEL TANKS BECAUSE NO 87 OCTANE WAS AVAILABLE. HE ALSO FAILED TO GET A WEATHER BRIEFING. HE ENCOUNTERED ADVERSE WEATHER ENROUTE AND DIVERTED EAST TOWARD HEBER CITY. HE CONTACTED HEBER ARPT FOR NAVIGATION ASSISTANCE AND STATED THAT NONE WAS PROVIDED. HE FOLLOWED A ROAD AND OBTAINED AN ADVISORY FROM HEBER. THEY REPORTED THAT IT WAS RAINING WITH HAIL AND 30 MPH WINDS. THE PILOT STATED THAT HIS ENGINE LOST POWER AND HE DECLARED AN EMERGENCY AND LOOKED FOR A LANDING AREA. THE ACFT STRUCK A TELEPHONE POLE DURING LANDING.

Brief of Accident (Continued)

File No. - 971

7/07/83

HEBER CITY, UT

A/C Reg. No. N19348

Time (Lc1) - 1635 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
4. WEATHER CONDITION - UNFAVORABLE WIND
5. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
6. WEATHER CONDITION - RAIN
7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
8. WEATHER CONDITION - TURBULENCE
9. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

10. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
11. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

12. OBJECT - UTILITY POLE

-----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

Factor(s) relating to this accident is/are finding(s) 1,4,6,8,10,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 947 3/10/83 CHESAPEAKE, VA A/C Reg. No. N6266L Time (Lcl) - 1630 EST

-----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 | 0 |
| Flight Conducted Under | -14 CFR 91 | NONE | Pass | 0 | 0 | 1 | 0 |
| Accident Occurred During | -LANDING | | | | | | |

-----Aircraft Information-----

| | | | | | |
|--------------|--------------------------|----------------|----------------------------|-------------------------|----------|
| Make/Model | - GRUMMAN AMERICAN AA-1B | Eng Make/Model | - LYCOMING O-235 | ELT Installed/Activated | - YES/NO |
| Landing Gear | - TRICYCLE-FIXED | Number Engines | - 1 | Stall Warning System | - YES |
| Max Gross Wt | - 1560 | Engine Type | - RECIPROCATING-CARBURETOR | | |
| No. of Seats | - 2 | Rated Power | - 108 HP | | |

-----Environment/Operations Information-----

| | | |
|--|---|---|
| <p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 070/008 KTS</p> <p>Visibility - 6.0 SM</p> <p>Lowest Sky/Clouds - 1000 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;">ELIZABETH CITY, NC</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;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">CHESAPEAKE MUNICIPAL</p> <p>Runway Ident - 22</p> <p>Runway Lth/Wid - 3600/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p> |
|--|---|---|

-----Personnel Information-----

| | | |
|---|--|---|
| <p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p> | <p>Age - 67</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 13</p> <p style="padding-left: 20px;">Aircraft Type - C-177</p> | <p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 8000</p> <p style="padding-left: 20px;">Make/Model- 40</p> <p style="padding-left: 20px;">Instrument- UNK/NR</p> <p style="padding-left: 20px;">Multi-Eng - 2000</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- UNK/NR</p> <p style="padding-left: 20px;">Rotorcraft - UNK/NR</p> |
|---|--|---|

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF ON RWY 4 & MADE A CLIMBING LEFT TURN FOR A DOWNWIND DEPARTURE. AT APRX 900 FT, THERE WAS A PARTIAL LOSS OF POWER TO ABOUT IDLE RPM. THE PLT STATED THAT HE SWITCHED FUEL TANKS, APPLIED CARBURETOR HEAT & PUMPED THE THROTTLE, ALL TO NO AVAIL. HE TURNED BACK TO THE ARPT, BUT WAS UNABLE TO REACH THE RWY. THE NOSE GEAR COLLAPSED DURING A LANDING ON SOFT TERRAIN, APRX 150 YARDS SHORT OF RWY 22. AN INVESTIGATION REVEALED THAT THE INSIDE SCREEN & SPONGE ELEMENT OF THE AIR INTAKE FILTER, PN BA-4210, HAD COME LOOSE. SUBSEQUENTLY, THE SCREEN & SPONGE HAD BECOME LODGED IN THE THROAT OF THE CARBURETOR AIR BOX & OBSTRUCTED THE AIRFLOW TO THE CARBURETOR. THE METAL IN THE SCREEN WAS FOUND TO BE NON-MAGNETIC. AD 81-15-03 HAD BEEN ISSUED TO CORRECT THE FILTER PROBLEM BY REPLACING THE ALUMINUM SCREEN WITH A STEEL SCREEN.

Brief of Accident (Continued)

File No. - 947

3/10/83

CHESAPEAKE,VA

A/C Reg. No. N6266L

Time (Lcl) - 1630 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CLIMB

Finding(s)

1. FUEL SYSTEM, RAM AIR - LOOSE
2. MAINTENANCE, COMPLIANCE WITH AD - NOT PERFORMED - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM, RAM AIR - BLOCKED(PARTIAL)

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 - SOFT
5. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 998 3/11/83 FORT BELVOIR,VA A/C Reg. No. N120AE Time (Lcl) - 0258 EST

-----Basic Information-----

| | | | | | |
|---|-----------------|------|----------|---------|-------|
| Type Operating Certificate-COMMUTER | Aircraft Damage | | Injuries | | |
| Name of Carrier -ASREC AIR EAST,INC. | SUBSTANTIAL | | Fatal | Serious | Minor |
| Type of Operation -SCHEDULED,DOMESTIC,CARGO | Fire | Crew | 0 | 1 | 1 |
| Flight Conducted Under -14 CFR 135 | NONE | Pass | 0 | 0 | 0 |
| Accident Occurred During -LANDING | | | | | None |
| | | | | | 0 |

-----Aircraft Information-----

| | | |
|-------------------------------------|-----------------------------------|-----------------------------------|
| Make/Model - PIPER PA-31-350-T1020 | Eng Make/Model - LYCOMING TIO-540 | ELT Installed/Activated - YES/YES |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 2 | Stall Warning System - YES |
| Max Gross Wt - 7000 | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 2 | Rated Power - 350 HP | |

-----Environment/Operations Information-----

| | | |
|----------------------------------|---------------------------------|-------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NWS | Last Departure Point | UNK/NR |
| Method - TELEPHONE | RICHMOND,VA | |
| Completeness - UNK/NR | Destination | Airport Data |
| Basic Weather - VMC | WASHINGTON,DC | DAVIDSON ARMY AIRFIELD |
| Wind Dir/Speed- UNK/NR | ATC/Airspace | Runway Ident - 32 |
| Visibility - UNK/NR | Type of Flight Plan - IFR | Runway Lth/Wid - UNK/NR |
| Lowest Sky/Clouds - | Type of Clearance - IFR | Runway Surface - UNK/NR |
| Lowest Ceiling - UNK/NR | Type Apch/Lndg - FORCED LANDING | Runway Status - UNK/NR |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - NIGHT(DARK) | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 39 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| ATP | Current - UNK/NR | Total - 5675 |
| ME LAND | Months Since - UNK/NR | Last 24 Hrs - 3 |
| | Aircraft Type - UNK/NR | Make/Model- 120 |
| | | Instrument- UNK/NR |
| | | Multi-Eng - UNK/NR |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 250 |
| | | Rotorcraft - UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON A FLT FROM NEWARK, NJ TO RICHMOND, VA, THE DEPARTURE TIME WAS DELAYED, AND SUBSEQUENTLY, THE ACFT DID NOT ARRIVE AT RICHMOND UNTIL AFTER THE REFUELING FACILITIES WERE CLOSED. THE PLT DECIDED THERE WAS SUFFICIENT FUEL ABOARD TO COMPLETE THE NEXT FLT TO THE WASHINGTON NATIONAL ARPT, SO HE DEPARTED ON THAT FLT. HOWEVER, ABOUT 21 MI FROM HIS DESTINATION, HE DECLARED A LOW-FUEL STATE & REQUESTED VECTORS TO THE NEAREST ARPT. VECTORS WERE PROVIDED TOWARD DAVIDSON ARMY AIRFIELD. HOWEVER, BOTH ENGS SUBSEQUENTLY LOST POWER FROM LACK OF FUEL & THE ACFT CRASHED IN A WOODED AREA APRX 500 YDS SHORT OF RWY 32.

Brief of Accident (Continued)

File No. - 998

3/11/83

FORT BELVOIR, VA

A/C Reg. No. N120AE

Time (Lc1) - 0258 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. FLUID,FUEL - LACK OF
 2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 4. FLUID,FUEL - LOW LEVEL
 5. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
 6. FLUID,FUEL - EXHAUSTION
 7. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

8. LIGHT CONDITION - DARK NIGHT
 9. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,4,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 949 4/30/83 LYNCHBURG,VA A/C Reg. No. N5286S Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

| | Fatal | Injuries Serious | Minor | None |
|------|-------|---------------------|-------|------|
| Crew | 0 | 0 | 0 | 1 |
| Pass | 0 | 0 | 1 | 0 |

-----Aircraft Information-----

Make/Model - PIPER PA-28-140C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3900 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GAITHERSBURG,MD
Destination
BLACKSBURG,VA

ATC/Airspace

Type of Flight Plan - UNK/NR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LYNCHBURG MUNICIPAL
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - PA-140

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 302
Make/Model- 20
Instrument- 21
Multi-Eng - 19
Last 24 Hrs - 5
Last 30 Days- 5
Last 90 Days- 5
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER MIDNIGHT ON THE MORNING OF 4/30/83, THE FLT ORIGINATED AT BLACKSBURG, VA. NEITHER THE TIME EN ROUTE NOR THE ARRIVAL TIME AT GAITHERSBURG, MD WAS REPORTED. ACCORDING TO THE PLT, HE DEPARTED FROM GAITHERSBURG AT 1050 EDT. THE FLT WAS NORMAL UNTIL SHORTLY AFTER PASSING LEXINGTON, VA, WHEN HE DISCOVERED THAT THE RIGHT FUEL TANK WAS EMPTY. HE DIVERTED TOWARD LYNCHBURG, VA, BUT THE REMAINING FUEL WAS VIRTUALLY EXHAUSTED BEFORE ARRIVAL. AFTER THE ENG QUIT, THE PLT DID NOT MOVE THE POSITION OF THE THROTTLE OR MIXTURE CONTROL. DURING A FORCED LANDING ON A HIGHWAY, THE ACFT STRUCK SEVERAL OBJECTS. THE PLT SAID THAT AFTER IMPACT, THE ENG STARTED RUNNING & ACCELERATED THE ACFT ACROSS THE ROAD, THRU A FENCE & INTO A RESIDENTIAL YARD. DURING THE OCCURRENCE, THE WINGS WERE DAMAGED BY A ROAD SIGN & A TREE, THE RIGHT GEAR COLLAPSED & SEVERAL MAIL BOXES & A VEHICLE WERE DAMAGED. THE PLT NOTED THAT THE RGT FUEL GAUGE WAS INACCURATE & THE ENG QUIT AFTER APRX 4 HRS. AT 75% POWER ACFT WOULD USE 33.4 GAL. USABLE FUEL, 36 GAL.

Brief of Accident (Continued)

File No. - 949

4/30/83

LYNCHBURG, VA

A/C Reg. No. N5286S

Time (Lc1) - 1330 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. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INCORRECT
3. FLUID, FUEL - EXHAUSTION
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 - ROLL

Finding(s)

5. OBJECT - TREE(S)
6. OBJECT - VEHICLE
7. 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) 2,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 903 7/02/83 PETERSBURG, VA A/C Reg. No. N3140B Time (Lcl) - 1827

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire NONE

| | Fatal | Serious | Minor | Total |
|----------|-------|---------|-------|-------|
| Injuries | | | | |
| Crew | 0 | 0 | 0 | 1 |
| Pass | 0 | 0 | 0 | 0 |

-----Aircraft Information-----

Make/Model - HOMEBUILT EAA BIPLANE
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - LYCOMING O-235-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 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- 230/005 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
PETERSBURG, VA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR Last 24 Hrs - UNK/NR
Make/Model- 16 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, CIRCLED THE FIELD, THEN STARTED TO DEPART AT APRX 1000 FT. A SHORT TIME LATER, THE ENG LOST POWER & COULD NOT BE RESTARTED. THE PLT ELECTED TO LAND ON A ROAD. WHILE ON A SHORT FINAL TO LAND, THE ACFT COLLIDED WITH A POWER LINE. REPORTEDLY, THE POWER LINE SHEARED OFF THE GEAR & A BELLY LANDING WAS MADE IN THE ROAD. AN INVESTIGATION REVEALED THAT A VENTURI HAD COME LOOSE ON THE MARVEL SCHEBLER MA-3 CARBURETOR. AFTER THE CARBURETOR WAS REPAIRED, IT WOULD OPERATE NORMALLY. THE HOME BUILT ACFT HAD A TOTAL FLT TIME OF 16 HR. THE ACCUMULATED FLT TIME ON THE ENG WAS APRX 450 HRS.

Brief of Accident (Continued)

File No. - 903

7/02/83

PETERSBURG,VA

A/C Reg. No. N3140B

Time (Lc1) - 1827 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,CARBURETOR - LOOSE

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

2. OBJECT - WIRE,TRANSMISSION
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #4 GEAR COLLAPSED
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 855 7/09/83 WARRENTON, VA A/C Reg. No. N2743H Time (Lcl) - 1300 EDT

-----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 | 0 | 0 |
| Accident Occurred During -APPROACH | | | | | | | |

-----Aircraft Information-----

| | | |
|----------------------------------|----------------------|----------------------------------|
| Make/Model - SCHWEIZER SGS-2-33A | Eng Make/Model - N/A | ELT Installed/Activated - YES/NO |
| Landing Gear - BODY GEAR | Number Engines - N/A | Stall Warning System - UNK/NR |
| Max Gross Wt - UNK/NR | Engine Type - N/A | |
| No. of Seats - 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 | WARRENTON, VA | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | WARRENTON AIRPORT |
| Wind Dir/Speed- 010 KTS | ATC/Airspace | Runway Ident - 33 |
| Visibility - 10.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 1922/ 100 |
| Lowest Sky/Clouds - 5000 FT SCATTERED | Type of Clearance - NONE | Runway Surface - GRASS/TURF |
| Lowest Ceiling - NONE | Type Apch/Lndg - TRAFFIC PATTERN | Runway Status - DRY |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|----------------------------------|
| Pilot-In-Command | Age - 33 | Medical Certificate - NO MEDICAL |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| STUDENT | Current - N/A | Total - 19 |
| | Months Since - N/A | Last 24 Hrs - UNK/NR |
| | Aircraft Type - N/A | Make/Model- 19 |
| | | Last 30 Days- UNK/NR |
| | | Instrument- 0 |
| | | Last 90 Days- 5 |

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT COLLIDED WITH A TREE WHILE LANDING IN WINDY CONDITIONS. THE PILOT HAD FLOWN ONE DUAL FLT ON THIS DAY AND THEN WENT UP FOR A 39 MINUTE SOLO FLT. UPON HER RETURN SHE WAS LOW ON DOWNWIND SO SHE MADE A CLOSE IN BASE BUT DRIFTED TO THE RIGHT ON FINAL IN THE WIND. THE WIND WAS FROM THE NW AT 10 KTS GUSTING TO 15 KTS. THE PILOT DID NOT REALIGN IN TIME TO MISS A 30 FT TREE TO THE RIGHT OF THE RWY. THE ACFT CARTWHEELED AND FELL TO THE GROUND. THE STUDENT PILOT HAD 3 HRS SOLO TIME IN GLIDERS.

Brief of Accident (Continued)

File No. - 855

7/09/83

WARRENTON,VA

A/C Reg. No. N2743H

Time (Lcl) - 1300 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. OBJECT - TREE(S)
-

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 863 8/16/83 FRONT ROYAL, VA A/C Reg. No. N6171Q Time (Lcl) - 1300 EDT

-----Basic Information-----

| | | | | | | |
|--|----------------|-----------------|----------|---------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | | Aircraft Damage | Injuries | | | |
| Type of Operation | -INSTRUCTIONAL | DESTROYED | Fatal | Serious | Minor | None |
| Flight Conducted Under | -14 CFR 91 | Fire | Crew 0 | 0 | 0 | 1 |
| Accident Occurred During | -LANDING | ON GROUND | Pass 0 | 0 | 0 | 0 |

-----Aircraft Information-----

| | | | | | |
|--------------|------------------|----------------|----------------------------|-------------------------|-----------|
| Make/Model | - CESSNA 152 | Eng Make/Model | - LYCOMING O-235-L2C | ELT Installed/Activated | - YES/YES |
| Landing Gear | - TRICYCLE-FIXED | Number Engines | - 1 | Stall Warning System | - YES |
| Max Gross Wt | - 1670 | Engine Type | - RECIPROCATING-CARBURETOR | | |
| No. of Seats | - 2 | Rated Power | - 110 HP | | |

-----Environment/Operations Information-----

| | | |
|---|---|--|
| <p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/004 KTS</p> <p>Visibility - 12.0 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>HAGERSTOWN, MD</p> <p>Destination</p> <p>FRONT ROYAL, VA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p> | <p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>FRONT ROYAL-WARREN COUNTY</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 3000/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p> |
|---|---|--|

-----Personnel Information-----

| | | | | | | | | | | | | | | |
|--|---|--|-------|------|-------------|-----|-------------|----|---------------|---|-------------|---|---------------|----|
| <p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p> | <p>Age - 30</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p> | <p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 24</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model-</td> <td>24</td> <td>Last 30 Days-</td> <td>4</td> </tr> <tr> <td>Instrument-</td> <td>0</td> <td>Last 90 Days-</td> <td>11</td> </tr> </table> | Total | - 24 | Last 24 Hrs | - 1 | Make/Model- | 24 | Last 30 Days- | 4 | Instrument- | 0 | Last 90 Days- | 11 |
| Total | - 24 | Last 24 Hrs | - 1 | | | | | | | | | | | |
| Make/Model- | 24 | Last 30 Days- | 4 | | | | | | | | | | | |
| Instrument- | 0 | Last 90 Days- | 11 | | | | | | | | | | | |

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON HIS FIRST SOLO CROSS COUNTRY FLT. DURING THE APPROACH TO FRONT ROYAL THE STUDENT WAS ADVISED BY UNICOM THAT A DEER WAS ON THE RWY. THE UNICOM OPERATOR SUGGESTED THAT HE BUZZ THE ARPT TO CHASE THE DEER AWAY. THE STUDENT HEARD ONLY THAT THAT A DEER WAS ON THE RWY. AS HE CONTINUED HIS APPROACH HE WAS ADVISED THAT THE DEER WAS OFF TO THE LEFT OF THE RWY. THE STUDENT SPOTTED THE DEER JUST BEFORE TOUCHDOWN. WHEN THE ACFT LANDED IT BOUNCED AND CAME DOWN HARD ON THE NOSE GEAR. THE NOSE GEAR FOLDED BACK AND SEVERED A FUEL LINE. SPARKS FROM THE PROPELLER HITTING THE RWY, IGNITED THE FUEL. THE PILOT EXITED THE ACFT AND DID NOT TURN OFF THE FUEL. THE ACFT WAS DESTROYED IN THE FIRE.

Brief of Accident (Continued)

File No. - 863

8/16/83

FRONT ROYAL, VA

A/C Reg. No. N6171Q

Time (Lcl) - 1300 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - ANIMAL(S)
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 937 7/16/83 LONDONDERRY,VT A/C Reg. No. N3644V Time (Lcl) - 1530 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

| | Fatal | Serious | Minor | None |
|------|-------|---------|-------|------|
| Crew | 0 | 0 | 0 | 1 |
| Pass | 0 | 0 | 0 | 0 |

-----Aircraft Information-----

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/015 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LONDONDERRY,VT
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRSTRIP

Airport Data

NO. WINDHAM
Runway Ident - 23
Runway Lth/Wid - 2000/ 75
Runway Surface - GRAVEL
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 52
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

| | | | | |
|-------------|----|----|---------------|--------|
| Total | - | 83 | Last 24 Hrs - | 1 |
| Make/Model- | 83 | | Last 30 Days- | UNK/NR |
| Instrument- | 0 | | Last 90 Days- | 13 |

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING A LANDING ON RWY 23, THE ACFT DIFTED OFF THE RWY WHEN HE DID NOT ALLOW FOR A X-WIND. A GO-AROUND WAS INITIATED. HOWEVER, THE LANDING GEAR CONTACTED A MOUND OF DIRT & THE ACFT NOSED OVER WHILE IT WAS AT FULL THROTTLE. REPORTEDLY, THE ACFT ENCOUNTERED SOME BRUSH BEFORE IT HIT THE MOUND OF DIRT. THE PLT REPORTED THAT THE WIND WAS FROM THE EAST AT 15, GUSTING 25 KTS.

Brief of Accident (Continued)

File No. - 937

7/16/83

LONDONDERRY,VT

A/C Reg. No. N3644V

Time (Lcl) - 1530 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. WEATHER CONDITION - GUSTS
5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

8. GO-AROUND - INITIATED - PILOT IN COMMAND
9. TERRAIN CONDITION - HIGH VEGETATION
10. TERRAIN CONDITION - DIRT BANK

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) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 919 6/27/83 KENT,WA A/C Reg. No. N652H Time (Lcl) - 1744 PDT

-----Basic Information-----

| | | | | | |
|--|--------------------------------|--------|---------------------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | Fatal | Injuries Serious | Minor | None |
| Type of Operation -AERIAL OBSERVATION | Fire | Crew 0 | 0 | 1 | 0 |
| Flight Conducted Under -14 CFR 91 | NONE | Pass 0 | 0 | 0 | 1 |
| Accident Occurred During -LANDING | | | | | |

-----Aircraft Information-----

| | | | |
|---------------------------|--|------------------------------|------|
| Make/Model - ENSTROM 280C | Eng Make/Model - LYCOMING H10-360-E1BD | 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 | OFF AIRPORT/STRIP |
| Method - N/A | SEATTLE,WA | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | |
| Wind Dir/Speed- 310/010 KTS | ATC/Airspace | Runway Ident - N/A |
| Visibility - 20.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - N/A |
| Lowest Sky/Clouds - 4500 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 - 36 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL | Current - YES | Total - 7176 |
| SE LAND | Months Since - 5 | Make/Model- 5740 |
| HELICOPTER | Aircraft Type - 280C | Instrument- 49 |
| | | Multi-Eng - 94 |
| | | Last 24 Hrs - 5 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 375 |
| | | Rotorcraft - 5740 |

Instrument Rating(s) - NONE

-----Narrative-----

DURING A TRAFFIC REPORTING FLT FOR A RADIO STATION, THE PLT NOTED THE ONSET OF A SEVERE VIBRATION WHICH HE FELT THROUGH THE ANTI TORQUE PEDALS. HE STATED THAT WITHIN SECONDS, THE HELICOPTER LOST DIRECTIONAL CONTROL & BEGAN A RAPID, UNCONTROLLED SPIN TO THE RIGHT. REPORTEDLY, THE HELICOPTER TUMBLED OUT OF CONTROL FOR A TIME. HOWEVER, THE PLT WAS ABLE TO REGAIN PARTIAL CONTROL AS IT ROLLED THRU A RELATIVELY UPRIGHT ATTITUDE. BEFORE CRASHING, THE RATE OF DESCENT WAS SLOWED WITH FULL COLLECTIVE & A ROTATING IMPACT OCCURRED IN A HORIZONTAL ATTITUDE. AN INVESTIGATION REVEALED THE TAIL ROTOR DRIVE SHAFT SPLINE COUPLING, PN 28-13609, HAD BECOME WORN. THE TEETH OF THE COUPLING WERE WORN AWAY & THERE WAS IRON OXIDE & CARBONIZED LUBRICANT WITHIN THE COUPLING. THE SPLINED MALE END OF THE COUPLING WOULD ROTATE WITHIN THE SPLINED FEMALE HOUSING. IT HAD ACCUMULATED 149.1 HRS SINCE LUBRICATED. THE LUBRICATION CHART & CHECK SHEET (PAGES MM-3-5 & MM-3-6 OF THE MAINTENANCE MANUAL) SHOW THAT THE COUPLING SHOULD BE LUBED AT 100 HR INTERVALS

Brief of Accident (Continued)

File No. - 919

6/27/83

KENT,WA

A/C Reg. No. N652H

Time (Lc1) - 1744 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - WORN
2. MAINTENANCE, LUBRICATION - INADEQUATE - OTHER MAINTENANCE PSNL
3. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - OTHER

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 880 8/06/83 RENTON,WA A/C Reg. No. N65712 Time (Lcl) - 1630 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 |

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - 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- 310/013 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
RENTON,WA
Destination
RENTON,WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
RENTON

Runway Ident - 33
Runway Lth/Wid - 5379/ 200
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 48
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 - 36
Make/Model- 36
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED IN AN ABORTED TAKEOFF AFTER LOSS OF CONTROL IN A CROSSWIND. THE PILOT SAID HE HAD JUST BEGUN ROTATION WHEN THE ACFT VEERED LEFT. HE FELT HE COULD NOT CONTINUE THE TAKEOFF AND CLOSED THE THROTTLE AND BEGAN A SERIES OF BOUNCES TO A STOP. THE NOSEWHEEL AND PROPELLER WERE DAMAGED AND THE FIREWALL WAS DISPLACED. THE WIND VELOCITY WAS REPORTED AS 13 KTS WITH NO GUSTS NOTED.

Brief of Accident (Continued)

File No. - 880

8/06/83

RENTON,WA

A/C Reg. No. N65712

Time (Lcl) - 1630 PDT

Occurrence LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
8. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 839 8/11/83 SPOKANE,WA A/C Reg. No. N69604 Time (Lc1) - 1340 PDT

-----Basic Information-----

| | | | | | | | |
|----------------------------|-------------------------------|-----------------|------|-------|---------|-------|------|
| Type Operating Certificate | -ON-DEMAND AIR TAXI | Aircraft Damage | | | | | |
| Name of Carrier | -SUN VALLEY AIRWAYS | SUBSTANTIAL | | Fatal | Serious | Minor | None |
| Type of Operation | -NON SCHED,DOMESTIC,PASSENGER | Fire | Crew | 0 | 0 | 0 | 1 |
| Flight Conducted Under | -14 CFR 135 | NONE | Pass | 0 | 0 | 0 | 3 |
| Accident Occurred During | -LANDING | | | | | | |

-----Aircraft Information-----

| | | | | | |
|--------------|------------------------|----------------|-------------------------|-------------------------|----------|
| Make/Model | - CESSNA 310Q | Eng Make/Model | - CONTINENTAL IO-470-VQ | ELT Installed/Activated | - YES/NO |
| Landing Gear | - TRICYCLE-RETRACTABLE | Number Engines | - 2 | Stall Warning System | - YES |
| Max Gross Wt | - 5300 | Engine Type | - RECIP-FUEL INJECTED | | |
| No. of Seats | - 6 | Rated Power | - 260 HP | | |

-----Environment/Operations Information-----

| | | | |
|------------------------|---------------------|-----------------------|-------------|
| Weather Data | Itinerary | Airport Proximity | |
| Wx Briefing | - UNK/NR | ON AIRPORT | |
| Method | - UNK/NR | | |
| Completeness | - UNK/NR | Airport Data | |
| Basic Weather | - VMC | SPOKANE INTERNATIONAL | |
| Wind Dir/Speed | - 160/008 KTS | Runway Ident | - 21 |
| Visibility | - 15.0 SM | Runway Lth/Wid | - 9000/ 150 |
| Lowest Sky/Clouds | - 3000 FT SCATTERED | Runway Surface | - ASPHALT |
| Lowest Ceiling | - 5500 FT BROKEN | Runway Status | - DRY |
| Obstructions to Vision | - NONE | | |
| Precipitation | - NONE | | |
| Condition of Light | - DAYLIGHT | | |

-----Personnel Information-----

| | | | |
|--------------------------|------------------------|---------------------|----------------------------------|
| Pilot-In-Command | Age - 34 | Medical Certificate | - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| ATP,CFI | Current - YES | Total | - 5500 |
| SE LAND,ME LAND | Months Since - 2 | Make/Model | - 182 |
| | Aircraft Type - UNK/NR | Instrument | - 430 |
| | | Multi-Eng | - 1940 |
| | | Last 24 Hrs | - 6 |
| | | Last 30 Days | - UNK/NR |
| | | Last 90 Days | - 145 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE LANDING WITH A SLIGHT LEFT X-WIND, THE PLT PURPOSELY TOUCHED DOWN ON THE LEFT MAIN GEAR FIRST. MOMENTARILY AFTER TOUCHING DOWN ON THE OTHER MAIN WHEEL, THE RIGHT GEAR COLLAPSED. AT FIRST, THE PLT THOUGHT THE RIGHT TIRE HAD BLOWN OUT & CORRECTIVE ACTION WAS TAKEN, BUT TO NO AVAIL. RUDDER & BRAKE EFFECTIVENESS DIMINISHED & THE ACFT CAME TO REST ON THE RIGHT SIDE OF THE RWY. AN EXAM REVEALED THAT THE RIGHT MAIN LANDING GEAR DRAG LINK UPPER BOLT, PN NAS464P4-26, HAD FAILED. THE BOLT & BUSHING WERE RUSTY & HAD SEIZED IN THE DRAG LINK ASSEMBLY. ALSO, SEVERAL OTHER BOLTS & BUSHINGS THROUGHOUT THE LANDING GEAR ASSEMBLY WERE FOUND TO BE RUSTY & HAD SEIZED. AN ANNUAL HAD BEEN ACCOMPLISHED ON 7/26/83. THE TOTAL FLT TIME ON THE ACFT SINCE THE INSPECTION WAS 20.3 HRS.

Brief of Accident (Continued)

File No. - 839

8/11/83

SPOKANE,WA

A/C Reg. No. N69604

Time (Lcl) - 1340 PDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - BINDING(MECHANICAL)
2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
3. MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
4. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE,TOTAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 962 8/14/83 GRANITE FALLS, WA A/C Reg. No. N4446U Time (Lcl) - 0955 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

| | | Injuries | | | |
|------|---|----------|---------|-------|------|
| | | Fatal | Serious | Minor | None |
| Crew | 1 | 0 | 0 | 0 | 0 |
| Pass | 0 | 0 | 0 | 0 | 0 |

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GREEN VALLEY
Runway Ident - 18
Runway Lth/Wid - 1325/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

Wind Dir/Speed- 190/003 KTS
Visibility - 30.0 SM

ATC/Airspace

Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

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 - 27
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - 150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 481
Make/Model- 440
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- 2
Last 90 Days- 3
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND IN A VERTICAL NOSE DOWN ATTITUDE. THE ENGINE WAS IMBEDDED 4 FT INTO THE GROUND. ALL COMPONENTS OF THE ACFT WERE ACCOUNTED FOR IN THE IMMEDIATE AREA OF THE IMPACT. WITNESSES OBSERVED THE ACFT IN A LEFT TURN BEFORE FALLING INTO A LEFT SPIN FOR 3/4 TURN AND STRIKING THE GROUND IN A VERTICAL ATTITUDE. A BURST OF ENGINE POWER WAS HEARD PRIOR TO IMPACT. A LOCAL PILOT WHO HAD FLOWN WITH THE OPERATOR IN THE ACCIDENT ACFT 2 WEEKS PRIOR TO THE MISHAP NOTED THAT THE AIRSPEED WAS READING ABOUT 15 MPH HIGH WITH INCIPIENT STALL CHARACTERISTICS NOTED WHEN AIRSPEED READINGS AS HIGH AS 70 MPH. THE OWNER STATED HE WOULD HAVE THE INSTRUMENT RECALIBRATED. NO EVIDENCE OF THIS WORK BEING DONE WAS FOUND.

Brief of Accident (Continued)

File No. - 962

8/14/83

GRANITE FALLS, WA

A/C Reg. No. N4446U

Time (Lc1) - 0955 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. FLIGHT/NAV INSTRUMENTS, AIRSPEED INDICATOR - INCORRECT
2. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 964 8/20/83 DECATUR ISLAND,WA A/C Reg. No. N3038V Time (Lcl) - 1610 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Serious

0

0

Minor

0

0

None

1

2

-----Aircraft Information-----

Make/Model - BEECH 35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2700
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-8

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 185 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- 290/007 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DECATUR ISLAND,WA

Destination

ANACORTES,WA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

DECATUR SHORES

Runway Ident - 15

Runway Lth/Wid - 2550/ 50

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,SE SEA

Age - 34

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1370

Make/Model- 48

Instrument- 65

Multi-Eng - 2

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND DURING A SHORT FIELD TAKEOFF ATTEMPT. ACCORDING TO THE PILOT HE WAS USING 10 DEGREE OF FLAPS DURING A SHORT FIELD TAKEOFF. THE ACFT YAWED TO THE LEFT & THE PILOT LOWERED THE NOSE TO REGAIN CONTROL. DIRECTIONAL CONTROL WAS LOST AND THE ACFT TURNED 100 DEGREES & STRUCK THE GROUND FROM ABOUT 15 TO 20 FT AGL.

Brief of Accident (Continued)

File No. - 964

8/20/83

DECATUR ISLAND,WA

A/C Reg. No. N3038V

Time (Lc1) - 1610 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. CLIMB - PREMATURE - PILOT IN COMMAND
 2. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 GEAR COLLAPSED
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. LANDING GEAR,MAIN GEAR STRUT - OVERLOAD
 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. - 900 8/21/83 ARLINGTON, WA A/C Reg. No. N5097T Time (Lcl) - 1200 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - PIPER PA28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/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- 100/003 KTS
Visibility - 66.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
QUILLAYUTE, WA
Destination
ARLINGTON, WA

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

ARLINGTON MUNICIPAL
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 25
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 67 Last 24 Hrs - 2
Make/Model- 9 Last 30 Days- UNK/NR
Instrument- 1 Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER WHILE TAXIING UNOCCUPIED AFTER BEING HAND PROPPED FOR A START BY THE PILOT. THE PILOT STATED THAT HE WAS UNABLE TO START THE ACFT NORMALLY SO HE HAND PROPPED IT WITH NO ONE IN THE COCKPIT. THE UNOCCUPIED ACFT TAXIED FROM THE RAMP ACROSS THE TAXIWAY AND RWY. THE ACFTS NOSED GEAR SHEARED IN THE SOFT GROUND OFF THE RWY AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 900

8/21/83

ARLINGTON, WA

A/C Reg. No. N5097T

Time (Lc1) - 1200 PDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAXI

Finding(s)

1. PARKING BRAKES - NOT USED - PILOT IN COMMAND
 2. THROTTLE/POWER CONTROL - EXCESSIVE - PILOT IN COMMAND
 3. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation TAXI

Finding(s)

4. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
-

Occurrence #3 NOSE OVER
Phase of Operation TAXI

-----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. - 988 8/26/83 COLLEGE PLACE,WA A/C Reg. No. N90037 Time (Lcl) - 1533 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

| | | Injuries | | | |
|------|------|----------|---------|-------|------|
| | | Fatal | Serious | Minor | None |
| Fire | Crew | 0 | 1 | 0 | 0 |
| NONE | Pass | 0 | 0 | 0 | 0 |

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12-F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MARTIN FIELD
Runway Ident - UNK/NR
Runway Lth/Wid - 2600/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 48

Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

| Flight Time (Hours) | |
|---------------------|----------------------|
| Total - 352 | Last 24 Hrs - 1 |
| Make/Model- 10 | Last 30 Days- UNK/NR |
| Instrument- 5 | Last 90 Days- 16 |
| Multi-Eng - 6 | |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH POWER LINE POLES DURING AN EMERGENCY LANDING. THE PILOT REPORTED A POWER LOSS DURING TAKEOFF AND WITNESSES REPORTED THAT THE ENGINE WAS SPUTTERING DURING TAKEOFF AND QUIT DURING CLIMB OUT. POST ACCIDENT INVESTIGATION SHOWED THE ACFT TANKS CONTAINED ABOUT 4 GALLONS. ABOUT 1 GALLON IN THE LEFT AND 3 GALLONS IN THE RIGHT. THE FUEL SELECTOR WAS ON THE LEFT TANK. THE PILOT SAID THE FUEL GAUGES READ "LEFT TANK ABOUT 1/4 AND THE RIGHT TANK EMPTY DURING PREFLT.

Brief of Accident (Continued)

File No. - 988

8/26/83

COLLEGE PLACE, WA

A/C Reg. No. N90037

Time (Lc1) - 1533 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
4. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. OBJECT - UTILITY POLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 886 8/27/83 BURLINGTON,WA A/C Reg. No. N7650K Time (Lcl) - 1320 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 | 2 |
| Flight Conducted Under -14 CFR 91 | NONE | Pass 0 | 0 | 0 | 1 |
| Accident Occurred During -LANDING | | | | | |

-----Aircraft Information-----

| | | |
|------------------------------------|--|----------------------------------|
| Make/Model - PIPER PA-20 | Eng Make/Model - LYCOMING O-290 | ELT Installed/Activated - YES/NO |
| Landing Gear - TAILWHEEL-ALL FIXED | Number Engines - 1 | Stall Warning System - NO |
| Max Gross Wt - 1800 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 135 HP | |

-----Environment/Operations Information-----

| | | |
|--------------------------------------|--------------------------------------|---------------------------------|
| Weather Data | Itinerary | Airport Proximity ON AIRPORT |
| Wx Briefing - FSS | Last Departure Point WENATCHEE,WA | |
| Method - UNK/NR | Destination SAME AS ACC/INC | Airport Data BAY VIEW |
| Completeness - WEATHER NOT PERTINENT | | Runway Ident - 28 |
| Basic Weather - VMC | ATC/Airspace | Runway Lth/Wid - 5364/ 250 |
| Wind Dir/Speed- UNK/NR | Type of Flight Plan - VFR | Runway Surface - ASPHALT |
| Visibility - 20.0 SM | Type of Clearance - NONE | Runway Status - DRY |
| Lowest Sky/Clouds - PART OBS | Type Apch/Lndg - FULL STOP | |
| Lowest Ceiling - UNK/NR | | |
| Obstructions to Vision- HAZE | | |
| 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,CFI | Current - UNK/NR | Total - UNK/NR |
| SE LAND | Months Since - UNK/NR | Make/Model- UNK/NR |
| HELICOPTER | 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 GROUNDLOOPED AFTER THE MAIN LANDING GEAR COLLAPSED DURING LANDING. INVESTIGATION REVEALED THAT THE MAIN LANDING GEAR TUBING FAILED AFTER BEING WEAKENED BY CORROSION INSIDE THE TUBE.

Brief of Accident (Continued)

File No. - 886

8/27/83

BURLINGTON,WA

A/C Reg. No. N7650K

Time (Lcl) - 1320 PDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,MAIN GEAR ATTACHMENT - CORRODED
 2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
 3. MAINTENANCE,RECORDKEEPING - POOR - OTHER PERSON
 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 986 8/29/83 QUINCY, WA A/C Reg. No. N48719 Time (Lcl) - 1630 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -APPROACH

Aircraft Damage

MINOR

Fire

NONE

Fatal

0

Crew

0

Pass

0

Other

0

Injuries

Serious

0

Minor

0

None

1

0

0

-----Aircraft Information-----

Make/Model - GRUMAN G-164
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P & W R-985

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 450 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/005 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

WEBER FARMS

Runway Ident - 27

Runway Lth/Wid - 2184 -UNK/NR

Runway Surface - DIRT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 29

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2856

Make/Model- 2622

Instrument- 10

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 384

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A CAR ON THE RWY DURING AN ABORTED LANDING AT A PRIVATE AIRSTRIP. THE PILOT SAW THE AUTO AS HE TURNED BASE BUT BELIEVED THE DRIVER WOULD CROSS AND CLEAR THE RWY. INSTEAD THE DRIVER WENT DOWN THE RWY IN THE DIRECTION OF LANDING. WHEN THE PILOT REALIZED THIS HE INITIATED AN ABORT TO GO-AROUND. IN SPITE OF THE ATTEMPT TO AVOID THE COLLISION THE ACFT STRUCK THE AUTO. THE PILOT WAS ABLE TO MAINTAIN FLT AND CONTINUE AROUND THE PATTERN AND LAND. THE ACFT PROPELLER SLICED SEVERAL CUTS IN THE ROOF OF THE STATION WAGON AND INJURED THE 3 AUTO OCCUPANTS. THE MAJOR POINT OF CONTACT ON THE ACFT WAS THE PROPELLER BLADES. THE ACFT OVERTOOK THE CAR ABOUT HALF WAY DOWN THE RUNWAY.

Brief of Accident (Continued)

File No. - 986

8/29/83

QUINCY,WA

A/C Reg. No. N48719

Time (Lc1) - 1630 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. OBJECT - VEHICLE
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. JUDGEMENT - POOR - DRIVER OF VEHICLE
 4. ABORTED LANDING - INITIATED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 950 8/31/83 WENATCHEE, WA A/C Reg. No. N5249W Time (Lcl) - 1445 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

Crew
Pass

Fatal
0
0

Injuries

Serious
0
0

Minor
0
0

None
1
1

-----Aircraft Information-----

Make/Model - CESSNA P210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-P
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 250/004 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 1000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

PANGBORN FIELD
Runway Ident - 25
Runway Lth/Wid - 4459/ 150
Runway Surface - ASPHALT
Runway Status - DRY

TOUCH AND GO
SIMULATED FORCED LND

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, SE SEA

Age - 37
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 1434
Make/Model- 287
Instrument- 41
Multi-Eng - UNK/NR
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 81
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING TOUCH & GO LANDINGS. AFTER COMPLETING 2 TOUCH & GO'S, HE ELECTED TO PRACTICE A SIMULATED FORCED LANDING. HE REPORTED THAT HE LOWERED THE LANDING GEAR WHEN THE ACFT WAS ON A DOWNWIND LEG. HOWEVER, THE PLT DID NOT REPORT WHETHER OR NOT THE GEAR WAS DOWN & LOCKED OR IF HE HEARD A WARNING HORN. SUBSEQUENTLY, THE ACFT WAS LANDED WITH FULL FLAPS, BUT WITH THE GEAR RETRACTED. AN INSPECTION OF THE ACFT WAS MADE, BUT NO PREIMPACT MALFUNCTION OR FAILURE OF THE GEAR OR GEAR WARNING SYSTEMS WAS FOUND.

Brief of Accident (Continued)

File No. - 950

8/31/83

WENATCHEE, WA

A/C Reg. No. N5249W

Time (Lc1) - 1445 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
3. GEAR EXTENSION - NOT PERFORMED - 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) 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. - 858 8/31/83 EATONVILLE,WA A/C Reg. No. N6106L Time (Lc1) - 1900 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 -APPROACH | | | | | |

-----Aircraft Information-----

| | | |
|---------------------------------------|--|----------------------------------|
| Make/Model - GULFSTREAM AMERICAN AA-1 | Eng Make/Model - LYCOMING O-235-C2C | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 1500 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 2 | Rated Power - 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 | KENT,WA | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | SAME AS ACC/INC | SWANSON FIELD |
| Wind Dir/Speed- CALM | ATC/Airspace | Runway Ident - UNK/NR |
| Visibility - 15.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 2000/ 100 |
| 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 - 49 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 512 |
| SE LAND | Months Since - 10 | Last 24 Hrs - 1 |
| | Aircraft Type - AA1-A | Make/Model- 305 |
| | | Instrument- 0 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 92 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE DURING A GO-AROUND. THE PILOT WAS ABLE TO CONTINUE FLT TO ANOTHER ARPT AND COMPLETE A LANDING. DURING THE ATTEMPTED LANDING AT THE ACCIDENT ARPT THE PILOT STATED SHE "DID NOT TOUCH DOWN WHEN I EXPECTED". DURING THE GO-AROUND THE ACFT CONTACTED BRUSH AND TREES.

Brief of Accident (Continued)

File No. - 858

8/31/83

EATONVILLE, WA

A/C Reg. No. N6106L

Time (Lcl) - 1900 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. OBJECT - TREE(S)
2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 850 9/11/83 SPOKANE,WA A/C Reg. No. N9580S Time (Lcl) - 1530 PDT

-----Basic Information-----

| | | | | | |
|--|--------------------------------|-------|---------------------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | Fatal | Injuries Serious | Minor | None |
| Type of Operation -PERSONAL | Fire | 0 | 0 | 0 | 1 |
| Flight Conducted Under -14 CFR 91 | NONE | 0 | 0 | 0 | 0 |
| Accident Occurred During -LANDING | | | | | |

-----Aircraft Information-----

| | | |
|-------------------------------------|--|----------------------------------|
| Make/Model - BELLANCA-CHAMPION GCBC | Eng Make/Model - CONTINENTAL O-200-A | ELT Installed/Activated - YES/NO |
| Landing Gear - TAILWHEEL-ALL FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 1650 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 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 | SPOKANE,WA | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | FELTS FIELD |
| Wind Dir/Speed- 240/005 KTS | ATC/Airspace | Runway Ident - 21 |
| Visibility - 15.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 4500/ 150 |
| Lowest Sky/Clouds - 4500 FT SCATTERED | Type of Clearance - NONE | Runway Surface - CONCRETE |
| 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 - 21 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 80 |
| SE LAND | Months Since - UNK/NR | Make/Model- 4 |
| | Aircraft Type - UNK/NR | Instrument- 0 |
| | | Last 24 Hrs - 1 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 4 |

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE OPERATOR, THE PLT WAS PRACTICING TOUCH & GO LANDINGS. DURING A LANDING, THE ACFT GROUND LOOPED & THE LEFT HORIZONTAL STABILIZER STRUCK A VASI LIGHT. THE PLT REPORTED THAT HE HAD 4.2 HRS IN THIS MAKE & MODEL.

Brief of Accident (Continued)

File No. - 850

9/11/83

SPOKANE,WA

A/C Reg. No. N9580S

Time (Lc1) - 1530 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - APPROACH LIGHT/NAVAID
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 849 9/18/83 LYNNWOOD, WA A/C Reg. No. N44HA Time (Lcl) - 1540 PDT

-----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 | 1 | 0 |

-----Aircraft Information-----

| | | | | | |
|--------------|---------------------------------|----------------|----------------------------|-------------------------|-----------|
| Make/Model | - ANDERSON STARDUSTER TOO SA300 | Eng Make/Model | - LYCOMING O-360-C2A | ELT Installed/Activated | - NO -N/A |
| Landing Gear | - TAILWHEEL-ALL FIXED | Number Engines | - 1 | Stall Warning System | - YES |
| Max Gross Wt | - 1129 | Engine Type | - RECIPROCATING-CARBURETOR | | |
| No. of Seats | - 2 | Rated Power | - 180 HP | | |

-----Environment/Operations Information-----

| | | | |
|------------------------|-------------------------|----------------------|-------------------|
| Weather Data | | Itinerary | Airport Proximity |
| Wx Briefing | - UNK/NR | Last Departure Point | OFF AIRPORT/STRIP |
| Method | - TELEPHONE | SILVERDALE, WA | |
| Completeness | - WEATHER NOT PERTINENT | Destination | Airport Data |
| Basic Weather | - VMC | SNOHOMISH, WA | |
| Wind Dir/Speed | - 350/010 KTS | ATC/Airspace | Runway Ident |
| Visibility | - 7.0 SM | Type of Flight Plan | - N/A |
| Lowest Sky/Clouds | - CLEAR | Type of Clearance | - N/A |
| Lowest Ceiling | - 7500 FT OVERCAST | Type Apch/Lndg | - N/A |
| Obstructions to Vision | - NONE | | |
| Precipitation | - NONE | | |
| Condition of Light | - DAYLIGHT | | |

-----Personnel Information-----

| | | | |
|--------------------------|------------------------|---------------------|-------------------------------|
| Pilot-In-Command | Age - 58 | Medical Certificate | - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| PRIVATE | Current - YES | Total - 505 | Last 24 Hrs - 2 |
| SE LAND | Months Since - UNK/NR | Make/Model - 122 | Last 30 Days - UNK/NR |
| | Aircraft Type - UNK/NR | Instrument - 10 | Last 90 Days - 50 |

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING FLT, THERE WAS A CHANGE IN THE ENGINE SOUND WHICH WAS FOLLOWED BY A DROP IN FUEL PRESSURE. THE PLT STARTED TO LOOK FOR A PLACE TO LAND WHEN A TOTAL LOSS OF POWER OCCURRED. HE ELECTED TO LAND ON A FOOTBALL FIELD. HOWEVER, AFTER TOUCHDOWN, HE WAS UNABLE TO STOP ON THE FIELD. THE ACFT CONTINUED OFF THE END, WENT BETWEEN TWO HOUSES & DAMAGED A FENCE & A VEHICLE BEFORE COMING TO REST AT THE SIDE OF A ROAD. AFTER THE ACCIDENT, THE PLT FOUND THAT THE LEFT MUFFLER & A PORTION OF THE EXHAUST PIPE WERE MISSING. HE REPORTED THAT HOT EXHAUST GASES HAD BLOWN ONTO A FUEL LINE, BETWEEN THE FUEL PUMP & THE CARBURETOR, THUS VAPORIZING THE FUEL.

Brief of Accident (Continued)

File No. - 849

9/18/83

LYNNWOOD,WA

A/C Reg. No. N44HA

Time (Lc1) - 1540 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. EXHAUST SYSTEM,STACK - DISCONNECTED
2. EXHAUST SYSTEM,STACK - SEPARATION

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

3. FUEL SYSTEM,LINE - OVERTEMPERATURE
4. FLUID,FUEL - OVERTEMPERATURE
5. FLUID,FUEL - STARVATION

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. WEATHER CONDITION - FENCE
7. WEATHER CONDITION - VEHICLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 859 1/01/83 SPRINGBROOK, WI A/C Reg. No. N89399 Time (Lcl) - 1430 CST

-----Basic Information-----

| | | | | | | |
|--|--------------------------------|-------|----------|-------|------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | Fatal | Injuries | | | |
| Type of Operation - INSTRUCTIONAL | Fire | 0 | Serious | Minor | None | |
| Flight Conducted Under -14 CFR 91 | NONE | 0 | 0 | 0 | 2 | Crew |
| Accident Occurred During -LANDING | | 0 | 0 | 0 | 0 | Pass |

-----Aircraft Information-----

| | | |
|------------------------------------|--|----------------------------------|
| Make/Model - CESSNA 140 | Eng Make/Model - CONTINENTAL C85-12 | ELT Installed/Activated - UNK/NR |
| 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 - 85 HP | |

-----Environment/Operations Information-----

| | | |
|-------------------------------------|----------------------------------|-------------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | ON AIRPORT |
| Method - N/A | RICE LAKE, WI | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | SAME AS ACC/INC | SPRINGBROOK |
| Wind Dir/Speed- 310/005 KTS | ATC/Airspace | Runway Ident - 27 |
| Visibility - 15.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 2000 -UNK/NR |
| Lowest Sky/Clouds - | Type of Clearance - NONE | Runway Surface - GRASS/TURF |
| Lowest Ceiling - 1500 FT OVERCAST | Type Apch/Lndg - TRAFFIC PATTERN | Runway Status - ICE COVERED |
| 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 - 326 |
| SE LAND, ME LAND, SE SEA | Months Since - 5 | Make/Model- 107 |
| | Aircraft Type - UNK/NR | Instrument- 41 |
| | | Multi-Eng - 15 |
| | | Last 24 Hrs - 1 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 6 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A FOUR FT SNOWBANK AT THE RWY THRESHOLD DURING LANDING. THIS WAS A DUAL INSTRUCTIONAL FLT WITH THE STUDENT IN THE RIGHT SEAT. THE CFI HAD MADE NO LANDINGS IN THIS MAKE AND MODEL OF ACFT IN THE PREVIOUS 90 DAYS. THE PILOT STATED THAT DUE TO THE LIGHTING AND SNOW IN THE BACKGROUND THE DEFINITION OF THE SNOWBANK WAS HARD TO DISTINGUISH DURING THE APPROACH.

Brief of Accident (Continued)

File No. - 859

1/01/83

SPRINGBROOK,WI

A/C Reg. No. N89399

Time (Lc1) - 1430 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK
 2. CLEARANCE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - 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) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 984 6/13/83 CAMP DOUGLAS, WI A/C Reg. No. N301LS Time (Lcl) - 1600 CDT

-----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 - LOMBARD DILLEY 68 | Eng Make/Model - LYCOMING IO-320 | ELT Installed/Activated - NO -N/A |
| Landing Gear - UNK/NR | Number Engines - 1 | Stall Warning System - UNK/NR |
| Max Gross Wt - UNK/NR | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 1 | Rated Power - 150 HP | |

-----Environment/Operations Information-----

| | | |
|-----------------------------------|----------------------------|-------------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - UNK/NR | Last Departure Point | ON AIRPORT |
| Method - UNK/NR | CHAMPAIGN, IL | |
| Completeness - UNK/NR | Destination | Airport Data |
| Basic Weather - VMC | SUPERIOR, WI | VOLK FIELD |
| Wind Dir/Speed- 225/015 KTS | ATC/Airspace | Runway Ident - UNK/NR |
| Visibility - 10.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 9000 -UNK/NR |
| Lowest Sky/Clouds - UNK/NR | Type of Clearance - NONE | Runway Surface - ASPHALT |
| Lowest Ceiling - 6500 FT OVERCAST | Type Apch/Lndg - FULL STOP | Runway Status - DRY |
| Obstructions to Vision- HAZE | | |
| 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) |
| ATP, CFI | Current - YES | Total - 2019 |
| SE LAND, ME LAND, SE SEA | Months Since - 11 | Make/Model- 269 |
| | Aircraft Type - UNK/NR | Instrument- 142 |
| | | Multi-Eng - 150 |
| | | Last 24 Hrs - 5 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 18 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE EXPERIMENTAL ACFT LOST A BLADE OF ITS PROPELLER DURING CRUISE FLT. THE PROPELLER HAD BEEN MODIFIED TO OBTAIN MORE RPM. ABOUT 18 INCHES OF ONE BLADE SEPARATED DURING CRUISE AT 6000 FT WITH 2900 RPM AT 200 KTS AIRSPEED. THE ENGINE REMAINED ATTACHED TO THE ACFT BY A 3/16 INCH CABLE WRAPPED AROUND IT AND SECURED TO THE FIRE WALL. THIS IS AN AIR RACING MODIFICATION. THE ACFT WAS DAMAGED IN THE FORCED LANDING.

Brief of Accident (Continued)

File No. - 984

6/13/83

CAMP DOUGLAS, WI

A/C Reg. No. N301LS

Time (Lc1) - 1600 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 869 8/10/83 OCONOMOWOC, WI A/C Reg. No. NONE Time (Lcl) - 0813 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 103
Accident Occurred During - APPROACH

Aircraft Damage
SUBSTANTIAL
Fire
NONE

| | Fatal | Serious | Minor | None |
|------|-------|---------|-------|------|
| Crew | 0 | 1 | 0 | 0 |
| Pass | 0 | 0 | 0 | 0 |

-----Aircraft Information-----

Make/Model - BERWIN WASPAIR TOMCAT TOUR
Landing Gear - UNK/NR
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - CUYUNA UII-02
Number Engines - 1
Engine Type - UNK/NR
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 3500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

NONE
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - UNK/NR
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate -

| Flight Time (Hours) | |
|---------------------|----------|
| Total | - UNK/NR |
| Make/Model- | UNK/NR |
| Instrument- | UNK/NR |
| Multi-Eng - | UNK/NR |
| Last 24 Hrs - | UNK/NR |
| Last 30 Days- | UNK/NR |
| Last 90 Days- | UNK/NR |
| Rotorcraft - | UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT COLLIDED WITH A TREE DURING A GO-AROUND. THE ACFT ENCOUNTERED AN UPDRAFT DURING THE LANDING ATTEMPT AND THE PILOT DECIDED TO GO-AROUND. THE ACFT WAS NOT ABLE TO GAIN ALT FAST ENOUGH TO CLEAR A TREE AT THE END OF THE FIELD. THE PILOT WAS IN CONTACT WITH AN INSTRUCTOR VIA A WALKIE-TALKIE RADIO AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 869

8/10/83

OCONOMOWOC, WI

A/C Reg. No. NONE

Time (Lcl) - 0813 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. OBJECT - TREE(S)
 2. GO-AROUND - MISJUDGED - PILOT IN COMMAND
 3. CLEARANCE - INADEQUATE - PILOT IN COMMAND
 4. CLIMB - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 870 8/28/83 BLAIR,WI A/C Reg. No. N3576R Time (Lc1) - 0945 CDT

-----Basic Information-----

| | | | | | |
|--|--------------------------------|-------|----------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | Fatal | Injuries | | |
| Type of Operation - INSTRUCTIONAL | Fire | 0 | Serious | Minor | None |
| Flight Conducted Under - 14 CFR 91 | NONE | 0 | 0 | 0 | 1 |
| Accident Occurred During - TAKEOFF | | 0 | 0 | 0 | 0 |

-----Aircraft Information-----

| | | |
|-------------------------------|--|----------------------------------|
| Make/Model - PIPER PA-28-181 | Eng Make/Model - LYCOMING O-360-A4M | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2450 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 180 HP | |

-----Environment/Operations Information-----

| | | |
|-------------------------------------|----------------------------|-----------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | ON AIRPORT |
| Method - N/A | SAME AS ACC/INC | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | BLAIR |
| Wind Dir/Speed- CALM | ATC/Airspace | Runway Ident - 27 |
| Visibility - 10.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 2600/ 100 |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - GRASS/TURF |
| Lowest Ceiling - NONE | Type Apch/Lndg - NONE | Runway Status - UNK/NR |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 42 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| STUDENT | Current - N/A | Total - 48 |
| | Months Since - N/A | Make/Model- 48 |
| | Aircraft Type - N/A | Instrument- 0 |
| | | Last 24 Hrs - 2 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 31 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A FENCE DURING AN ABORTED TAKEOFF. THE STUDENT WAS ON A SOLO TRAINING FLT WHEN THE ACCIDENT OCCURRED. THIS WAS THE FIRST TAKEOFF OF THE FLT. THE FIELD WAS SOFT AND THE PILOT DECIDED TO ABORT THE TAKEOFF DURING THE GROUND ROLL. HE WAS UNABLE TO STOP THE ACFT AND IT COLLIDED WITH A FENCE POST DAMAGING THE LEFT WING.

Brief of Accident (Continued)

File No. - 870

8/28/83

BLAIR,WI

A/C Reg. No. N3576R

Time (Lcl) - 0945 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - FENCE
2. TERRAIN CONDITION - SOFT
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
4. 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) 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. - 835 8/31/83 COTTAGE GROVE,WI A/C Reg. No. N4244R Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -TEST
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire NONE

| | Fatal | Serious | Minor | None |
|------|-------|---------|-------|------|
| Crew | 0 | 1 | 0 | 0 |
| Pass | 0 | 0 | 0 | 0 |

-----Aircraft Information-----

Make/Model - MOCKRUD VOLKSPLANE
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - VOLKSWAGON 1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 60 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- 020/014 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FLYING HOOF
Runway Ident - 09
Runway Lth/Wid - 2650/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,ATP
SE LAND,ME LAND,SE SEA

Age - 64

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

| | | | |
|-------------|---------|---------------|----------|
| Total | - 34555 | Last 24 Hrs | - UNK/NR |
| Make/Model- | 0 | Last 30 Days- | UNK/NR |
| Instrument- | 2438 | Last 90 Days- | 5 |
| Multi-Eng | - 30000 | | |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE OWNER OF THE NEW HOME BUILT ACFT HAD GIVEN THE PLT PERMISSION TO TAXI THE PLANE, BUT NOT TO TAKEOFF. THE PLT STATED THAT HE INADVERTENTLY BECAME AIRBORNE WHILE MAKING A HIGH SPEED TAXI CHECK, THEN THE ENG LOST POWER. A WITNESS STATED THAT THE ACFT BECAME AIRBORNE WHEN IT WAS APRX HALF WAY DOWN THE RWY, THEN IT CLIMBED ABOUT 30 FT, TRAVELED APRX 250 FT OFF THE END OF THE RWY & BEGAN LOSING ALTITUDE. THE PLT INITIATED A LEFT TURN & CRASHED IN AN OPEN FIELD. THE ACFT HAD NO PREVIOUS FLT TIME & THE PLT HAD NO PREVIOUS FLT TIME IN THE MAKE & MODEL. DURING THE INVESTIGATION, THE PLT & OWNER COULD NOT BE CONTACTED TO VERIFY THE CIRCUMSTANCES OF THE REPORTED ENG FAILURES.

Brief of Accident (Continued)

File No. - 835

8/31/83

COTTAGE GROVE, WI

A/C Reg. No. N4244R

Time (Lc1) - 1600 CDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. LIFT-OFF - INADVERTENT - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. UNDETERMINED

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 916 7/19/83 WHEELING,WV

A/C Reg. No. N3066L

Time (Lcl) - 1857 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | | Injuries | | | |
|------|---|----------|---------|-------|------|
| | | Fatal | Serious | Minor | None |
| Crew | 0 | 0 | 0 | 0 | 1 |
| Pass | 0 | 0 | 0 | 0 | 4 |

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 310
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 240 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - UNK/NR
Wind Dir/Speed- 220/005 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - 500 FT SCATTERED
Lowest Ceiling - 2600 FT
Obstructions to Vision- UNK/NR
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OCEAN CITY,MD
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

WHEELING OHIO CO.
Runway Ident - 34
Runway Lth/Wid - 4499/ 150
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 36

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

| | | | |
|-------------|--------|---------------|----------|
| Total | - 2547 | Last 24 Hrs | - UNK/NR |
| Make/Model- | 300 | Last 30 Days- | UNK/NR |
| Instrument- | 345 | Last 90 Days- | 143 |
| Multi-Eng | - 370 | | |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE APCH, THE PLT WAS UNABLE TO GET A SAFE DOWN INDICATION FOR THE RIGHT MAIN GEAR. HE CHANGED THE LIGHT BULB & STILL DID NOT GET A SAFE INDICATION. A TOWER FLYBY WAS MADE, BUT THE TOWER OPERATOR WAS UNABLE TO CONFIRM IF THE RIGHT GEAR WAS LOCKED. TO TEST THE GEAR, THE PLT MADE A LANDING APPROACH TO THE RWY & ALLOWED THE ACFT TO TOUCHDOWN MOMENTARILY. HE RECALLED THAT THE RIGHT SIDE SETTLED LOWER THAN THE LEFT SIDE, SO HE BURNED OFF EXCESS FUEL, AND DECIDED TO LAND WITH THE OTHER TWO GEAR DOWN & LOCKED. DURING THE LANDING, THE PLT WAS UNABLE TO KEEP THE ACFT ON THE RWY. IT VEERED OFF THE RIGHT SIDE OF THE RWY, & AFTER TRAVELING APRX 2000 FT, IT CAME TO REST WITH THE RIGHT MAIN GEAR COLLAPSED. AN INVESTIGATION INDICATED THE RIGHT PUSH-PULL TUBE ASSY WAS BENT FROM OVERLOAD. REPORTEDLY, NO RECORD WAS FOUND IN THE MAINTENANCE LOG TO SHOW THAT THE REQUIRED 200 HR GEAR RIG CHECK WAS ACCOMPLISHED. THE ACFT HAD 1999 HRS TOTAL FLT TIME. THE SVC MANUAL STATED THE GEAR MAY NOT FULLY EXTEND IF IT IS OUT OF RIG.

Brief of Accident (Continued)

File No. - 916

7/19/83

WHEELING, WV

A/C Reg. No. N3066L

Time (Lc1) - 1857 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - UNLOCKED
 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - 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. - 905 7/30/83 REVENSWOOD, WV A/C Reg. No. N483B Time (Lc1) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | | Injuries | | | |
|------|---|----------|---------|-------|------|
| | | Fatal | Serious | Minor | None |
| Crew | 0 | 0 | 0 | 1 | 0 |
| Pass | 0 | 0 | 0 | 0 | 1 |

Type of Operation - PARACHUTING
Flight Conducted Under - 14 CFR 105
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH D18S
Landing Gear - TAILWHEEL FIXED-MAINS RETRACT
Max Gross Wt - 8750
No. of Seats - 2

Eng Make/Model - P & W R-985-AN14B
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

JACKSON CO.
Runway Ident - 03
Runway Lth/Wid - 4000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 120/005 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 15000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 45

Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

| | | | | |
|-------------|-----|---------------|---------------|---|
| Total | - | 2262 | Last 24 Hrs - | 2 |
| Make/Model- | 59 | Last 30 Days- | UNK/NR | |
| Instrument- | 118 | Last 90 Days- | 70 | |
| Multi-Eng - | 82 | | | |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER RETURNING FROM A SPORT PARACHUTING FLT, THE PLT LANDED ON RWY 3 WITH A 5-KT, RIGHT X-WIND. HE STATED THAT THE TOUCHDOWN WAS NORMAL, BUT WHEN THE TAILWHEEL CAME DOWN AT APRX 40 KTS, THE ACFT STARTED TO TURN TO THE LEFT. HE CORRECTED WITH RIGHT RUDDER & BRAKE, THEN THE ACFT VEERED TO THE RIGHT. HE THEN TRIED TO CORRECT BACK TO THE LEFT, BUT THE ACFT CONTINUED OFF THE RIGHT SIDE & CAME TO REST IN A RAVINE. AFTER THE ACCIDENT, THE PLT REPORTED A RIGHT BRAKE MALFUNCTION. HOWEVER, WHEN HE SUBMITTED AN ACCIDENT REPORT, HE INDICATED THERE WAS NO MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 905

7/30/83

REVENSWOOD, WV

A/C Reg. No. N483B

Time (Lc1) - 1600 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----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. - 956 6/14/83 AFTON,WY A/C Reg. No. N947 Time (Lc1) - 1420 MDT

-----Basic Information-----

| | | | | | |
|--|--------------------------------|-------|----------|---------|-------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | | Injuries | | |
| Type of Operation -TEST | Fire | Crew | Fatal | Serious | Minor |
| Flight Conducted Under -14 CFR 91 | NONE | Pass | 0 | 0 | 1 |
| Accident Occurred During -LANDING | | Other | 0 | 0 | 0 |
| | | | | | 1 |

-----Aircraft Information-----

| | | |
|---|---|----------------------------------|
| Make/Model - PITTS S-2B | Eng Make/Model - LYCOMING AE10-540-D4A5 | ELT Installed/Activated - YES/NO |
| Landing Gear - TAILWHEEL-ALL FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - UNK/NR | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 2 | Rated Power - 260 HP | |

-----Environment/Operations Information-----

| | | |
|--|--|---|
| Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT | Itinerary Last Departure Point SAME AS ACC/INC Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN | Airport Proximity ON AIRSTRIP Airport Data AFTON Runway Ident - 34 Runway Lth/Wid - 4200/ 45 Runway Surface - ASPHALT Runway Status - DRY |
|--|--|---|

-----Personnel Information-----

| | | |
|---|--|---|
| Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND,SE SEA,ME SEA GLIDER | Age - 63 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - UNK/NR | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 15600 Last 24 Hrs - 2 Make/Model- 150 Last 30 Days- UNK/NR Instrument- 0 Last 90 Days- 90 Multi-Eng - 3500 |
|---|--|---|

Instrument Rating(s) - NONE

-----Narrative-----

THE PITTS SPECIAL AND A CESSNA 182 COLLIDED ON AN ACTIVE RWY THE PITTS WAS LANDING AND THE CESSNA WAS TAXIING DOWN THE RWY FOR REFUELING. THE CESSNA HAD MADE A RADIO CALL LEAVING THE HANGER AREA BUT DID NOT MAKE ONE PRIOR TO ACTUALLY GOING ONTO THE RWY. THE CESSNA PILOT SAYS HE STOPPED AND LOOKED PRIOR TO ENTRY ONTO THE ACTIVE. WITNESSES SAY HE TAXIED OUT WITHOUT STOPPING RIGHT IN FRONT OF THE LANDING ACFT. THE NOSE OF THE PITTS, WHILE ON THE GROUND, MAKES IT DIFFICULT FOR THE PILOT TO SEE DIRECTLY UNDER OR IN FRONT.

Brief of Accident (Continued)

File No. - 956

6/14/83

AFTON,WY

A/C Reg. No. N947

Time (Lc1) - 1420 MDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
 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) 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. - 956 6/14/83 AFTON, WY A/C Reg. No. N4763N Time (Lcl) - 1420 MDT

-----Basic Information-----

| | | | | | | |
|--|---------------------|------------------------------|----------|---------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | | Aircraft Damage DESTROYED | Injuries | | | |
| Type of Operation | -AERIAL OBSERVATION | Fire | Fatal | Serious | Minor | None |
| Flight Conducted Under | -14 CFR 91 | NONE | Crew 0 | 0 | 0 | 1 |
| Accident Occurred During | -TAXI | | Pass 0 | 0 | 1 | 0 |
| | | | Other 0 | 0 | 1 | 0 |

-----Aircraft Information-----

| | | | | | |
|--------------|------------------|----------------|----------------------------|-------------------------|-----------|
| Make/Model | - CESSNA 182Q | Eng Make/Model | - CONTINENTAL O-470U | ELT Installed/Activated | - YES/YES |
| Landing Gear | - TRICYCLE-FIXED | Number Engines | - 1 | Stall Warning System | - 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- CALM</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p> | <p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p> | <p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>AFTON</p> <p>Runway Ident - 34</p> <p>Runway Lth/Wid - 4200/ 45</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p> |
|--|--|--|

-----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 - 6500 |
| SE LAND | Months Since - 2 | Make/Model- 250 |
| | Aircraft Type - UNK/NR | Instrument- 45 |
| | | Last 24 Hrs - UNK/NR |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 65 |

Instrument Rating(s) - NONE

-----Narrative-----

THE CESSNA ACFT WAS IN COLLISION WITH A PITTS SPECIAL ON THE ACTIVE RWY. THE CESSNA WAS TAXIING ON THE RWY AND THE PITTS WAS LANDING. THE CESSNA ACFT DID MAKE A RADIO CALL AS HE LEFT THE HANGER AREA BUT DID NOT MAKE ONE AS HE TAXIED ONTO THE RWY. THE CESSNA PILOT SAYS HE STOPPED BEFORE ENTERING THE RWY. WITNESSES SAY HE DID NOT STOP BUT TAXIED RIGHT IN FRONT OF THE LANDING PITTS.

Brief of Accident (Continued)

File No. - 956

6/14/83

AFTON,WY

A/C Reg. No. N4763N

Time (Lc1) - 1420 MDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. CLEARANCE - INADEQUATE - PILOT IN COMMAND
5. COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

EMBRY-RIDDLE AERO. U. DAYTONA BEACH



3 1745 00065 6960

NTSB-AAB-85-06
Brief Format
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