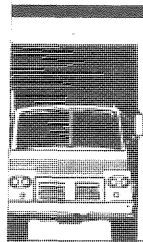
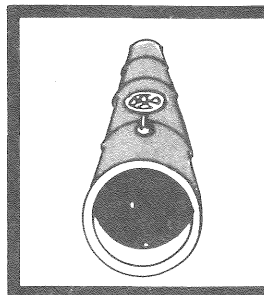
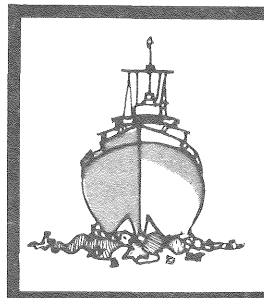
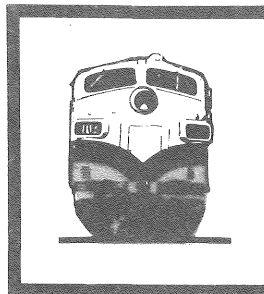
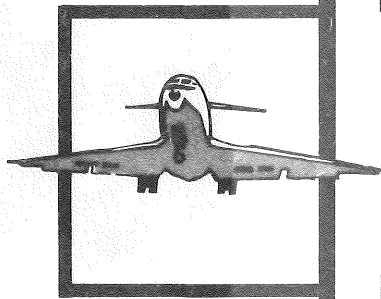
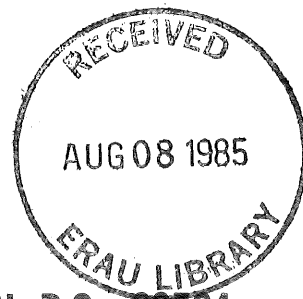


PB85-916907



NATIONAL TRANSPORTATION SAFETY BOARD



WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 6 OF 1983 ACCIDENTS

NTSB / AAB-85 / 07

UNITED STATES GOVERNMENT

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07
Issue 6

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-85/07		2. Government Accession No. PB85-916907		3. Recipient's Catalog No.	
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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. <p style="text-align: center;">File Numbers: 1001 through 1200</p>					
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather				18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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FOREWARD

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

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

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

Flying by individuals in 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 6

CALENDAR YEAR 1983

File Order Listing - Issue No. 6, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1001	3421P	091083	KOTZEBUE, AK	PIPER	PA-18	FATAL	8
1002	555M	080883	SIOUX CITY, IA	BEECH	M35	NONE	114
1003	6191L	082783	JUNCTION CITY, KS	GRUMMAN AMER	AA-5	NONE	154
1004	93571	031683	COLUMBUS, OH	BELLANCA	17-30A	NONE	258
1005	5769F	022783	BELOIT, WI	PIPER	PA-28-140	FATAL	380
1006	1822M	052183	KING SALMON, AK	CURTISS-WRIG	C-46F	NONE	2
1007	2317S	070483	SARATOGA, WY	CESSNA	T210L	NONE	398
1008	90706	052483	FILLMORE, UT	AEROSPATIALE	SA 315B	NONE	352
1009	2145Z	082683	FAIRBANKS, AK	CESSNA	180	FATAL	4
1010	519H	042783	SCHAUMBURG, IL	ENSTROM	F-28A	NONE	130
1011	5548P	042683	PLATTEVILLE, WI	PIPER	PA-24-180	NONE	386
1012	52447	031783	CARSON CITY, MI	CESSNA	182	NONE	174
1013	6901H	060583	BLOCK ISLAND, RI	CESSNA	172M	NONE	292
1014	6438P	062483	MILLBROOK, NY	PIPER	PA-24-250	MINOR	236
1015	79833	081683	NAMPA, ID	MOONEY	M20E	NONE	120
1016	812WB	072883	CHICAGO, IL	QUICKIE	Q-2	NONE	136
1017	231GJ	092283	PATTERSON, CA	MOONEY	M20K	FATAL	74
1018	8196J	090683	SAN MARCOS, CA	PIPER	PA-32-301T	FATAL	70
1019	7751F	082783	BELLINGHAM, WA	CESSNA	150F	SERIOUS	374
1020	9215P	041483	MIDDLETON, WI	PIPER	PA24-260	FATAL	384
1021	10049	062683	HACKENSACK, NJ	CESSNA	150L	MINOR	220
1022	8173Q	090483	JUNEAU, AK	CESSNA	U206F	SERIOUS	6
1023	7917S	022683	HAVRE, MT	BELLANCA	7GCBC	NONE	202
1024	434C	033083	ASPEN, CO	STINSON	108-2	MINOR	82
1025	2279C	072383	WENATCHEE, WA	BENSEN	B8M	SERIOUS	372

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1026	4623T	090283	MONROE, WA	MAULE	M-4	NONE	376
1027	8146E	012983	PRATTVILLE, AL	MOONEY	M-20A	FATAL	12
1028	7169Q	092583	EVELETH, MN	CESSNA	206	NONE	184
1029	654H	052083	WISE, VA	ENSTROM	F-28C	NONE	358
1030	49684	091083	GALESBURG, IL	BOEING	A75-N1	NONE	144
1031	2607B	042383	WADSWORTH, OH	PIPER	PA-38-112	MINOR	262
1032	2260T	032883	NORTH CANTON, OH	CESSNA	182RG	NONE	260
1033	737YD	092283	GLENEDEN BEACH, OR	CESSNA	172	NONE	280
1034	73749	071383	COLTS NECK, NJ	CESSNA	172N	NONE	222
1035	75794	101583	ROCKPORT, TX	CESSNA	172	NONE	344
1036	6191K	090483	GILDERLAND, NY	REPUBLIC	RC-3	NONE	250
1037	733MW	071583	CANANDAIGUA, NY	CHAMPION	7GCBC	NONE	244
1038	11394	062983	NASHUA, NH	CESSNA	150	MINOR	210
1039	155SS	061283	CHULUOTA, FL	BURKHART GRO	G102	MINOR	92
1040	3237U	050683	GAINESVILLE, FL	CESSNA	421C	NONE	86
1041	8744Q	100683	MEYERS CHUCK, AK	CESSNA	U206G	MINOR	10
1042	6674Q	092883	SELAH, WA	GRUMMAN	G-164B	NONE	378
1043	83GL	062983	ALBANY, OR	MONNETT - LA	MONI	FATAL	278
1044	3335U	070483	NEW PALTZ, NY	CESSNA	182F	NONE	240
1045	9154A	070983	DURHAMVILLE, NY	CESSNA	170B	MINOR	242
1046	11BD	061283	MORRISTOWN, NJ	DIAL-THORP	T-18	FATAL	218
1047	49101	062983	PHILADELPHIA, PA	THORPE	T-18	NONE	282
1048	90318	102983	HOUSTON, TX	GLOBE SWIFT	GC-1A	NONE	346
1049	7693S	081383	FORT KENT, ME	BELLANCA	7GCBC	MINOR	170
1050	3821Q	071483	MOOSE RIVER, ME	CESSNA	172L	MINOR	168

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1051	2979T	062583	MADISON, CT	BELLANCA	8KCAB	FATAL	84
1052	80190	073083	JOHNSTOWN, PA	CHAMBERLAIN	KR-1	FATAL	284
1053	75563	071783	HAVERHILL, MA	CESSNA	172	NONE	164
1054	8354Z	071983	ANTRIM, NH	ROBINSON	R-22	NONE	212
1055	3025P	072083	JAFFREY, NH	LAKE	LA 4-200	NONE	214
1056	55WV	071683	WARREN, VT	SPORTVIA-PUT	RF5B SPERB	NONE	366
1057	6043L	071383	WEST KINGSTON, RI	GRUMMAN AMER	AA-5	NONE	294
1058	98HJ	060683	NEAR RANDLE, WA	BELL	205A-1	NONE	368
1059	1093Y	081083	SPRING HOUSE, PA	HUGHES	269C	NONE	288
1060	4525T	080683	LINDEN, PA	PIPER	PA-28-180G	NONE	286
1061	9333H	111283	KURTHWOOD, LA	CESSNA	172M	SERIOUS	162
1062	76079	072083	PLATTSBURGH, NY	CESSNA	C140	NONE	246
1063	5615V	062783	SHELTER ISLAND, NY	PIPER	PA-28-181	MINOR	238
1064	5533J	080783	WESTERLY, RI	PIPER	PA-32-260	NONE	296
1065	1882G	071083	SHINGLE SPRINGS, CA	CHAMPION	7ECA	SERIOUS	64
1066	2252W	061483	VALLEY CENTER, CA	BELL	47G-5	NONE	62
1067	4789R	060483	SAN CLEMENTE, CA	CESSNA	172RG	SERIOUS	60
1068	8554N	090983	TUCSON, AZ	SEMCO	CHALLENGER	SERIOUS	28
1069	7293E	032583	BENSON, AZ	CESSNA	182B	SERIOUS	16
1070	71RJ	021383	HEMET, CA	HOMEBUILT	GYPSY HAWK	NONE	36
1071	6214L	070883	MANITOWOC, WI	GRUMMAN	AA-1	FATAL	388
1072	65966	100683	VIRGINIA CITY, NV	CESSNA	172P	MINOR	232
1073	8426X	100183	SALINAS, CA	CESSNA	172	NONE	76
1074	76744	091983	LONE PINE, CA	CESSNA	120	NONE	72
1075	44GP	050883	WETUMPKA, AL	PITTS	S1-SP	NONE	14

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1076	9872Q	052883	MITCHELLVILLE, MD	MOONEY	M20K	NONE	166
1077	8705S	081983	GORDONSVILLE, VA	CESSNA	150F	NONE	362
1078	710T	071683	ST. CHARLES, MO	GYAKI	SKYBOLT	NONE	196
1079	99JB	091383	HAMILTON, OH	BRANDT	PITTS S-1C	NONE	268
1080	9727O	032583	ROCHESTER, IN	STINSON	108	NONE	148
1081	6809J	022783	MADEIRA, OH	PIPER	PA-32-260	MINOR	256
1082	72296	022283	ELYRIA, OH	CESSNA	140	NONE	254
1083	6016V	020583	KENTLAND, IN	AERONCA	7BCM	NONE	146
1084	61434	020683	JACKSON, MI	CESSNA	185	NONE	172
1085	9699Q	053083	WILLITS, CA	CESSNA	172M	NONE	58
1086	4964L	052583	AGUANGA, CA	PIPER	PA-28-180	NONE	52
1087	2368S	053083	SEDONA, AZ	CESSNA	337B	NONE	20
1088	4347B	052183	ELSINORE, CA	PIPER	PA24-250	NONE	46
1089	C204K	052283	REDDING, CA	GREAT LAKES	2T-1A	NONE	48
1090	48381	051983	WILLOWS, CA	GRUMMAN	G-164A	NONE	42
1091	48768	051983	TORRANCE, CA	CESSNA	152	NONE	44
1092	2960X	051883	EMIGRANT GAP, CA	PIPER	PA 28-236	NONE	40
1093	1180A	041483	SAN CARLOS, CA	QUICKIE	Q2	MINOR	38
1094	2422A	011583	BARSTOW, CA	PIPER	PA-38-112	NONE	32
1095	40793	020483	CHICAGO, IL	PIPER	PA-28-180	NONE	128
1096	1598U	012983	BAINBRIDGE, OH	CESSNA	172M	MINOR	252
1097	2377V	012983	RICHVIEW, IL	CESSNA	140	NONE	126
1098	704LQ	011983	CAHOKIA, IL	CESSNA	150M	NONE	124
1099	NONE	090383	FALL CREEK, WI	WEED HOOPER	B	SERIOUS	392
1100	8016R	080283	VERONA, WI	BEECH	A24R	NONE	390

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1101	5270Y	070383	POINT LOOKOUT, MO	PIPER	PA-23-250	NONE	192
1102	500PA	070983	SPRINGFIELD, MO	HUGHES	369HS	NONE	194
1103	NONE	042883	HARTSHORN, MO	AMERICAN	EAGLE 430B	FATAL	190
1104	8611P	032683	SALEM, MO	PIPER	PA-24-400	FATAL	188
1105	8018A	052783	YREKA, CA	CESSNA	170B	NONE	56
1106	54363	052683	NORCO, CA	PIPER	PA-28-151	FATAL	54
1108	721R	052183	MESA, AZ	RYAN	PT-22/ST-3	FATAL	18
1109	704WN	032083	OSHKOSH, WI	CESSNA	150	NONE	382
1110	NONE	091783	WAYLAND, MI	KRUER	PTERODACTY	SERIOUS	178
1111	5692L	092183	PONTIAC, MI	ENSTROM	280C	SERIOUS	180
1112	111BT	080283	PITTSFIELD, IL	PIPER	PA-22	NONE	140
1113	27020	080183	LILY LAKE, IL	PIPER	J3C-65	SERIOUS	138
1114	54072	071983	YOUNGSTOWN, OH	PIPER	PA-23-250	NONE	266
1115	5686L	082483	DUNKIRK, NY	AMERICAN	AA-1	NONE	248
1116	8803G	030783	OLLIE, IA	CESSNA	150F	NONE	108
1117	9558V	051583	ARCADIA, FL	CESSNA	172M	NONE	88
1118	738RD	101583	MCCALL, ID	CESSNA	172	MINOR	122
1119	6272T	072183	ISSAQUAH, WA	CESSNA	150E	MINOR	370
1120	412JS	072883	DANBURY, IA	SCHIPPERS	BD-4	NONE	112
1121	6276G	072783	CREVE COEUR, MO	CESSNA	150	NONE	198
1122	6258E	031583	GREENFIELD, MO	CESSNA	172	NONE	186
1123	2512Z	071083	BUNNELL, FL	BELLANCA	8KCAB	NONE	100
1124	49047	062083	DAYTONA BEACH, FL	CESSNA	152	NONE	96
1125	64795	062683	CLEARWATER, FL	CESSNA	172P	NONE	98
1126	96755	082083	WAKEFIELD, NH	TAYLORCRAFT	BC12-D	NONE	216

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1127	5BA	060683	JACKSONVILLE, FL	BEECH	G18S	NONE	90
1128	87498	041083	GULF OF MEXICO, GM	CESSNA	310R	FATAL	106
1129	64079	061883	PENSACOLA, FL	CESSNA	172P	NONE	94
1130	6317D	090683	CARBONDALE, IL	CESSNA	172	NONE	142
1131	4829D	111283	SUNSETT, TX	CESSNA	182A	MINOR	350
1132	882BF	052383	PORTOLA, CA	HERPST	VARIEZE	FATAL	50
1133	8667V	071683	ROSAMOND, CA	BELLANCA	8GCBC	NONE	66
1133	9905T	071683	ROSAMOND, CA	PIPER	PA-38-112	NONE	68
1134	952X	062083	PARIS, IL	GRUMMAN	G-164A	NONE	132
1134	67449	062083	PARIS, IL	CESSNA	152	NONE	134
1135	1781D	011183	TEMPLE, TX	CESSNA	170A	NONE	302
1136	911CW	062283	GROTON, VT	BOLLOW PHOEB	B-1	MINOR	364
1137	8139D	012783	REDLANDS, CA	PIPER	PA-32R-301	FATAL	34
1138	732KS	020783	FARMINGTON, NM	CESSNA	T210M	NONE	226
1139	9021J	012783	ZAPATA, TX	ROBINSON	R22	NONE	310
1140	737VQ	011683	CARROLLTON, TX	CESSNA	172N	SERIOUS	306
1141	2762J	030583	VICTORIA, TX	BECKNER	FW-3	MINOR	332
1142	816A	022783	LAJITAS, TX	PIPER	PA-22-125	NONE	328
1143	90763	020783	STILLWATER, OK	ROBINSON	R22	NONE	272
1144	5412B	022683	MANOR, TX	CESSNA	152	NONE	326
1145	1076S	030183	SHIPSHOAL 295, GM	BELL	206L-1	SERIOUS	104
1146	6386N	030183	MUSKOGEE, OK	CHAMPION	7ECA	MINOR	274
1147	5536E	030683	CANTON, TX	CESSNA	172N	MINOR	334
1148	5042J	030683	ROSWELL, NM	BELLANCA	8KCAB	NONE	228
1149	5345M	021283	TYLER, TX	CESSNA	152	NONE	318

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1150	900JJ	021383	ADDISON, TX	BELL	206B	NONE	322
1151	4944M	031083	MARTINSVILLE, TX	PIPER	PA-20	MINOR	336
1152	99US	031283	SPRINGTOWN, TX	PICCARD	AX-6	SERIOUS	340
1153	24147	031183	BRECKENRIDGE, TX	PIPER	PA-38-112	NONE	338
1154	555CH	012083	LUBBOCK, TX	MITSUBISHI	MU-2B-30	NONE	308
1155	218JW	110883	AMARILLO, TX	CESSNA	310Q	NONE	348
1156	6396Q	030383	KILLEEN, TX	CESSNA	152	NONE	330
1157	9786Z	030683	NORMAN, OK	NORTH AMERIC	AT-6	NONE	276
1158	6146Q	031683	MCALLEN, TX	CESSNA	152	NONE	342
1160	1687Q	021283	GAINESVILLE, TX	CESSNA	150L	MINOR	316
1161	75707	012683	CARLSBAD, NM	CESSNA	172N	NONE	224
1162	9080M	021983	CHANDELEUR ISL., LA	CESSNA	180H	NONE	160
1163	5012T	012783	GRAND ISLE B43Q, GM	BELL	206L-1	MINOR	102
1164	737PT	021183	GEORGE WEST, TX	CESSNA	R182	NONE	314
1165	1071F	011683	LOREAUVILLE, LA	CESSNA	A185F	SERIOUS	158
1166	45344	011583	NACOGDOCHES, TX	GRUMMAN AMER	AA-5B	NONE	304
1167	5283P	021283	LUBBOCK, TX	CESSNA	152	NONE	320
1168	47976	021983	ARCOLA, TX	PIPER	PA-32R-300	NONE	324
1169	111PT	021183	HOUSTON, TX	SWEARINGEN	SA-26T	NONE	312
1170	5393A	021583	RIVERTON, WY	CESSNA	T210N	NONE	394
1171	8787W	060583	HAMILTON, MT	PIPER	PA-28-235	MINOR	204
1172	4886R	071083	HOOPER, UT	CESSNA	188B	MINOR	356
1173	2261L	072283	MELROSE, MT	BELL	206B	NONE	206
1174	9789V	061983	BURLINGTON, WY	CESSNA	188A	MINOR	396
1175	1279W	071583	THOMPSON, ND	WEATHERLY	201B	NONE	208

File Order Listing - Issue No. 6, 1983

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1176	2060J	071383	CARTHAGE, SD	CESSNA	T188C	NONE	300
1177	8935T	070583	SALT LAKE CITY, UT	CESSNA	182C	MINOR	354
1178	6418F	061883	RED OWL, SD	CESSNA	150	NONE	298
1179	5627Y	021183	SAN JUAN, PR	PIPER	PA-23-250	FATAL	290
1180	7413V	091883	BENTON, KS	MOONEY	M20F	MINOR	156
1181	40338	061983	GREEN TOWNSHIP, IN	MAULE	M4-220C	NONE	150
1182	9299Y	061683	BRYAN, OH	CESSNA	210	NONE	264
1183	2549L	090283	WOLCOTT, IN	CESSNA	172H	NONE	152
1184	732NJ	081283	TROY, MI	CESSNA	T210M	NONE	176
1185	6002Z	070183	MORGAN, MN	PIPER	PA-25	MINOR	182
1186	9969G	091983	GREEN SPRINGS, OH	CESSNA	188A	NONE	270
1187	2825T	101683	CARLISLE, IA	PIPER	PA-28R-200	NONE	118
1188	3862L	061883	LA PORTE CITY, IA	CESSNA	172G	NONE	110
1189	2023F	092483	FORT MADISON, IA	BALLOON WORK	FIREFLY 6	SERIOUS	116
1190	4361Y	102483	NEW RIVER, AZ	PIPER	PA-25-235	NONE	30
1191	6412M	102283	GROVELAND, CA	CESSNA	152II	SERIOUS	78
1192	2799E	071583	PAYSON, AZ	CESSNA	172	MINOR	26
1193	9863	071283	BUCKEYE, AZ	GRUMMAN	G-164A	MINOR	24
1194	1507R	070883	BOULDER CITY, NV	GRUMMAN AMER	AA-1B	NONE	230
1195	8378J	070983	ROOSEVELT, AZ	CESSNA	150G	MINOR	22
1196	756DG	110383	RENO, NV	CESSNA	TU206G	FATAL	234
1197	9092T	110283	CASTROVILLE, CA	CONTINENTAL	TOMCAT MAR	NONE	80
1199	6754T	070283	GULFPORT, MS	BEECH	C23	NONE	200
1200	6624L	062683	KILMARNOCK, VA	CESSNA	152II	MINOR	360

AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 6 OF 1983 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1006

5/21/83

KING SALMON, AK

A/C Reg. No. N1822M

Time (Lcl) - 1146 ADT

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

Type Operating Certificate	AIR CARRIER	Aircraft Damage		Injuries			
	ALL CARGO	MINOR		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 125	IN FLIGHT	Pass	0	0	0	0
Accident Occurred During	-LANDING						

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

Make/Model	- CURTISS-WRIGHT C-46F	Eng Make/Model	- P & W R-2800-S1M1	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL FIXED-MAINS RETRACT	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 48000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 2250 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		KING SALMON	
Wind Dir/Speed	- 150/012 KTS	ATC/Airspace		Runway Ident	- 11
Visibility	- 6.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 8500/ 150
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Surface	- MACADAM
Lowest Ceiling	- 2000 FT BROKEN	Type Apch/Lndg	- PRECAUTIONARY LNDG	Runway Status	- WET
Obstructions to Vision	- NONE				
Precipitation	- RAIN				
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)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 18200	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 1	Make/Model - 5300	Last 30 Days - UNK/NR
	Aircraft Type - C-46F	Instrument - 3700	Last 90 Days - 70
		Multi-Eng - 15000	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COPLT REPORTED THAT THE ACFT HAD BEEN IN LEVEL CRUISE FLT APRX 1 MIN WHEN THEY FELT A VIBRATION, FOLLOWED BY A LOUD BANG. THE AIRCREW SAW FIRE & SMOKE COMING FROM THE LEFT ENG, SO THEY SHUT DOWN THE ENG & FEATHERED THE PROPELLER. THE PLT ALSO ACTIVATED THE FIRE WALL CUTOFF SYS & THE FIRE EXTINGUISHER, WHICH HE SAID, EXTINGUISHED THE FIRE. THE AIRCREW DIVERTED BACK TO THE DEPARTURE AIRPORT, BUT WHEN THEY TRIED TO EXTEND THE GEAR, THE LEFT MAIN FAILED TO EXTEND & THE RIGHT MAIN ONLY PARTIALLY EXTENDED. THE RIGHT MAIN COULD NOT BE RETRACTED, SO THE ACFT WAS LANDED WITH THE GEAR IN THAT POSITION. AFTER A CRASH LANDING, AIR FORCE CRASH/RESCUE PERSONNEL EXTINGUISHED AN ON-GOING FIRE IN THE LEFT ENG. AN INVESTIGATION REVEALED THAT THE #8 CYLINDER, PN 113149, HAD FAILED. SUBSEQUENTLY; FIRE HAD BURNED THE HYDRAULIC OPERATED COWL FLAPS & HYDRAULIC FLUID WAS PUMPED OVERBOARD. THE MANUAL/HYDRAULICALLY OPERATED GEAR UPLOCKS ON THE RIGHT MAIN GEAR OPERATED, BUT HYDRAULIC FLUID IN THE RESERVOIR BECAME DEPLETED.

Brief of Accident (Continued)

File No. - 1006

5/21/83

KING SALMON, AK

A/C Reg. No. N1822M

Time (Lcl) - 1146 ADT

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL
 2. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FIRE
Phase of Operation CRUISE

Finding(s)

3. FIRE EXTINGUISHING EQUIPMENT - SELECTED - PILOT IN COMMAND
 4. HYDRAULIC SYSTEM - BURNED
 5. HYDRAULIC SYSTEM - LEAK
 6. FLUID, HYDRAULIC - EXHAUSTION
 7. LANDING GEAR - INOPERATIVE
-

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

Finding(s)

8. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
 9. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1
Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1009 8/26/83 FAIRBANKS, AK A/C Reg. No. N2145Z Time (Lcl) - 1945 ADT

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

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470R	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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	NORTH POLE, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	PORTAGE CREEK, AK	
Wind Dir/Speed- 240/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1760
SE LAND, ME LAND, SE SEA	Months Since - 12	Make/Model- 700
	Aircraft Type - C-180	Instrument- 143
		Multi-Eng - 470
		Last 24 Hrs - 2
		Last 30 Days- 12
		Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT APRX 1900 ADT, THE PLT & 2 PASSENGERS DEPARTED NORTH POLE, AK ON A FLT TO PORTAGE CREEK STRIP. DURING THE FLT, HE CONTACTED FLT SERVICE TO OBTAIN WX INFORMATION. HE ASKED FOR & WAS PROVIDED THE WX AT SEVERAL LOCATIONS. ALSO, HE STATED THAT HE WAS REALLY TRYING TO FIND OUT WHAT THE WX WAS LIKE IN "THE FOOTHILLS OF THE ALASKA RANGE DOWN TOWARD DELTA." HOWEVER, THERE WERE NO REPORT FOR THAT AREA. AT APRX 1945 ADT, THE ACFT COLLIDED WITH RISING TERRAIN NEAR THE TOP OF A MOUNTAIN RIDGE. REPORTEDLY, IT STRUCK THE MOUNTAIN AT APRX 4050 FT MSL WHILE IN LEVEL FLT. THE TOP OF THE RIDGE WAS ABOUT 4090 FT MSL. NO PREIMPACT/MECHANICAL WAS FOUND. THE PROPELLER BLADES WERE FOUND TWISTED & BENT & THE PROPELLER HAD SEPARATED FROM THE CRANKSHAFT DURING IMPACT. THE 2000 ADT WX AT FAIRBANKS, AK (54 MI SOUTHWEST OF THE CRASH SITE) WAS 1000 FT OVERCAST, VISIBILITY 30 MI, WIND FROM 240 AT 7 KTS, TEMP 51, DEW POINT 47. THE ELEVATION OF THAT REPORTING POINT WAS 434 FT MSL.

Brief of Accident (Continued)

File No. - 1009

8/26/83

FAIRBANKS, AK

A/C Reg. No. N2145Z

Time (Lcl) - 1945 ADT

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
 2. WEATHER CONDITION - CLOUDS
 3. WEATHER CONDITION - LOW CEILING
 4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 6. TERRAIN CONDITION - RISING
-

-----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

Brief of Accident

Time (Lc1) - 1454 PDT

3

Stall Warning System - YES

Runway Status - N/A

Last 90 Days- 439

---Narrative---

PAGE 6

Brief of Accident (Continued)

File No. - 1022

9/04/83

JUNEAU, AK

A/C Reg. No. N8173Q

Time (Lc1) - 1454 PDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
 2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 3. WEATHER CONDITION - CLOUDS
 4. WEATHER CONDITION - FOG
 5. WEATHER CONDITION - LOW CEILING
 6. WEATHER CONDITION - OBSCURATION
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

7. REMEDIAL ACTION - CONTINUED - PILOT IN COMMAND
 8. TERRAIN CONDITION - RISING
 9. TERRAIN CONDITION - SNOW COVERED
-

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

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1001 9/10/83 KOTZEBUE, AK A/C Reg. No. N3421P Time (Lcl) - 1200 EST

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	
Wind Dir/Speed- 360/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1200 FT OVERCAST	Type Apch/Lndg -	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4712
SE LAND, ME LAND, SE SEA	Months Since - 2	Last 24 Hrs - 3
	Aircraft Type - PA-18	Make/Model- 3500
		Instrument- 63
		Multi-Eng - 127
		Last 30 Days- 75
		Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT & HIS WIFE HAD FLOWN TO AN AREA WHERE SHE HAD SEEN A CARIBOU THAT SHE WANTED TO SHOOT. AFTER LANDING ON A GRAVEL BAR, SHE SHOT THE CARIBOU, BUT THEN COMPLAINED OF A BAD HEADACHE & VISION PROBLEMS. THE PLT REPORTED THAT THEY LOADED THE MEAT & HORNS IN THE ACFT, BUT IN THE MEANTIME, HIS WIFE'S HEADACHE HAD GOTTEN WORSE. HE THOUGHT THAT SHORTLY AFTER TAKEOFF, AT APRX 20 FT AGL, HIS WIFE MADE AN UNUSUAL SOUND & HE FELT A STRONG FORCE ON THE RIGHT RUDDER. (LATER, HE STATED THAT HE THOUGHT SHE HAD A SEIZURE.) REPORTEDLY, HE SHOUTED FOR HER TO GET OFF OF THE CONTROLS, THEN FELT A LOSS OF LIFT & WAS UNABLE TO OVERCOME THE RUDDER FORCE. SUBSEQUENTLY, THE ACFT CRASHED ON A RIVER BANK. HIS WIFE RECEIVED A HEAD INJURY & WAS FATALLY INJURED. AN AUTOPSY OF THE PLT'S WIFE DID NOT VERIFY THAT SHE HAD A SEIZURE.

Brief of Accident (Continued)

File No. - 1001

9/10/83

KOTZEBUE, AK

A/C Reg. No. N3421P

Time (Lc1) - 1200 EST

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

Finding(s)

1. CONTROL INTERFERENCE - INADVERTENT - PASSENGER

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

Finding(s)

2. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1041 10/06/83 MEYERS CHUCK, AK A/C Reg. No. N8744Q Time (Lcl) - 1842 PDT

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

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

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

Make/Model	- CESSNA U206G	Eng Make/Model	- CONTINENTAL IO-520-F-9	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	- 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	THORNE BAY, AK	Runway Ident
Wind Dir/Speed	- 150/010 KTS		- N/A
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 1800 FT SCATTERED	Type of Flight Plan	- N/A
Lowest Ceiling	- 2800 FT BROKEN	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 1999	Last 24 Hrs - 2
SE LAND, SE SEA	Months Since - 4	Make/Model - 701	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE TIDE WAS OUT, SO HE WAS UNABLE TO TAKEOFF IN THE PROTECTED BAY AT MEYERS CHUCK, AK. WITH THE TIDE OUT, THERE WAS INSUFFICIENT ROOM IN THE BAY, SO HE ELECTED TO TAKEOFF ON THE OCEAN SIDE OF THE AREA. DURING TAKEOFF, A LARGE WAVE WAS STRUCK WHICH BROKE THE FRONT STRUTS. THE RIGHT WING THEN STRUCK THE WATER & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1041

10/06/83

MEYERS CHUCK, AK

A/C Reg. No. N8744Q

Time (Lcl) - 1842 PDT

Occurrence NOSE OVER

Phase of Operation TAKEOFF

Finding(s)

1. TERRAIN CONDITION - WATER, ROUGH
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1027 1/29/83 PRATTVILLE,AL A/C Reg. No. N8146E Time (Lcl) - 1258 CST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 3	0	0	0
Accident Occurred During -MANEUVERING					

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

Make/Model - MOONEY M-20A	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	AUBURN,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	AUTAUGA CONTY
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 281
SE LAND	Months Since - 7	Last 24 Hrs - 2
FREE BALLOON	Aircraft Type - FIREFLY	Make/Model- 15
		Last 30 Days- 15
		Instrument- 7
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE LEFT WING SEPARATED AS THE PLT BEGAN A PULL-UP AFTER A LOW PASS. THE SEPARATION POINT WAS IN THE WING ROOT WHERE THE MAIN SPAR HAD BEEN SECURED TO THE FUSELAGE WITH A METAL BRACKET. A BUTT SPLICE HAD BEEN MADE TO THE BOTTOM OF THE WING SPAR. THE FRACTURE AREA AT THE ROOT END OF THE MAIN WING SPAR WAS SOFT, DAMP & DISCOLORED COMPARED TO OTHER WOOD IN THE AREA. THE BUTT JOINT WAS LATER DETERMINED AS HAVING NO CAPABILITY FOR TRANSFERRING AXIAL STRESSES. THIS REPAIR WAS NOT DONE UNDER SUPERVISION OF A LICENSED MECHANIC. THE ACFT HAD OPERATED 40 HRS SINCE THE ANNUAL INSPECTION DATED 6/8/82. AD76-15-1 (INSPECTION OF THE WOOD WING) REQUIRES THAT THE WOOD WING BE INSPECTED IAW MOONEY SB M20-170A.

Brief of Accident (Continued)

File No. - 1027

1/29/83

PRATTVILLE,AL

A/C Reg. No. N8146E

Time (Lcl) - 1258 CST

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. WING,SPAR - DETERIORATED
3. WING,SPAR - FAILURE,TOTAL
4. MAINTENANCE,MAJOR REPAIR - IMPROPER - OTHER PERSON
5. MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
6. WING,SPAR - SEPARATION

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1075 5/08/83 WETUMPKA,AL A/C Reg. No. N44GP Time (Lcl) - 1330 CDT

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

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

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

Make/Model	- PITTS S1-SP	Eng Make/Model	- LYCOMING IO-360	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1150	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 200 HP		

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/010 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 4000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - UNK/NR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>WETUMPKA MUNI.</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 3000/ 80</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,ATP,CFI</p> <p>SE LAND,ME LAND</p> <p>GLIDER</p>	<p>Age - 44</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - 727</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 14812</p> <p>Make/Model- 1090</p> <p>Instrument- 1800</p> <p>Multi-Eng - 12050</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 53</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED AN INFLT STRUCTURAL FAILURE OF ITS UPPER WING DURING AEROBATICS IN AN AIR SHOW. THE ACFT WAS LANDED SAFELY AND THE PILOT WAS NOT INJURED. THE UPPER WING LEADING EDGE RIBS REPORTEDLY COLLAPSED AS THE PILOT BEGAN TO PULL UP AT THE BEGINNING OF AN EIGHT-SIDED LOOP AT ABOUT 200 KTS. AN FAA OBSERVER REPORTED THAT ABOUT 60% OF THE UPPER WING FABRIC THEN PEELED REARWARD AND SEPARATED. THE PILOT "ABORTED THE SHOW" AND LANDED WITHOUT FURTHER INCIDENT. EXAMINATION BY AN FAA INSPECTOR AND THE OWNER REVEALED THAT THE LEADING EDGE OF THE UPPER WING HAD COLLAPSED REARWARD TO THE FRONT SPAR WITH ALL NOSE RIBS BROKEN. THIS ACFT IS ONE OF TWO WITH "KERMIT WEEKS" WINGS. THE FAILURE DESCRIBED HAS ALSO HAPPENED WITH THE OTHER ACFT. BOTH ACFT UPPER WINGS HAD BEEN CONSTRUCTED OF LIGHTER WEIGHT MATERIALS WITH EMPHASIS ON IMPROVED PERFORMANCE. SUBSEQUENT TO THIS ACCIDENT THE WING WAS REBUILT WITH STRONGER MATERIALS TO WITHSTAND HIGHER LOADS.

Brief of Accident (Continued)

File No. - 1075

5/08/83

WETUMPKA,AL

A/C Reg. No. N44GP

Time (Lc1) - 1330 CDT

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

Finding(s)

1. WING,WING RIB - DISINTEGRATED
 2. AEROBATICS - PERFORMED - PILOT IN COMMAND
 3. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),AIRFRAME - PRODUCTION/DESIGN PSNL
 4. WING,SKIN - SEPARATION
 5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 6. DESIGN STRESS LIMITS OF AIRCRAFT - INACCURATE - PRODUCTION/DESIGN PSNL
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1069 3/25/83 BENSON,AZ A/C Reg. No. N7293E Time (Lcl) - 1700 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 182B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/004 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BENSON,AZ
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BENSON
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

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

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

Age - 31
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - 182B

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

Total	- 725	Last 24 Hrs	- UNK/NR
Make/Model-	22	Last 30 Days-	UNK/NR
Instrument-	28	Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE FOLLOWING A POWER LOSS DURING A LOW PASS OVER A REMOTE OPEN AREA. THE PILOT AND HIS WIFE WERE ON A LOCAL PLEASURE FLT WHEN HE DECIDED TO MAKE A LOW PASS OVER AN AREA. DURING A 2ND PASS OVER THE SAME AREA WHEN HE APPLIED THE POWER TO CLIMB OUT THE ENGINE SURGED AND THEN DIED. DURING THE SUBSEQUENT FORCED LANDING THE PILOT WAS TURNING TO TRY AND STAY OVER THE OPEN AREA WHEN THE RIGHT WING CONTACTED A TREE AND THE ACFT CRASHED. POST ACCIDENT INVESTIGATION FOUND NO REASON FOR AN ENGINE MALFUNCTION. THE PILOT AND HIS WIFE WERE SERIOUSLY INJURED IN THE ACCIDENTS.

Brief of Accident (Continued)

File No. - 1069

3/25/83

BENSON,AZ

A/C Reg. No. N7293E

Time (Lc1) - 1700 MST

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

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. - 1108

5/21/83

MESA, AZ

A/C Reg. No. N721R

Time (Lcl) - 1620 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	2	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 - RYAN PT-22/ST-3KR
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1860
No. of Seats - 2

Eng Make/Model - KINNER R55
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 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- 240/006 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

MESA
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 35
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 - 6900
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 DEPARTED WITH ANOTHER RYAN PT-22 AS A FLT OF TWO, IN FORMATION. TWO RATED PLTS WERE ABOARD THE ACFT. AFTER BREAKING FORMATION, THE ACFT WAS OBSERVED TO ENTER A SNAP ROLL AT APRX 2000 FT AGL. A WITNESS OBSERVED THE PLANE BEFORE IT CRASHED. HIS DESCRIBED OBSERVING A MANEUVER THAT ENDED IN A SPIN.

Brief of Accident (Continued)

File No. - 1108

5/21/83

MESA,AZ

A/C Reg. No. N721R

Time (Lc1) - 1620 MST

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. STALL/SPIN - 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) 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. - 1087 5/30/83 SEDONA, AZ A/C Reg. No. N2368S Time (Lcl) - 1200 MST

-----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	Crew	0	0	0	1	
Accident Occurred During -LANDING	Pass	0	0	0	3	

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

Make/Model - CESSNA 337B	Eng Make/Model - CONTINENTAL IO-360-C	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 - 5	Rated Power - 210 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SEDONA
Wind Dir/Speed- 030/010 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5135/ 75
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 - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 703
SE LAND, ME LAND	Months Since - 12	Make/Model- 128
	Aircraft Type - 337B	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A FORCED LANDING AND COLLIDED WITH A PINE TREE AFTER A TAKEOFF WITH A TOW BAR ATTACHED TO THE NOSE GEAR. THE PILOT REPORTED THAT HE ATTACHED A TOW BAR TO GET THE ACFT LEVEL TO MEASURE THE OIL QUANTITY IN THE ENGINE. AFTER THE PREFLT INSPECTION HE TAXIED OUT AND DEPARTED. AT THIS ARPT ALL DEPARTURES ARE ON RWY 21 AND ALL LANDINGS ARE ON RWY 3. THE PILOT WAS FAMILIAR WITH THIS PROCEDURE. AFTER TAKEOFF THE PILOT WAS INFORMED BY RADIO THAT A TOW BAR WAS ATTACHED TO HIS NOSE GEAR AND WAS IN A TRAILING POSITION. FOLLOWING A FLYBY THE PILOT ATTEMPTED TO LAND ON RWY 21. ON FINAL APPROACH HE FEATHERED HIS FRONT ENGINE TO PRECLUDE DAMAGE DURING LANDING. HE WAS INFORMED BY RADIO HE WAS LANDING DOWNWIND. HE TRIED TO GO AROUND AND RESTART HIS ENGINE. WITH THE GEAR EXTENDED THE ACFT FAILED TO CLIMB. AS THE PILOT TRIED TO START THE ENGINE AND LINE UP ON RWY 3 HE WAS LOSING ALT AND AIRSPEED. ALMOST STALLING HE DECIDED TO LAND IN AN ADJACENT ROUGH FIELD. THE ACFT STOPPED AFTER IMPACTING A PINE TREE. DENSITY ALT WAS 7580 FT. THE ACFT WAS WITHIN 200 # OF GROSS WEIGHT.

Brief of Accident (Continued)

File No. - 1087

5/30/83

SEDONA,AZ

A/C Reg. No. N2368S

Time (Lc1) - 1200 MST

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

Finding(s)

1. TOWING/ADVERTISING EQUIPMENT - NOT REMOVED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. PROPELLER FEATHERING - INTENTIONAL - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

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. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1195 7/09/83 ROOSEVELT, AZ A/C Reg. No. N8378J Time (Lcl) - 0930 MST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MESA, AZ	GRAPEVINE
Wind Dir/Speed- 120/011 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3900/ 170
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 12000 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 - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 116
SE LAND	Months Since - 23	Last 24 Hrs - 1
	Aircraft Type - C-150	Make/Model- 13
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH RISING TERRAIN DURING CLIMB TO CRUISE. ACCORDING TO THE PILOT THE FLT DEPARTED FROM AN ARPT WHERE THE ELEVATION IS 2361 FT. THE FLT PROCEEDED TOWARD NEARBY MOUNTAINS WHOSE ELEVATION IS ABOUT 5000 FT MSL. THE ACFT RATE OF CLIMB WAS ABOUT 150 FT A MINUTE. THE PILOT TRIED TO CLIMB OVER THE MOUNTAINS BUT FAILED TO CLEAR A RIDGE LINE AND CRASHED IN A NOSE HIGH ATTITUDE. THE PILOT ATTRIBUTES DENSITY ALT AND FULL LOAD AS FACTORS IN THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1195

7/09/83

ROOSEVELT, AZ

A/C Reg. No. N8378J

Time (Lcl) - 0930 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 4. TERRAIN CONDITION - RISING
 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 6. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1193

7/12/83

BUCKEYE,AZ

A/C Reg. No. N9863

Time (Lcl) - 1730 MST

-----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 -LANDING

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

Make/Model - GRUMMAN G-164A

Eng Make/Model - P & W R1340-AN-1

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 4500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 600 HP

-----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 - 45.0 SM

Lowest Sky/Clouds - 7000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BUCKEYE,AZ

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PIERCE

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 36

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5150

Make/Model- 2130

Instrument- 48

Multi-Eng - 18

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 90

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF THE ACFT FLEW ABOUT 1/4 MILE WHEN THE ENGINE STARTED RUNNING ROUGH. THE PILOT JETTISONED HIS LOAD BUT COULD NOT MAINTAIN ALT. THE ACFT MADE A FORCED LANDING IN A PLOWED FIELD 3/4 MILE FROM THE SERVICE STRIP. AN EXAMINATION OF THE ENGINE REVEALED THE RIGHT MAGNETO DISTRIBUTOR GEAR TEETH (PART # GE 52189) WERE STRIPPED.

Brief of Accident (Continued)

File No. - 1193

7/12/83

BUCKEYE, AZ

A/C Reg. No. N9863

Time (Lc1) - 1730 MST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM, MAGNETO - FAILURE, TOTAL

Occurrence #2

FORCED LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - SOFT
3. TERRAIN CONDITION - OPEN FIELD

Occurrence #3

NOSE OVER

Phase of Operation

LANDING - FLARE/TOUCHDOWN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1192

7/15/83

PAYSON, AZ

A/C Reg. No. N2799E

Time (Lcl) - 1845 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire NONE
Crew Pass

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

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

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - 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- 270/008 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
GLENDALE, AZ
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

RED CREEK
Runway Ident - 27
Runway Lth/Wid - 1930 -UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 6859
Make/Model- 170
Instrument- 690
Multi-Eng - 2707
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 130
Rotorcraft - 1891

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD TAKEN A CHECK OUT IN THE ACFT EARLIER AND AFTER THAT FLT THE FUEL TANKS REGISTERED LESS THEN 1/2 FULL. THE PILOT ADDED 6 GALLONS TO EACH TANK PRIOR TO DEPARTURE. AFTER FLYING ABOUT 1 HOUR, 2 PASSENGERS BECAME AIRSICK SO A LANDING WAS MADE AT AN EMERGENCY STRIP. DURING TAKEOFF 2 HOURS LATER AT ABOUT 300 FT AGL THE ENGINE LOST POWER, AND THE PILOT MADE A FORCED LANDING. THERE WAS ONE-HALF GALLON OF FUEL IN ONE TANK AND THE OTHER TANK WAS EMPTY. THE CARBURETOR BOWL WAS DRY. THERE WAS NO EVIDENCE OF FUEL SPILLAGE OR LEAKS NOTED. NO OTHER DISCREPANIES WERE FOUND IN CHECKING THE POWERPLANT.

Brief of Accident (Continued)

File No. - 1192

7/15/83

PAYSON, AZ

A/C Reg. No. N2799E

Time (Lc1) - 1845 MST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
 3. REFUELING - 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 - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1068

9/09/83

TUCSON, AZ

A/C Reg. No. N8554N

Time (Lcl) - 1830 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

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

NONE
Fire
NONE

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

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

Make/Model - SEMCO CHALLENGER
Landing Gear - N/A
Max Gross Wt - 931
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 - 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- 225/010 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
UNK/NR

Airport Data

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

ATC/Airspace

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

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

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

Age - 22
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	Last 24 Hrs	Last 30 Days	Last 90 Days
114	UNK/NR	UNK/NR	10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS OUTSIDE THE BASKET WHEN THE BALLOON TOOK OFF. HE GRABBED THE DEFLATION HANDLE AND THE BALLOON CARRIED HIM ALOFT. HE FELL FROM ABOUT 40 FT AGL ONTO HIS HEAD AND WAS SERIOUSLY INJURED. THE PILOT REPORTEDLY WAS GOING TO TETHER THE BALLOON. DURING INFLATION THE BURNER SLIPPED OUT OF ONE HOLDER & INFLATION WAS INTERRUPTED TO WORK ON THE BURNER WHEN THE IMPROPERLY SECURED BALLOON LIFTED OFF. DURING INVESTIGATION THE PLASTIC COATING ON THE DEFLATION LINE WAS FOUND TO BE SEPARATED WHERE IT GOES THROUGH THE "D" RING ATTACHED TO HE ENVELOPE. THE DEFLATION LINE AND THE VENT LINE WERE FOUND TO BE TANGLED.

Brief of Accident (Continued)

File No. - 1068

9/09/83

TUCSON,AZ

A/C Reg. No. N8554N

Time (Lcl) - 1830 MST

Occurrence MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. BALLOON EQUIPMENT,HEATER SYSTEM - DISCONNECTED
 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 3. BALLOON EQUIPMENT,CONTROL SYSTEM - DISABLED
 4. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1190 10/24/83 NEW RIVER, AZ A/C Reg. No. N4361Y Time (Lcl) - 1430 MST

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

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

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

Make/Model	- PIPER PA-25-235	Eng Make/Model	- LYCOMING O-540-B285	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 235 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	PLEASANT VALLEY
Wind Dir/Speed	- 360/020 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 05
Lowest Sky/Clouds	- 7500 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 4000/ 60
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- DIRT
Condition of Light	- DAYLIGHT		Runway Status
			- DRY

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

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2440	Last 24 Hrs - 5
SE LAND	Months Since - 11	Make/Model- 1550	Last 30 Days- 65
GLIDER	Aircraft Type - CITABRI	Instrument- 46	Last 90 Days- 65
		Multi-Eng - 40	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TOW PILOT REPORTED THAT DURING A TAKEOFF TOW WITH BOTH ACFT STILL ON THE GROUND, HE STARTED TO DRIFT RIGHT AS A GUST OF WIND CAUGHT HIM. THE GLIDER PILOT DECIDED TO RELEASE. THE TOW ACFT THEN WENT 100 YARDS OFF THE RWY AND COLLIDED WITH A PARKED GLIDER. WIND WAS GUSTING 30 KTS.

Brief of Accident (Continued)

File No. - 1190

10/24/83

NEW RIVER, AZ

A/C Reg. No. N4361Y

Time (Lc1) - 1430 MST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER CONDITION - GUSTS
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

7. OBJECT - AIRCRAFT PARKED
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1094 1/15/83 BARSTOW, CA A/C Reg. No. N2422A Time (Lcl) - 1502 PST

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

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

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CALIFORNIA CITY, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	VAN NUYS, CA	Runway Ident - N/A
Wind Dir/Speed- 060/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 35.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 42
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 42
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED IN AN OFF ARPT PRECAUTIONARY LANDING AFTER AN ENCOUNTER WITH WEATHER. THE STUDENT PILOT HAD LEFT ON THE SECOND LEG OF A CROSS-COUNTRY FLT WITHOUT CHECKING THE WEATHER OVER THE REMAINING ROUTE. ENROUTE HE DECIDED THE WEATHER WAS BAD AND DIVERTED TO THE EAST. HE BECAME DISORIENTED AND WENT DOWN TO CIRCLE AT LOW ALT FOR CONFIRMATION OF LOCATION. NEAR BARSTOW CA THE PILOT SAID THE ENGINE STARTED "SPLURTING" SO HE DECIDED TO LAND. WITNESSES AT THE SITE SAID THE ACFT CIRCLED OVER A RACE TRACK WHERE AN OFF-ROAD VEHICLE COMPETITION WAS IN PROGRESS FOR 30 MINUTES PRIOR TO LANDING. AFTER THE ACCIDENT THE ENGINE WAS TESTED AND RAN NORMALLY.

Brief of Accident (Continued)

File No. - 1094

1/15/83

BARSTOW, CA

A/C Reg. No. N2422A

Time (Lc1) - 1502 PST

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

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 3. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
 4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

5. PRECAUTIONARY LANDING - 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) 1,2,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1137 1/27/83 REDLANDS, CA A/C Reg. No. N8139D Time (Lcl) - 1048 PST

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

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

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

Make/Model	- PIPER PA-32R-301	Eng Make/Model	- LYCOMING IO-540-K1G5D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 300 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- IN PERSON	TUCSON, AZ	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- UNK/NR	SACRAMENTO, CA	
Wind Dir/Speed	- 260/003 KTS		Runway Ident
Visibility	- UNK/NR	ATC/Airspace	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	- N/A
Lowest Ceiling	- UNK/NR	Type of Clearance	- N/A
Obstructions to Vision	- UNK/NR	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 767
SE LAND, ME LAND	Months Since - 1	Make/Model	- 15
HELICOPTER	Aircraft Type - C-172	Instrument	- 103
		Multi-Eng	- 21
		Last 24 Hrs	- 5
		Last 30 Days	- 12
		Last 90 Days	- UNK/NR
		Rotorcraft	- 525

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 0638 PST, THE PLT RECEIVED A WX BRIEFING ON A FLT TO SACRAMENTO, CA, AND WAS ADVISED THAT VFR WAS NOT RECOMMENDED. AT 0800, HE RECEIVED ANOTHER BRIEFING & FILED A VFR FLT PLAN TO PALM SPRINGS, CA. DURING FLT, HE ADVISED PALM SPRINGS TOWER THAT IF HE COULD GET THRU THE WX, HE INTENDED TO CONTINUE ON TO SACRAMENTO. RADIO & RADAR CONTACT WERE LOST APRX 7 MI WEST OF THE ARPT AT 2500 FT MSL. WHEN THE ACFT DID NOT ARRIVE AT ITS DESTINATION, A SEARCH WAS BEGUN; HOWEVER, IT WAS NOT FOUND UNTIL 9/13/83. THE ACFT WAS FOUND BY HIKERS APRX 15 MI NORTHWEST OF REDLANDS, CA AT AN ELEVATION OF ABOUT 6600 FT. AN EXAM OF THE WRECKAGE REVEALED THAT THE ACFT HAD CRASHED IN AN INVERTED, NOSE DOWN ATTITUDE IN MOUNTAINOUS TERRAIN. MOUNTAIN TOPS IN THE AREA RANGED FROM 10,831 TO 11,502 FT MSL. CLOUD BASES WERE REPORTED AT 2700 FT. ACCORDING TO THE PLT'S LOG BOOK, HE HAD FLOWN 5 HRS IN 1974, 1.4 HRS IN 1982 & 11.7 HRS IN 1983. THE CFI THAT CHECKED HIM OUT IN THE ACFT NOTED THAT IFR FLT WAS NOT RCMDD TIL HE RECEIVED MORE DUAL INSTRUCTION.

Brief of Accident (Continued)

File No. - 1137

1/27/83

REDLANDS,CA

A/C Reg. No. N8139D

Time (Lc1) - 1048 PST

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

Finding(s)

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

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

Finding(s)

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

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

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1070 2/13/83 HEMET, CA A/C Reg. No. N71RJ Time (Lcl) - 2100 PST

-----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 - TAKEOFF

Fire
NONE

Crew
Pass

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

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

Eng Make/Model - CONTINENTAL A65
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- UNK/NR
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RIVERSIDE, CA
Destination
HEMET, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HEMET-RYAN
Runway Ident - 23
Runway Lth/Wid - 4315/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

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

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

Total - 7	Last 24 Hrs - 1
Make/Model- 1	Last 30 Days- 1
Instrument- 0	Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE QUIT DURING THE DEPARTURE PHASE OF A TOUCH & GO LANDING. THE OWNER WOULD NOT ALLOW INSPECTION OF THE ACFT FOR 4 MONTHS AFTER THE ACCIDENT. AT THE TIME OF INSPECTION PARTS OF THE ACFT, INCLUDING THE ENGINE, WERE REMOVED AND STORED AT ANOTHER LOCATION.

Brief of Accident (Continued)

File No. - 1070

2/13/83

HEMET, CA

A/C Reg. No. N71RJ

Time (Lc1) - 2100 PST

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. TERRAIN CONDITION - SOFT
3. TERRAIN CONDITION - OPEN FIELD

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1093 4/14/83 SAN CARLOS, CA A/C Reg. No. N1180A Time (Lcl) - 1154 PST

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

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

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

Make/Model - QUICKIE Q2	Eng Make/Model - CONTINENTAL R-O200A-7B	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1100	Engine Type - UNK/NR	
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	HOLLISTER, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SAN CARLOS
Wind Dir/Speed- 010/012 KTS		Runway Ident - 30
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 2600/ 75
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 67	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 5108
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 4
	Aircraft Type - STIN	Make/Model- 100
		Last 30 Days- 11
		Instrument- 1550
		Last 90 Days- 35
		Rotorcraft - UNK/NR
		Multi-Eng - 3177

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TWO PARKED ACFT DURING A GO-AROUND ATTEMPT. THE ACFT HAD BEEN CLEARED TO LAND AND THE APPROACH SEEMED NORMAL BUT THE "FLARE AND TOUCHDOWN WAS TO THE LEFT OF THE RWY CENTERLINE" THE ACFT TOUCHED DOWN SEVERAL TIMES ON THE LEFT MAIN GEAR AT LEAST TWICE IN THE GRAVEL OFF OF THE RWY" AS LATER RELATED BY A TOWER CONTROLLER. HE ALSO REPORTED THAT HE "SAW THE PROPELLER SPEED UP AND HEARD THE ENGINE SOUND INCREASE". THE ACFT BANKED TO THE LEFT AND VEERED LEFT. IT TOUCHED DOWN IN THE PARKING AREA AND COLLIDED WITH TWO PARKED ACFT. THE PILOT REPORTED HE LOST CONTROL IN A HEAVY CROSSWIND. THE LANDING WAS ON RWY 30 AND THE WIND WAS FROM 010 DEGREES AT 12 KTS.

Brief of Accident (Continued)

File No. - 1093

4/14/83

SAN CARLOS,CA

A/C Reg. No. N1180A

Time (Lc1) - 1154 PST

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 3. ABORT - ATTEMPTED - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - AIRCRAFT PARKED
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
 7. GO-AROUND - 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) 1,2,3,5,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1092 5/18/83 EMIGRANT GAP,CA A/C Reg. No. N2960X Time (Lc1) - 1310 PDT

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

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

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

Make/Model - PIPER PA 28-236	Eng Make/Model - LYCOMING O-540-J3A5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 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	CONCORD,CA	BLUE CANYON
Wind Dir/Speed- 210/006 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 25.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3300/ 50
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - SNOW - COMPACTED
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7789
SE LAND,ME LAND	Months Since - 7	Make/Model- 60
	Aircraft Type - UNK/NR	Instrument- 850
		Multi-Eng - 864
		Last 24 Hrs - 8
		Last 30 Days- 28
		Last 90 Days- 111

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING TAKEOFF. THE CFI AND STUDENT HAD MADE A LANDING ON A RWY THAT WAS 2/3 COVERED WITH SNOW. THEY THOUGHT THEY COULD MAKE A SHORT FIELD LANDING AND A SHORT FIELD RUNNING TAKEOFF. THEY NOSED DOWN IN THE SNOW DURING THE ATTEMPTED TAKEOFF. ASSESING THE DAMAGE IN THIS MISHAP AS MINOR THEY RESTARTED THE ACFT AFTER PUSHING IT OUT OF THE SNOW. A TAKEOFF FROM THE CLEARED 1/3 OF THE RWY TOWARD THE SNOW RESULTED IN AN ABORT IN THE SNOW. THEY DECIDED TO TAKEOFF FROM THE SNOW COVERED AREA TOWARD THE CLEARED END OF THE RWY. THIS LEFT NO ROOM FOR AN ABORT. WHEN AIRBORNE, USING FLAPS BUT OUT OF GROUND EFFECT, THE ACFT SETTLED INTO THE TREES. THE ARPT IS CLOSED BY SNOW IN WINTER MONTHS WITH NO SNOW REMOVAL PLANS AND IS SO NOTED IN THE GUIDE TO ARPTS. THE AREA CLEARED BY THE WIND AND USED BY THIS FLT WAS ABOUT 750 FT LONG.

Brief of Accident (Continued)

File No. - 1092

5/18/83

EMIGRANT GAP, CA

A/C Reg. No. N2960X

Time (Lcl) - 1310 PDT

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

Finding(s)

1. OBJECT - TREE(S)
 2. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND
 3. TERRAIN CONDITION - SNOW COVERED
 4. UNSUITABLE TERRAIN - NOT UNDERSTOOD - PILOT IN COMMAND
 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
 6. JUDGEMENT - POOR - PILOT IN COMMAND
 7. AIRPORT FACILITIES - NOT OPERATING
 8. ALL AVAILABLE RUNWAY - INADEQUATE - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1090

5/19/83

WILLOWS,CA

A/C Reg. No. N48381

Time (Lcl) - 1345 PDT

-----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 - GRUMMAN G-164A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 6075

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- 320/010 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

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,SE SEA

Age - 58

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 15000

Make/Model- 5000

Instrument- UNK/NR

Multi-Eng - 5000

Last 24 Hrs - 10

Last 30 Days- UNK/NR

Last 90 Days- 90

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE TERRAIN SHORTLY AFTER TAKEOFF. THE PILOT STATED HE NOTICED SIGNS OF A "POWER LOSS". TRYING TO LAND ON A HIGHWAY HE ABANDONED HIS APPROACH BECAUSE OF TRAFFIC AND HEADED FOR A PLOWED FIELD. WITHOUT TIME TO JETTISON HIS LOAD HE DID NOT CLEAR A DITCH LEVEE, IT CAUGHT THE MAIN GEAR AND THE ACFT BOUNCED INTO THE FIELD WHERE IT NOSED OVER. AFTER THE ACCIDENT THE ENGINE WAS EXAMINED AND NO CAUSE FOR MALFUNCTION COULD BE FOUND.

Brief of Accident (Continued)

File No. - 1090

5/19/83

WILLOWS, CA

A/C Reg. No. N48381

Time (Lc1) - 1345 PDT

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

Finding(s)
1. UNDETERMINED

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

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

Finding(s)
2. TERRAIN CONDITION - DIRT BANK

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1091 5/19/83 TORRANCE, CA A/C Reg. No. N48768 Time (Lcl) - 1134 PDT

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

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

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

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

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

Weather Data Wx Briefing - TV WX Method - ACFT RADIO Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 050/004 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 SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN TOUCH AND GO	Airport Proximity ON AIRPORT Airport Data TORRANCE MUNICIPAL Runway Ident - 29R Runway Lth/Wid - 5000/ 150 Runway Surface - CONCRETE Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 27	Last 24 Hrs - 2
	Months Since - N/A	Make/Model- 27	Last 30 Days- 27
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED OFF THE RWY DURING AN INSTRUCTIONAL SUPERVISED SOLO FLT. THE PLT STARTED WITH DUAL INSTRUCTION TO INCLUDE TOUCH AND GO LANDINGS. WHEN THE TOWER WAS ADVISED BY THE CFI OF HIS INTENTIONS TO SOLO HIS STUDENT THE TOWER REPLIED WITH A PRECAUTIONARY ADVISORY THAT AN ABNORMAL WIND SITUATION EXISTED AT THE ARPT. THE CFI SOLOED HIS STUDENT IN SPITE OF THIS ADVISORY. THE PATTERN FLOWN BY THE STUDENT WAS NORMAL THROUGH TOUCHDOWN. JUST AFTER TOUCHDOWN THE ACFT VEERED TO THE RIGHT". THE RUDDER PRODUCED NO CHANGE SO THE STUDENT APPLIED FULL POWER. GAINING MINIMAL ALT THE STUDENT REPORTED THAT THE TAIL FIRST CONTACTED THE GROUND FOLLOWED BY THE NOSE WITH THE ACFT FINALLY NOSING OVER. THERE WAS CONFUSION IN THE TOWERS CLEARANCE FOR THE STUDENT LANDING WHICH WENT FROM "CLEARED FOR TOUCH AND GO" TO "POSSIBILITY OF A GO-AROUND" TO "MAKE THIS A FULL STOP UNTIL ADVISED" TO "CLEARED FOR TOUCH AND GO". THE VARIOUS WIND INDICATORS ON THE FIELD VARIED IN DIRECTION FROM NORTH TO EAST, SOUTH AND WEST. THE VELOCITIES VARIED FROM 5 TO 15 KTS.

Brief of Accident (Continued)

File No. - 1091

5/19/83

TORRANCE,CA

A/C Reg. No. N48768

Time (Lc1) - 1134 PDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
4. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
5. WIND INFORMATION - DISREGARDED - FLIGHT INSTRUCTOR(ON GROUND)
6. SAFETY ADVISORY - DISREGARDED - FLIGHT INSTRUCTOR(ON GROUND)

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1088 5/21/83 ELSINORE, CA A/C Reg. No. N4347B Time (Lcl) - 1810 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

Fatal

Crew 0
Pass 0

Injuries

Serious	Minor	None
0	0	1
0	0	0

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

Make/Model - PIPER PA24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/010 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
CORONA, CA
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

SKYLARK
Runway Ident - 23
Runway Lth/Wid - 2830/ 140
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 37

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - PA-24

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 202	Last 24 Hrs	- 1
Make/Model-	62	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	5

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND AND A DIRT BANK SHORT OF THE RWY DURING LANDING AND COLLAPSED THE LANDING GEAR. THE PILOT STATED THAT HE ATTEMPTED TO LAND ON A DIRT RWY BUT WAS CONCERNED WITH THE LAKE LOCATED AT THE DEPARTURE END. HE SAID HIS AIRSPEED WAS 70 KTS ON SHORT FINAL WITH FULL FLAPS AND RPM. THE MAIN GEAR TOUCHED DOWN ON A DIRT ROAD THAT CROSSED IN FRONT OF THE APPROACH END OF THE RWY. THE ACFT BOUNCED BACK INTO THE AIR TOWARD THE RWY. THE LEFT MAIN GEAR HIT A DIRT RIDGE AT THE THRESHOLD AND SHEARED OFF. DURING THE LANDING ON THE RWY THE NOSE GEAR AND RIGHT MAIN RETRACTED INTO THEIR WHEEL WELLS. THE ACFT CAME TO REST 120 FT DOWN THE RWY WITH THE NOSE POINTING ABOUT 20 DEGREES TO THE RIGHT OF THE CENTERLINE.

Brief of Accident (Continued)

File No. - 1088

5/21/83

ELSINORE, CA

A/C Reg. No. N4347B

Time (Lcl) - 1810 PDT

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

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
-

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

Finding(s)

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

----Probable Cause----

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

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. - 1089

5/22/83

REDDING, CA

A/C Reg. No. NC204K

Time (Lcl) - 1705 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - GREAT LAKES 2T-1A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1580
No. of Seats - 2

Eng Make/Model - WARNER 185J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 185 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/007 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RED BLUFF, CA
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

BENTON FIELD
Runway Ident - 15
Runway Lth/Wid - 2420/ 80
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP, CFI
SE LAND, ME LAND, SE SEA, ME SEA

Age - 61

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 29335	Last 24 Hrs	- 1
Make/Model	- 1	Last 30 Days	- UNK/NR
Instrument	- 2074	Last 90 Days	- 141
Multi-Eng	- 16339		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT VEERED OFF THE RWY COLLIDED WITH A DITCH AND NOSED OVER DURING LANDING. THE PILOT STATED THAT THE ENGINE DIED WHEN HE RETARDED IT TO IDLE AT TOUCHDOWN. WHEN HE APPLIED THE BRAKES THE PEDALS HAD NO PRESSURE AND NO EFFECT. DUE TO A SLIGHT CROSSWIND AND "LIMITED AUTHORITY TAILWHEEL" AS THE ACFT SLOWED IT BEGAN A RIGHT TURN DEPARTED THE RWY, HIT A DITCH AND NOSED OVER. THE BRAKE SYSTEM WAS EXAMINED AND A LINE THAT FLEXES AS THE LANDING GEAR STRUT EXTENDS AND CONTRACTS WAS CRACKED. NO BRAKE FLUID WAS FOUND IN THE MASTER CYLINDER AND A NOTICEABLE AMOUNT OF FLUID WAS LOCATED ON THE OUTSIDE OF THE LINE IN THE AREA OF THE CRACK. THIS ACFT AIRFRAME HAD A TOTAL TIME OF 1335 HOURS. NO RECORD COULD BE FOUND ON THE AMOUNT OF TIME ON THE BRAKE LINE.

Brief of Accident (Continued)

File No. - 1089

5/22/83

REDDING, CA

A/C Reg. No. NC204K

Time (Lc1) - 1705 PDT

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL
 2. HYDRAULIC SYSTEM, LINE - FATIGUE
 3. HYDRAULIC SYSTEM, LINE - CRACKED
-

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

Finding(s)

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

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

Finding(s)

6. TERRAIN CONDITION - DITCH
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1132 5/23/83 PORTOLA, CA A/C Reg. No. N882BF Time (Lcl) - 1430 PDT

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

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

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

Make/Model - HERPST VARIEZE	Eng Make/Model - LYCOMING O-290 D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 135 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BECKWOURTH, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - UNK/NR	Total - 8000
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 0
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HOME BUILT ACFT COLLIDED WITH TREES & CRASHED ON RISING TERRAIN WHILE THE PLT & PASSENGER WERE ON A SIGHT-SEEING FLT. THE ACCIDENT OCCURRED AT AN ELEVATION OF 7000 FT, THE DENSITY ALTITUDE WAS ESTIMATED TO BE APRX 10000 FT. THE WRECKAGE WAS SCATTERED APRX 290 FT ALONG A SOUTHERLY DIRECTION. ABOUT 40 MILES EAST OF THE CRASH SITE, THE WIND WAS FROM 360 DEG AT 10 KTS. THE PLT HAD BEEN USING AUTOMOTIVE FUEL IN THE ENG. THE OWNER'S MANUAL STATED, "AUTO GAS, ESPECIALLY THE HIGH AEROMATIC CONTENT NO-LEAD, SHOULD NOT BE USED." NO EVIDENCE OF A PREIMPACT STRUCTURAL FAILURE WAS REPORTED.

Brief of Accident (Continued)

File No. - 1132

5/23/83

PORTOLA, CA

A/C Reg. No. N882BF

Time (Lcl) - 1430 PDT

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

Finding(s)

1. FLUID, FUEL - IMPROPER
 2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 5. TERRAIN CONDITION - HIGH TERRAIN
 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 7. TERRAIN CONDITION - RISING
 8. OBJECT - TREE(S)
-

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

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1086 5/25/83 AGUANGA, CA A/C Reg. No. N4964L Time (Lcl) - 1400 PDT

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

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

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

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

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAN DIEGO, CA	LAKE RIVERSIDE
Wind Dir/Speed	- 260/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 30.0 SM	Type of Flight Plan	- 27
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 4500/ 50
Lowest Ceiling	- NONE	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
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	- 132
SE LAND	Months Since - 7	Make/Model	- 117
	Aircraft Type - PA-28	Instrument	- 5
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 12
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH AN ABANDONED AUTO DURING AN ABORTED TAKEOFF. THE PILOT SAID HE APPLIED FULL POWER DURING TAKEOFF AND ACCELERATED TO ABOUT 85 MPH AND ROTATED. AT ABOUT 15 FT AGL THE ENGINE SEEMED TO LOSE POWER. THE PILOT SAID THE ENGINE DID NOT SPUTTER OR KNOCK IT JUST FAILED TO PRODUCE ITS CUSTOMARY POWER. THE PILOT THEN ABORTED HIS TAKEOFF AND LANDED IN AN OPEN AREA BESIDE THE RWY. DURING LANDING HIS RIGHT WING GRAZED AN UNOCCUPIED CAR. AFTER THE ACFT CAME TO REST THE ENGINE CONTINUED TO RUN AND THE PILOT STATED HE WAS ABLE TO TAXI BACK TO THE ARPT PARKING AREA. DAMAGE TO THE CAR WAS MINOR. UPON EXAMINATION AND TESTING NO REASON COULD BE FOUND FOR THE ENGINE NOT TO OPERATE NORMALLY.

Brief of Accident (Continued)

File No. - 1086

5/25/83

AGUANGA, CA

A/C Reg. No. N4964L

Time (Lcl) - 1400 PDT

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

Finding(s)

1. MISCELLANEOUS - UNDETERMINED
 2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
-

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

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

Finding(s)

3. OBJECT - 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. - 1106 5/26/83 NORCO,CA A/C Reg. No. N54363 Time (Lc1) - 2250 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - PIPER PA-28-151
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 240/006 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - OBSCURED
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
RIVERSIDE,CA
Destination
CORONA,CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 22
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total	-	47	Last 24 Hrs -	3
Make/Model-	31		Last 30 Days-	38
Instrument-	0		Last 90 Days-	47

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT HAD FLOWN TO THE RIVERTON ARPT TO ATTEND A GROUND SCHOOL. REPORTEDLY, PRIOR TO HIS DEPARTURE AT APRX 2235 PDT, STARS WERE VISIBLE OVERHEAD, BUT THE HORIZONTAL VISIBILITY WAS POOR & THERE WAS A HAZE LAYER AT ABOUT 500 FT AGL. AT APRX 2250, A WITNESS NEAR THE CRASH SITE OBSERVED THE WHITE & GREEN LIGHTS OF THE ACFT JUST PRIOR TO IMPACT. HE REPORTED HEARING THE CONSTANT SOUND OF THE ENG BEFORE THE ACFT CRASHED. DUE TO DARKNESS & REDUCED VISIBILITY, THE WRECKAGE WAS NOT FOUND UNTIL THE NEXT DAY. AN INVESTIGATION REVEALED THAT THE ACFT HAD IMPACTED IN A RAVINE, SURROUNDED BY HIGH TERRAIN. IMPACT HAD OCCURRED IN A STEEP DESCENT WITH THE RIGHT WING DOWN. APRX 9 MI NORTHWEST OF THE CRASH SITE, THE WEATHER WAS REPORTEDLY OBSCURED, 2 MILE VISIBILITY WITH FOG, TEMP/DEW POINT 60 DEG, WIND 240 DEG AT 6 KTS. PRIOR TO THE FLT, THE STUDENT WAS CAUTIONED ABOUT FLYING IN REDUCED VISIBILITY, BUT HE RESPONDED, "IT'S OK, I'VE GOT OVER 50 HRS."

Brief of Accident (Continued)

File No. - 1106

5/26/83

NORCO,CA

A/C Reg. No. N54363

Time (Lcl) - 2250 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - HAZE
4. WEATHER CONDITION - FOG
5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
6. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
8. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

9. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

Finding(s)

11. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,8,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1105 5/27/83 YREKA, CA A/C Reg. No. N8018A Time (Lcl) - 1005 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 -TAKEOFF			0	0	0	3

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

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL O-300	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	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	VANCOUVER, WA	ROHRER FIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 14
Visibility - 40.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3360/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total 527
SE LAND	Months Since - 12	Last 24 Hrs - 7
	Aircraft Type - C-170	Make/Model- 362
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT. LANDED AT THE MONTAGUE ARPT FOR FUEL, BUT FUEL WAS NOT AVAILABLE, SO HE PROCEEDED TO ROHRER FIELD WHERE 18 GAL WAS UNLOADED. DURING TAKEOFF WITH A DENSITY ALT OF APRX 4200 FT, HE LIFTED OFF AFTER USING APRX 2/3 OF THE 3360 FT RWY. HE REPORTED THAT AT THAT TIME, HE SAW HIGH POWER LINES BEYOND THE END OF THE RWY. FULL FLAPS (40 DEGS) WERE EXTENDED TO OBTAIN ADDITIONAL LIFT. HOWEVER, WHEN THE PLT SAW THAT HE WOULD NOT CLEAR OVER THE 120 FT POWER LINES, HE ELECTED TO FLY UNDER THEM. HE THEN SAW A LOWER TRANSMISSION LINE & STARTED A SHALLOW LEFT TURN. SUBSEQUENTLY, THE ACFT SETTLED TO THE GROUND & COLLIDED WITH A FENCE BEFORE COMING TO REST. THE MAX LIFT OVER DRAG CONFIGURATION FOR THE CESSNA 170B IS 20 DEG OF FLAP EXTENSION.

Brief of Accident (Continued)

File No. - 1105

5/27/83

YREKA, CA

A/C Reg. No. N8018A

Time (Lc1) - 1005 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 4. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
 5. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

7. OBJECT - FENCE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1085 5/30/83 WILLITS,CA A/C Reg. No. N96990 Time (Lcl) - 1300 PDT

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

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

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

Make/Model	- CESSNA 172M	Eng Make/Model	- LYCOMING O-320-E3D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE/005 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">AUBURN,CA</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">WILLIA MUNI</p> <p>Runway Ident - 34</p> <p>Runway Lth/Wid - 3000/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 212
SE LAND	Months Since - 22	Make/Model- 63
	Aircraft Type - PA-24	Instrument- 4
		Last 24 Hrs - 2
		Last 30 Days- 18
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED OFF THE RWY DURING LANDING IN A 15 KT CROSSWIND. THE PILOT STATED THAT JUST AFTER TOUCHDOWN HE ENCOUNTERED "A LEFT QUARTERING TAILWIND GUST MORE LIKE 220 DEGREES AT 10 KTS" WHICH PICKED UP HIS LEFT WING AND CAUSED HIM TO VEER OFF THE RWY. UNICOM HAD ADVISED THAT THE WIND WAS FROM 270 DEGREES AT 5 KTS ACCORDING TO THE PILOT. THE LANDING WAS ON RWY 34. TWO GROUND WITNESSES WITH AERONAUTICAL EXPERIENCE PROVIDED STATEMENTS. THEY SAID THE WIND WAS VARIABLE WITH GUSTS TO 10 KTS. THEY DESCRIBED A HIGH FLARE WITH A BALLOONING EFFECT, THE RIGHT WING DROPPING, THE ACFT GOING OFF TO THE RIGHT SIDE OF THE RWY AND NOSING DOWN.

Brief of Accident (Continued)

File No. - 1085

5/30/83

WILLITS,CA

A/C Reg. No. N9699Q

Time (Lc1) - 1300 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1067 6/04/83 SAN CLEMENTE, CA A/C Reg. No. N4789R Time (Lcl) - 2140 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 3

Eng Make/Model - LYCOMING O-360-FIA6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed - 310/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 1000 FT OVERCAST
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
TORRANCE, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
UNK/NR

Airport Data

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

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

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - 172RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4388 Last 24 Hrs - 3
Make/Model - 1056 Last 30 Days - 77
Instrument - 6 Last 90 Days - 85

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED ON SAN CLEMENTE ISLAND DURING A FISH SPOTTING FLT ON A DARK NIGHT. THESE FLTS ARE USUALLY FLOWN AT AN ALT OF 1000-2000 FT AGL. A NAVY WITNESS ON THE ACCIDENT ISLAND SAID THE CEILING WAS ZERO AND THE VISIBILITY ABOUT 200 YARDS AT THE ACCIDENT SITE ABOUT 40 MINUTES BEFORE THE ESTIMATED TIME OF THE CRASH. THE PILOT WAS SERIOUSLY INJURED AND THE ACFT DESTROYED IN THE ACCIDENT. THE ACFT WAS NOT FOUND UNTIL 1415 HOURS ON JUNE 5. THE PILOT WAS HOSPITALIZED UNTIL JUNE 11 AND DOES NOT REMEMBER THE ACCIDENT. THE ELEVATION OF THE ACCIDENT SITE IS 1060 FT MSL.

Brief of Accident (Continued)

File No. - 1067

6/04/83

SAN CLEMENTE,CA

A/C Reg. No. N4789R

Time (Lc1) - 2140 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - RISING
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - FOG
 4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 5. WEATHER CONDITION - OBSCURATION
 6. 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) 2,4,6

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. - 1066 6/14/83 VALLEY CENTER, CA A/C Reg. No. N2252W Time (Lcl) - 1300 PDT

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

Type Operating Certificate-EXTERNAL LOAD		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	- BELL 47G-5	Eng Make/Model	- LYCOMING 435-B1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	UNK/NR
Method	RANCHO, CA	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	Runway Ident
Wind Dir/Speed	ATC/Airspace	- UNK/NR
Visibility	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- UNK/NR
Obstructions to Vision	- NONE	Runway Surface
Precipitation	- NONE	- UNK/NR
Condition of Light	- DAYLIGHT	Runway Status
		- UNK/NR

-----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	- 5726
SE LAND, ME LAND	Months Since - 10	Make/Model	- 2726
HELICOPTER	Aircraft Type - 47	Instrument	- 0
		Multi-Eng	- 20
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR
		Rotorcraft	- 4526

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE ACFT WAS DAMAGED DURING A FORCED LANDING FOLLOWING A POWER LOSS WHILE ENGAGED IN AERIAL APPLICATION. THE PILOT TOOK OFF WITH 25 GALLONS OF FUEL WHICH HE SAID WAS USUALLY ENOUGH FOR SPRAYING 40-50 ACRES. THIS JOB WAS 19 ACRES BUT IT WAS 10-12 MILES AWAY AT 1400 FT MSL. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT FUEL SYSTEM CONTAINED ONLY 1 PINT OF FUEL. THE PILOT STATED THAT THE POWER LOSS MAY HAVE BEEN THE RESULT OF FUEL EXHAUSTION. NO OTHER REASON FOR POWER LOSS WAS DISCOVERED.

Brief of Accident (Continued)

File No. - 1066

6/14/83

VALLEY CENTER, CA

A/C Reg. No. N2252W

Time (Lcl) - 1300 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
-

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

Finding(s)

5. AUTOROTATION - 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) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1065 7/10/83 SHINGLE SPRINGS, CA A/C Reg. No. N1882G Time (Lcl) - 1547 PDT

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

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

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

Make/Model	- CHAMPION 7ECA	Eng Make/Model	- LYCOMING O-235-C1	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1650	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	UNK/NR	
Method	- N/A	SHINGLE, CA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL		
Wind Dir/Speed	- CALM		Runway Ident	- UNK/NR
Visibility	- 25.0 SM	ATC/Airspace	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	Runway Surface	- UNK/NR
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- UNK/NR
Obstructions to Vision	- HAZE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 1400	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 19	Make/Model - 18	Last 30 Days - UNK/NR
	Aircraft Type - B-35	Instrument - 0	Last 90 Days - 36

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH AN OAK TREE WHILE MANEUVERING AT LOW ALT. THE WEATHER WAS VMC. THE PILOT STATED THAT HE WAS FLYING TO MAINTAIN A BATTERY CHARGE. HE SAID HE CLIMBED TO ABOUT 1600-1700 FT MSL AND FLEW SOUTHEAST. THE AVERAGE ELEVATION ALONG THIS ROUTE IS 1300 FT MSL. THE PILOT STATED THAT AS HE APPROACHED SHINGLE SPRINGS HIS ENGINE STARTED TO MISFIRE. HE TURNED TOWARD AN EMERGENCY LANDING AREA. DURING THE TURN HIS ENGINE REGAINED POWER SO HE CONTINUED THE TURN TO ROLL OUT ON HIS ORIGINAL HEADING. IT WAS DURING THIS LAST PORTION OF THE TURN THAT THE ACFT STRUCK A TREE & CRASHED. WITNESSES SAID THEY SAW THE ACFT MAKE 2 COMPLETE CIRCLES OF THE AREA AT 200 FT AGL BEFORE THE COLLISION. THEY ALSO SAID HAD SEEN THIS ACFT CIRCLING THIS AREA ON PREVIOUS OCCASIONS.

Brief of Accident (Continued)

File No. - 1065

7/10/83

SHINGLE SPRINGS,CA

A/C Reg. No. N1882G

Time (Lc1) - 1547 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - TREE(S)
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. CLEARANCE - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1133 7/16/83 ROSAMOND, CA A/C Reg. No. N8667V Time (Lcl) - 1330 PDT

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

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

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

Make/Model - BELLANCA 8GCBC	Eng Make/Model - LYCOMING O-360	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 - 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- 220/010 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 - TRAFFIC PATTERN	Airport Proximity ON AIRPORT Airport Data ROSAMOND Runway Ident - 22 Runway Lth/Wid - 2294/ 40 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND GLIDER	Age - 45 Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 1379 Make/Model- 386 Instrument- 82 Multi-Eng - 82 Last 24 Hrs - 3 Last 30 Days- 16 Last 90 Days- 55
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PIPER PA-38, N9905T, AND A BELLANCA 8GCBC, N8667V, COLLIDED AT THE INTERSECTION OF RWYS 22 & 25, WHILE THE ACFT WERE LANDING. THE PIPER PA-38 WAS ON A DUAL INSTRUCTIONAL FLT WHILE THE BELLANCA WAS BEING USED TO TOW GLIDERS. THE AIRCREW IN THE PA-38 SAW THE BELLANCA, JUST PRIOR TO IMPACT & INITIATED EVASIVE ACTION, BUT IT WAS TOO LATE TO AVOID A COLLISION. THE BELLANCA PLT DID NOT SEE THE PA-38 UNTIL THE IMPACT OCCURRED. DURING IMPACT, THE RIGHT WING OF THE PA-38 AND THE PROPELLER & NOSE OF THE BELLANCA WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1133

7/16/83

ROSAMOND, CA

A/C Reg. No. N8667V

Time (Lcl) - 1330 PDT

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

Finding(s)

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1133 7/16/83 ROSAMOND, CA A/C Reg. No. N9905T Time (Lcl) - 1330 PDT

---Basic Information---

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

---Aircraft Information---

Make/Model	- PIPER PA-38-112	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 112 HP		

---Environment/Operations Information---

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 220/020 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">ROSAMOND</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 2616/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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---Personnel Information---

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>CFI</p> <p>SE LAND</p> <p>GLIDER</p>	<p>Age - 56</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - PA-38</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3987</p> <p>Make/Model - 71</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - 5</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days - UNK/NR</p> <p>Last 90 Days - 60</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

---Narrative---

A PIPER PA-38, N9905T, AND A BELLANCA 8GCBC, N8667V, COLLIDED AT THE INTERSECTION OF RWYS 22 & 25, WHILE THE ACFT WERE LANDING. THE PIPER PA-38 WAS ON A DUAL INSTRUCTIONAL FLT WHILE THE BELLANCA WAS BEING USED TO TOW GLIDERS. THE AIRCREW IN THE PA-38 SAW THE BELLANCA, JUST PRIOR TO IMPACT & INITIATED EVASIVE ACTION, BUT IT WAS TOO LATE TO AVOID A COLLISION. THE BELLANCA PLT DID NOT SEE THE PA-38 UNTIL THE IMPACT OCCURRED. DURING IMPACT, THE RIGHT WING OF THE PA-38 AND THE PROPELLER & NOSE OF THE BELLANCA WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1133

7/16/83

ROSAMOND, CA

A/C Reg. No. N9905T

Time (Lc1) - 1330 PDT

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

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
2. VISUAL LOOKOUT - INADEQUATE - DUAL STUDENT
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
4. OBJECT - AIRCRAFT MOVING ON GROUND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1018 9/06/83 SAN MARCOS, CA A/C Reg. No. N8196J Time (Lcl) - 0026 PDT

-----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	ON GROUND	Pass	1	0	0	0
Accident Occurred During -CRUISE			3	0	0	0

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

Make/Model - PIPER PA-32-301T	Eng Make/Model - LYCOMING TIO-540-S1AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	FRESNO, CA	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	CARLSBAD, CA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.500 SM	Type of Flight Plan - UNK/NR	Runway Surface - N/A
Lowest Sky/Clouds - 300 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 200
SE LAND	Months Since - 17	Make/Model- 20
	Aircraft Type - C-150	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT APRX 2209 PDT, THE PLT DEPARTED FRESNO, CA ON A NIGHT, VFR, X-COUNTRY FLT. HE CANCELLED HIS VFR FLT PLAN AT 0009 PDT & LANDED AT RAMONA, CA AT 0012. AFTER LANDING, HE CALLED HIS WIFE TO INQUIRE ABOUT THE WX AT PALOMAR, CA. SHE LOOKED OUT THE WINDOW & REPORTED THAT SHE COULD SEE STARS. THE PLT THEN TOOK OFF AT APRX 0017 FOR A 23 MI FLT. APRX 15 MI WEST OF RAMONA, THE ACFT CRASHED ON THE SIDE OF A HILL IN A GROVE OF AVOCAD TREES AT AN ELEVATION OF ABOUT 1000 FT MSL. ACCORDING TO LOCAL RESIDENTS, THE WX WAS FOGGY WITH APRX 1/2 MI VISIBILITY, THE CEILING WAS ABOUT 300 FT, THE WIND WAS CALM & THE TEMP WAS 56 DEG. REPORTEDLY, THE FOG HAD BEEN IN THE VALLEY FOR 2 TO 3 HRS. AN EXAMINATION OF THE ACCIDENT SITE & WRECKAGE REVEALED NO EVIDENCE OF AN IN-FLT STRUCTURAL FAILURE OR LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1018

9/06/83

SAN MARCOS, CA

A/C Reg. No. N8196J

Time (Lcl) - 0026 PDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - FOG
 3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1074 9/19/83 LONE PINE, CA A/C Reg. No. N76744 Time (Lcl) - 0730 PDT

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

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

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

Make/Model - CESSNA 120	Eng Make/Model - CONTINENTAL C-90-14	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SALINE VALLEY, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BISHOP, CA	SALINE VALLEY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1000 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg -	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1003
SE LAND	Months Since - 14	Make/Model- 230
	Aircraft Type - 172	Instrument- 90
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A SAND BANK DURING TAKEOFF ROLL, A FUEL LEAK DEVELOPED AND THE ACFT WAS CONSUMED BY FIRE. THE PILOT WAS ATTEMPTING A TAKEOFF ON A DRY LAKE BED WHEN THE ACFT HIT A FEW SAND BUMPS. THE NOSE WENT UP IN THE AIR AND THE ACFT CAME BACK DOWN HARD ON THE LEFT MAIN GEAR. THE LEFT WING WAS DAMAGED, FUEL LEAKED AND A FLASH FIRE STARTED. THE OCCUPANTS AND A DOG GOT OUT UNINJURED BEFORE THE ACFT WAS BURNED. THE PILOT AND HIS FRIENDS HAD TRIED TO SMOOTH THE LAKE BED BEFORE THE FLT BY FILLING RUTS AND MEASURING OFF THE SMOOTHEST PART FOR THE TAKEOFF. THE AREA ALLOCATED WAS 900 FT LONG. THE PILOT HAD DETERMINED THE TAKEOFF DISTANCE TO BE 830 FT FOR THE ACFT AT GROSS WEIGHT. HE STATED THAT HE THOUGHT THE ACFT WAS AIRBORNE WHEN THE LEFT WHEEL HIT THE RISE IN THE TERRAIN JUST BEYOND THE DEPARTURE END OF THE STRIP.

Brief of Accident (Continued)

File No. - 1074

9/19/83

LONE PINE, CA

A/C Reg. No. N76744

Time (Lc1) - 0730 PDT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
-

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. WING - DISTORTED
 5. FUEL SYSTEM, TANK - LEAK
-

Occurrence #4 FIRE
Phase of Operation TAKEOFF - GROUND RUN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1017 9/22/83 PATTERSON, CA A/C Reg. No. N231GJ Time (Lcl) - 0840 PDT

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

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

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

Make/Model - MOONEY M20K	Eng Make/Model - CONTINENTAL TSIO-360GB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 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	LODI, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	VISALIA, CA	Runway Ident - N/A
Wind Dir/Speed- 290/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .500 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg -	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1836
SE LAND	Months Since - 26	Make/Model- 1285
	Aircraft Type - M-20K	Instrument- 83
		Last 24 Hrs - 1
		Last 30 Days- 15
		Last 90 Days- 32

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A X-COUNTRY FLT, THE ACFT CRASHED INTO RISING TERRAIN IN A SEMI-BOX CANYON IN THE DIABLO RANGE. THE CRASH SITE WAS AT AN ELEVATION OF APRX 1200 FT MSL. THE CANYON TOPS RANGED FROM 1500 TO 1700 FT. ACCORDING TO A FARMER RESIDING 2 MI WEST OF THE ACCIDENT SITE AT 200 FT MSL, THE 0830 PDT WX WAS FOGGY & RAINY, MOUNTAIN TOPS OBSCURED, WINDS GUSTY FROM THE NORTHWEST. THE IMPACT OCCURRED ON STEEP TERRAIN WITH AN ESTIMATED UPWARD SLOPE OF 60 DEG. NO PREIMPACT/MECHANICAL FAILURES WERE FOUND. THE PLT WAS INSTRUMENT RATED, BUT DID NOT FILE A FLT PLAN. NO RECORD WAS FOUND OF A PREFLT WX BRIEFING.

Brief of Accident (Continued)

File No. - 1017

9/22/83

PATTERSON,CA

A/C Reg. No. N231GU

Time (Lc1) - 0840 PDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - FOG
 4. WEATHER CONDITION - RAIN
 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 7. TERRAIN CONDITION - RISING
-

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1073 10/01/83 SALINAS, CA A/C Reg. No. N8426X Time (Lcl) - 1150 PDT

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

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

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

Make/Model	- CESSNA 172	Eng Make/Model	- CONTINENTAL O-300-D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2350	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	MONTEREY, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SALINAS, CA	SALINAS
Wind Dir/Speed	- 120/003 KTS		Runway Ident
Visibility	- 20.0 SM	ATC/Airspace	- 31
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Flight Plan	- 4825/ 150
Lowest Ceiling	- 20000 FT BROKEN	Type of Clearance	- ASPHALT
Obstructions to Vision	- NONE	Type Apch/Lndg	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 3091
SE LAND	Months Since - 11	Make/Model-	461
	Aircraft Type - 172	Instrument-	101
		Last 24 Hrs -	1
		Last 30 Days-	10
		Last 90 Days-	66

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE QUIT ON AN INITIAL APPROACH TO LAND. THE PILOT HAD TAKEN OFF FROM MONTEREY CA AT 1100 HOURS PDT TO FLY TO SALINAS CA WITH AN ESTIMATED 4-5 GALLONS OF FUEL ON BOARD THE ACFT. AT 1150 PDT THE ACFT LANDED OFF THE AIRPORT AT SALINAS. THE PILOT REPORT STATED THAT THE ACFT WAS OUT OF FUEL. THE REASON THE PILOT GAVE FOR NOT REFUELING AT MONTEREY WAS THE LACK OF 80 OCTANE FUEL. DURING THE LANDING ABOUT 2 MILES SHORT OF THE ARPT THE ACFT NOSED OVER IN A SOFT MUDDY PLOWED FIELD.

Brief of Accident (Continued)

File No. - 1073

10/01/83

SALINAS, CA

A/C Reg. No. N8426X

Time (Lcl) - 1150 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. PERFORMANCE DATA - INACCURATE - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

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

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

Finding(s)

6. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

-File No. - 1191 10/22/83 GROVELAND,CA A/C Reg. No. N6412M Time (Lc1) - 1400 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 Minor
1 0
0 0

None
0
0

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

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

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

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

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

Weather Data

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

Wind Dir/Speed- 350/007 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 15000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN JOSE,CA

Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

PINE MOUNTAIN LAKE

Runway Ident - 09

Runway Lth/Wid - 3640/ 50

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 56

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 213

Make/Model- 213

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CALLED IN ON RADIO TO LAND ON RWY 27 BUT LANDED ON RWY 09. THE ACFT LANDED FAST, BOUNCED, AND WENT OFF THE END OF THE RWY. THE NOSE GEAR COLLAPSED AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1191

10/22/83

GROVELAND, CA

A/C Reg. No. N6412M

Time (Lc1) - 1400 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - TAILWIND
 3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 4. DISTANCE - MISJUDGED - PILOT IN COMMAND
 5. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
 6. GO-AROUND - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

7. 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) 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. - 1197 11/02/83 CASTROVILLE, CA A/C Reg. No. N9092T Time (Lcl) - 0830 PST

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

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

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

Make/Model	- CONTINENTAL COPTER INC. TOMCAT	Eng Make/Model	- LYCOMING VO-435-A1E	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 1	Rated Power	- 425 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- 145/006 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>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 - FORCED LANDING</p>	<p>Airport Proximity</p> <p>UNK/NR</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 7225
SE LAND, ME LAND	Months Since - 22	Make/Model- 1200
HELICOPTER	Aircraft Type - C-150	Instrument- 260
		Multi-Eng - 900
		Last 24 Hrs - 1
		Last 30 Days- 75
		Last 90 Days- 250
		Rotorcraft - 2420

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER LANDED HARD DURING A FORCED LANDING AFTER A POWER LOSS. THE ACCIDENT OCCURRED ON THE LAST SWATH RUN. WHEN THE ENGINE STOPPED THE ACFT WAS 6 FT AGL. THE PILOT REPORTED THAT THE ENGINE STOPPED FROM FUEL STARVATION. ON RECOMMENDATION FOR PREVENTION THE PILOT STATED "ALLOWING MORE FUEL RESERVE AND NOT RELYING ON FUEL GAUGES".

Brief of Accident (Continued)

File No. - 1197

11/02/83

CASTROVILLE,CA

A/C Reg. No. N9092T

Time (Lcl) - 0830 PST

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

Finding(s)

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

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

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

4. FLARE - NOT POSSIBLE - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1024 3/30/83 ASPEN, CO A/C Reg. No. N434C Time (Lc1) - 1541 MST

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

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

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

Make/Model - STINSON 108-2	Eng Make/Model - FRANKLIN 165HC	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2078	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 165 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- 310/006 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 4000 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 RIFLE, CO</p> <p>Destination ASPEN, CO</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 ASPEN</p> <p>Runway Ident - 15</p> <p>Runway Lth/Wid - 6001/ 80</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 30</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 61</p> <p>Make/Model- 61</p> <p>Instrument- 3</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 61</p>
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Instrument Rating(s) - NONE

-----Narrative-----

WHILE INBOUND, THE PLT CHECKED THE ATIS WHICH WAS REPORTING A WIND FROM 350 DEG AT 10 KTS. HE CONTINUED INBOUND, AND WHEN HE CHECKED WITH THE TOWER, THE WIND WAS FROM 350 DEG AT 6 KTS. THE PLT WAS CLEARED TO LAND ON THE RWY OF HIS CHOICE, HE STATED THAT HE ELECTED TO LAND ON RWY 15 INSTEAD OF RWY 33, SINCE RWY 15 SLOPED UPHILL. REPORTEDLY, AT APRC 75 FT AGL, THE ACFT ENCOUNTERED TURBULENCE & A DOWNDRAFT OR WIND SHEAR. THE PLT APPLIED POWER, BUT THE ACFT TOUCHED DOWN IN A 3-POINT ATTITUDE, THEN BECAME AIRBORNE AGAIN TO ABOUT 30 FT AGL. HE ELECTED TO CONTINUE THE LANDING SINCE THERE WAS SUFFICIENT RWY REMAINING. HOWEVER, THE ACFT ENCOUNTERED TURBULENCE AGAIN & THEN AFTER IT TOUCHED DOWN A GUST OF WIND WAS ALSO ENCOUNTERED. SUBSEQUENTLY, THE ACFT WENT OFF THE SIDE OF THE RWY ONTO SNOW COVERED TERRAIN & NOSED OVER.

Brief of Accident (Continued)

File No. - 1024

3/30/83

ASPEN, CO

A/C Reg. No. N434C

Time (Lc1) - 1541 MST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. WEATHER CONDITION - TURBULENCE
 4. WEATHER CONDITION - WINDSHEAR
 5. WEATHER CONDITION - GUSTS
 6. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 8. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - SNOW COVERED
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1051 6/25/83 MADISON,CT A/C Reg. No. N2979T Time (Lcl) - 1350 EDT

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

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

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

Make/Model - BELLANCA 8KCAB	Eng Make/Model - LYCOMING AEIO-320-E1B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 330/020 KTS Visibility - 20.0 SM Lowest Sky/Clouds - SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination 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 GRISWOLD Runway Ident - UNK/NR Runway Lth/Wid - UNK/NR Runway Surface - UNK/NR Runway Status - UNK/NR
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND GLIDER	Age - 34 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 500 Make/Model- 400 Instrument- 10 Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Last 90 Days- UNK/NR
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND WHILE PERFORMING AEROBATIC MANEUVERS DURING AN AIRSHOW. WITNESSES SAID IT APPEARED THAT THE PILOT WAS HAVING TROUBLE STAYING IN THE ASSIGNED AREA FOR THE MANEUVERS BECAUSE OF HIGH WINDS. THE WINDS WERE ESTIMATED AT 20 KTS GUSTING TO 25 KTS FROM 330 DEGREES. THE ACFT WAS NOT ONLY DRIFTING WITH THE WIND BUT THE PILOT WAS ALLOWING EACH MANEUVER TO GO LOWER AND WIDER AS LATER VIEWED ON VIDEO. THE LAST MANEUVER WAS A SNAP ROLL WHICH APPEARED TO BE IMPROPERLY EXECUTED RESULTING IN A LOSS OF ALTITUDE AND IMPACT WITH THE GROUND/WATER. THE ACFT COCKPIT AREA WAS SUBMERGED IN WATER BUT THE PILOT WAS RESCUED. HE SUCCEMDED TO HIS INJURIES, HOWEVER 4 DAYS LATER.

Brief of Accident (Continued)

File No. - 1051

6/25/83

MADISON, CT

A/C Reg. No. N2979T

Time (Lcl) - 1350 EDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. AEROBATICS - PERFORMED - 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. - 1040 5/06/83 GAINESVILLE, FL A/C Reg. No. N3237U Time (Lcl) - 1446 EDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries			
Name of Carrier	-KENN AIRE HOLDING CORPORA	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	4
Accident Occurred During	-LANDING						

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

Make/Model	- CESSNA 421C	Eng Make/Model	- CONTINENTAL GTSIO-520-L	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 7450	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 375 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	WEST PALM BEACH, FL			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		GAINESVILLE REGIONAL	
Wind Dir/Speed	- 180/006 KTS			Runway Ident	- 06
Visibility	- 10.0 SM	ATC/Airspace		Runway Lth/Wid	- 4147/ 150
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
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, CFI, FLT ENG	Current - YES	Total - 24400	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - 1	Make/Model - 1220	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 3030	Last 90 Days - 55
		Multi-Eng - 14200	Rotorcraft - 5000

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

DURING TAKEOFF, THE AIRCREW HEARD AN UNUSUAL "THUD" SOUND AS THE GEAR WAS RETRACTING, BUT ALL GEAR INDICATIONS WERE NORMAL. PRIOR TO LANDING AT THE DESTINATION, 3 GREEN LIGHTS WERE OBSERVED WHEN THE LANDING GEAR SWITCH WAS MOVED TO EXTEND THE GEAR. A NORMAL TOUCHDOWN WAS MADE, BUT WHEN THE NOSE WAS LOWER, THE ACFT SETTLED ON ITS NOSE. AN INVESTIGATION REVEALED THAT THE ROD END, PN MS21242S4K, WHICH CONNECTS THE NOSE GEAR TO THE NOSE GEAR ACTUATOR, HAD FAILED. A METALLURGICAL EXAM REVEALED SIGNS OF HIGH STRESS FATIGUE CRACKING OVER 1/2 OF THE FRACTURE SURFACE. THE FATIGUE ORIGINATED IN THE CURVE OF A THREAD RUNOUT THAT WAS CORRODED. THE RADIUS OF THE CURVED SURFACE MEASURED 0.056 INCH. THE SPECIFICATION, MS-21242, REQUIRED A MINIMUM RADIUS OF 0.063 INCH. SINCE THE DOWN POSITION SWITCH WAS CONNECTED THE ACTUATOR, IT HAD INDICATED A SAFE INDICATION WHEN THE ACTUATOR HAD OPERATED TO THE EXTENDED POSITION. HOWEVER, WITH THE ROD END FAILURE, THE NOSE GEAR WAS HANGING IN AN LOCKED POSITION.

Brief of Accident (Continued)

File No. - 1040

5/06/83

GAINESVILLE, FL

A/C Reg. No. N3237U

Time (Lc1) - 1446 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - INCORRECT
2. MATERIAL DEFECT (INADEQUATE QUALITY CONTROL) - MANUFACTURER
3. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - CORRODED
4. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FATIGUE

Occurrence #2 NOSE GEAR COLLAPSED

Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1117 5/15/83 ARCADIA, FL A/C Reg. No. N9558V Time (Lcl) - 1630 EDT

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

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

-----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	- UNK/NR
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 4000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">ARCADIA MUNICIPAL</p> <p style="padding-left: 20px;">Runway Ident - 13</p> <p style="padding-left: 20px;">Runway Lth/Wid - 2678/ 150</p> <p style="padding-left: 20px;">Runway Surface - GRASS/TURF</p> <p style="padding-left: 20px;">Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 46</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 14</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 - 360</p> <p style="padding-left: 20px;">Make/Model- 350</p> <p style="padding-left: 20px;">Instrument- UNK/NR</p> <p style="padding-left: 20px;">Multi-Eng - UNK/NR</p> <p style="padding-left: 20px;">Last 24 Hrs - UNK/NR</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>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT ON HIS APPROACH TO LAND, HIS SPEED WAS HIGHER THAN NORMAL & THE ACFT TOUCHED DOWN WELL PAST THE NORMAL TOUCHDOWN POINT. HE WAS UNABLE TO STOP ON THE REMAINING RWY. THE ACFT WENT OFF THE END OF THE RWY & COLLIDED WITH A DITCH. THE PLT REPORTED THAT THE FLAPS WOULD NOT FULLY EXTEND DUE TO A BATTERY PROBLEM. WITNESSES REPORTED THE FLAPS WERE IN THE 10 TO 15 DEG RANGE. REPORTEDLY, THE FLAPS OPERATED NORMALLY AFTER THE ACCIDENT WHEN NO AIR LOADS WERE PRESENT. THE PLT REPORTED THAT THE WINDS WERE VARIABLE UP TO 5 KTS. THE 1455 EDT WIND AT THE SARASOTA/BRADENTON ARPT WAS FROM 190 DEG AT 10 KTS.

Brief of Accident (Continued)

File No. - 1117

5/15/83

ARCADIA, FL

A/C Reg. No. N9558V

Time (Lcl) - 1630 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. ELECTRICAL SYSTEM, BATTERY - FAILURE, PARTIAL
2. FLIGHT CONTROL, FLAP - MOVEMENT RESTRICTED
3. WEATHER CONDITION - UNFAVORABLE WIND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1127 6/06/83 JACKSONVILLE, FL A/C Reg. No. N5BA Time (Lc1) - 2250 EDT

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

Type Operating Certificate-AIR CARRIER - ALL CARGO	Aircraft Damage	Injuries			
Name of Carrier -BO-S-AIRE AIRLINES INC.	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,DOMESTIC,CARGO	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

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

Make/Model - BEECH G18S	Eng Make/Model - P & W R-985	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL FIXED-MAINS RETRACT	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 9700	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ATLANTA,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	JACKSONVILLE
Wind Dir/Speed- 190/003 KTS		Runway Ident - 07
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 8000/ 150
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - IFR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 4200
SE LAND,ME LAND	Months Since - 15	Make/Model- 400
	Aircraft Type - UNK/NR	Instrument- 250
		Multi-Eng-- 1500
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING THE LANDING ROLL, WHILE ROLLING ON ALL 3 GEAR, THE TAILWHEEL FAILED & STEERED SIDWAYS CAUSING THE ACFT TO VEER OFF THE RWY. AN INVESTIGATION REVEALED THE TAILWHEEL TRUSS AXLE HAD FAILED. A FURTHER INSPECTION REVEALED THAT 50% OF THE FRACTURE SURFACE WAS RUSTED. ADDITIONALLY, THE ACFT HAD RECEIVED A PHASE 3 INSPECTION UNDER THE COMPANIES PROGRESSIVE MAINTENANCE PROGRAM, 26 FLT HRS PRIOR TO THE ACCIDENT. THIS PHASE INSPECTION CALLED FOR INSPECTION & RETRACT TESTING OF THE LANDING GEAR SYS. COMPANY PERSONNEL STATED THAT INSPECTION OF THE TRUSS AXLE WAS NOT ACCOMPLISHED.

Brief of Accident (Continued)

File No. - 1127

6/06/83

JACKSONVILLE, FL

A/C Reg. No. N5BA

Time (Lcl) - 2250 EDT

Occurrence #1 TAIL GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, TAILWHEEL ASSEMBLY - FATIGUE
 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
-

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

Finding(s)

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

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. - 1039 6/12/83 CHULUOTA, FL A/C Reg. No. N155SS Time (Lcl) - 1425 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 -APPROACH			0	0	1	0
			0	0	0	0

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

Make/Model - BURKHART GROB FLUGZEUGBA G102	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - BODY GEAR	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - 836	Engine Type - N/A	
No. of Seats - 1	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FLYING SEMINOLE
Wind Dir/Speed- 140/004 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 160
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 71
SE LAND	Months Since - 6	Last 24 Hrs - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Last 30 Days - UNK/NR
		Last 90 Days - 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AFTER HE WAS AIRBORNE FOR 40 MIN, HE WAS FORCED TO TERMINATE THE FLT DUE TO THE APCH OF A SEVERE RAIN SHOWER. HE STATED THAT WHEN THE ACFT WAS ON A FINAL APCH TO RWY 11, A SINK RATE DEVELOPED THAT HE COULD NOT ARREST. SUBSEQUENTLY, THE ACFT STRUCK TREES APRX 100 FT SHORT OF THE RWY. THE PLT STATED THAT RAIN STARTED FALLING AS HE EXITED THE ACFT. HE ATTRIBUTED THE SINK TO TURBULENCE FROM THE APPROACHING THUNDERSTORM.

Brief of Accident (Continued)

File No. - 1039

6/12/83

CHULUOTA, FL

A/C Reg. No. N155SS

Time (Lcl) - 1425 EDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - THUNDERSTORM
 3. WEATHER CONDITION - TURBULENCE
 4. WEATHER CONDITION - DOWNDRAFT
-

Occurrence #2 UNDERSHOOT
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)

5. OBJECT - TREE(S)
-

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

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

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

Brief of Accident

Time (Lc1) - 0939 CDT

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

Fire
NONE

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

Airport Data

Runway Status - N/A

Last 90 Days- 27

Instrument Rating(s) - NONE

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Brief of Accident (Continued)

File No. - 1129

6/18/83

PENSACOLA, FL

A/C Reg. No. N64079

Time (Lc1) - 0939 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. OBJECT - TREE(S)
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1124 6/20/83 DAYTONA BEACH, FL A/C Reg. No. N49047 Time (Lcl) - 1144 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DAYTONA
Wind Dir/Speed- 110/008 KTS	ATC/Airspace	Runway Ident - 06R
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 100
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 30000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 66
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 40
		Last 30 Days- UNK/NR
		Instrument- 18
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE THE STUDENT PLT TOOK OFF, THE WINDS WERE REPORTED FROM 080 TO 090 DEG AT 8 TO 9 KTS. AFTER TAKEOFF, HE STAYED IN A CLOSED PATTERN & MADE 3 TOUCH-AND-GO LANDINGS. INITIALLY, HE USED 30 DEG OF FLAPS FOR LANDING. HOWEVER, HE NOTED VARYING X-WIND CONDITIONS THAT SEEMED GUSTY & SHIFTING. HE CHANGED TO 20 DEG OF FLAPS FOR LANDING, WHICH PROVIDED MORE CONTROL. WHILE ON THE DOWNWIND FOR EACH LANDING, THE TOWER CONTROLLER REPORTED THAT THE WIND WAS VARIABLE FROM 110 TO 150 DEG. ON THE 4TH LANDING APCH, THE ACFT ENCOUNTERED TURBULENCE AT APRX 50 FT AGL & THE ACFT DROPPED 25 TO 30 FT. THE STUDENT ADDED POWER & MAINTAINED CONTROL UNTIL HE FLARED FOR LANDING. THE ACFT ENCOUNTERED A GUST & BALLOONED, THEN LANDED HARD & BOUNCED. THE STUDENT RECOVERED & CONTINUED THE LANDING. WHEN THE NOSE WAS LOWERED AFTER TOUCHDOWN, IT CONTINUED TO SETTLE & THE PROPELLER & RIGHT WING HIT THE GROUND.

Brief of Accident (Continued)

File No. - 1124

6/20/83

DAYTONA BEACH, FL

A/C Reg. No. N49047

Time (Lc1) - 1144 EDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER CONDITION - CROSSWIND
 4. WEATHER CONDITION - GUSTS
 5. WEATHER CONDITION - TURBULENCE
 6. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

Finding(s)

8. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1125 6/26/83 CLEARWATER, FL A/C Reg. No. N64795 Time (Lcl) - 0946 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	3
Accident Occurred During - LANDING					

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

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

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

Weather Data	Itinerary	Airport Proximity
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	ST. PETERBURG/CLEARWATER
Wind Dir/Speed- 050/005 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5722/ 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 - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4000
SE LAND, ME LAND	Months Since - 9	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 28
		Last 30 Days- UNK/NR
		Instrument- 800
		Last 90 Days- 2
		Multi-Eng - 3700

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING THE LANDING, THE ACFT BOUNCED TWICE, THEN ON THE 3RD TOUCHDOWN, THE NOSE GEAR COLLAPSED. AN INVESTIGATION REVEALED THE ACFT WAS LOADED BEYOND ITS MAX LIMITED BY AN ESTIMATED 246 LBS.

Brief of Accident (Continued)

File No. - 1125

6/26/83

CLEARWATER, FL

A/C Reg. No. N64795

Time (Lc1) - 0946 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1123 7/10/83 BUNNELL, FL A/C Reg. No. N2512Z Time (Lc1) - 1240 EDT

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

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

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

Make/Model - BELLANCA 8KCAB	Eng Make/Model - LYCOMING AEIO-360-H1A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point ST. AUGUSTINE, FL	
Method - N/A	Destination	Airport Data
Completeness - N/A	SAME AS ACC/INC	WEEKS AIRSTRIP
Basic Weather - VMC	ATC/Airspace	Runway Ident - 36
Wind Dir/Speed- 030/008 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 1320/ 65
Visibility - 7.0 SM	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 25000 FT THIN BKN	Type Apch/Lndg - NONE	Runway Status - WET
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1138
SE LAND, SE SEA	Months Since - 6	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 391
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED THE TAILWHEEL EQUIPPED ACFT ON RWY 36 WITH A WIND FROM 030 DEG AT 8 KTS. ACCORDING TO THE PLT, THE MAIN GEAR BECAME BOGGED IN SOFT SOD DURING THE LATTER PART OF THE LANDING ROLL-OUT & THE PLANE NOSED OVER. THE PLT REPORTED THAT HE HAD 1007 HRS TOTAL TIME IN TAILWHEEL EQUIPPED ACFT.

Brief of Accident (Continued)

File No. - 1123

7/10/83

BUNNELL, FL

A/C Reg. No. N2512Z

Time (Lc1) - 1240 EDT

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1163 1/27/83 GRAND ISLE B43Q,GM A/C Reg. No. N5012T Time (Lcl) - 0805 CST

---Basic Information---

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries	
Name of Carrier	-PETROLEUM HELICOPTERS	SUBSTANTIAL		Fatal	
Type of Operation	-NON SCHED,DOMESTIC,PAX/CARGO	Fire	Crew	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0
Accident Occurred During	-TAKEOFF				2
					1

---Aircraft Information---

Make/Model	- BELL 206L-1	Eng Make/Model	- ALLISON 250L28B	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4250	Engine Type	- TURBOSHAFT		
No. of Seats	- 7	Rated Power	- 435 HP		

---Environment/Operations Information---

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	WEST DELTA 68U,GM	GRAND ISLE 43Q
Wind Dir/Speed- 310/030 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - COMPANY(VFR)	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 700 FT	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 700 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 - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1732
SE LAND	Months Since - 4	Make/Model- 741
HELICOPTER	Aircraft Type - BH-206	Instrument- 324
		Multi-Eng - 10
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 98
		Rotorcraft - 1596

Instrument Rating(s) - HELICOPTER

---Narrative---

DUE TO THE LOCATION OF A GAS SEPARATOR, THE PLT STARTED TO TAKEOFF FROM AN OIL RIG PLATFORM WITH A LEFT CROSS-WIND AT APRX 30 KTS, GUSTING 35 TO 40 KTS. AFTER LIFTING OFF TO A HOVER, WIND GUSTS WERE ENCOUNTERED. THE PLT REPORTED THAT THE ACFT TURNED 10 TO 15 DEG LEFT & BANKED APRX 10 DEG TO THE RIGHT. HE REPORTED THAT THE GUSTS LET UP SLIGHTLY & THE ACFT STABILIZED (LEVEL) MOMENTARILY, THEN ADDITIONAL GUSTS WERE ENCOUNTERED. HE STATED THAT THE ACFT ROLLED APRX 15 DEG RIGHT WHEN HE RAN OUT OF LEFT CYCLIC. REPORTEDLY, HE LOWERED THE COLLECTIVE, BUT NOT BEFORE DYNAMIC ROLLOVER COULD BE AVOIDED.

Brief of Accident (Continued)

File No. - 1163

1/27/83

GRAND ISLE B43Q,GM

A/C Reg. No. N5012T

Time (Lc1) - 0805 CST

Occurrence #1 ROLL OVER
Phase of Operation TAKEOFF

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - HIGH OBSTRUCTION(S)
 2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - CROSSWIND
 4. WEATHER CONDITION - HIGH WIND
 5. WEATHER CONDITION - GUSTS
 6. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1145 3/01/83 SHIPSHOAL 295,GM A/C Reg. No. N1076S Time (Lcl) - 1055 CST

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

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

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

Make/Model	- BELL 206L-1	Eng Make/Model	- ALLISON 250-C28	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4050	Engine Type	- TURBOSHAFT		
No. of Seats	- 7	Rated Power	- 435 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SHIPSHOAL 246,GM	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SHIPSHOAL 295,GM	SHIPSHOAL 295
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - COMPANY(VFR)	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1487
SE LAND	Months Since - 9	Make/Model- 478
HELICOPTER	Aircraft Type - 206B	Instrument- 0
		Multi-eng - 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 166
		Rotorcraft - 1487

Instrument Rating(s) - HELICOPTER

-----Narrative-----

REPORTEDLY, THE WINDS WERE VARIABLE A 2 TO 4 KTS AS THE PLT BEGAN HIS APPROACH TO AN OFF-SHORE OIL RIG. HE STATED THAT HE CHOSE TO TERMINATE THE LANDING FROM A 4 FT HOVER. AT APRX 15 FT ABOVE & 5 FT SHORT OF THE HELIPAD, THE HELICOPTER BEGAN TO DROP AT AN ACCELERATED RATE. THE PLT STATED THAT HE APPLIED COLLECTIVE, BUT THE ACFT FELL THROUGH & HE WAS UNABLE TO SLOW THE FALL. THE HELICOPTER IMPACTED INITIALLY ON THE FLAT SAFETY NET SHORT OF THE HELIPAD. IT THEN TURNED 180 DEG & BOUNCED ONTO THE HELIPAD. NO PREIMPACT MALFUNCTION OR FAILURE OF THE ENGINE WAS FOUND DURING A TEARDOWN. REPORTEDLY, THE ACCIDENT OCCURRED WHEN THE HELICOPTER CONTINUED TO SETTLE WITH POWER.

Brief of Accident (Continued)

File No. - 1145

3/01/83

SHIPSHOAL 295,GM

A/C Reg. No. N1076S

Time (Lcl) - 1055 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. PROPER DESCENT RATE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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

----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. - 1128 4/10/83 GULF OF MEXICO, GM A/C Reg. No. N87498 Time (Lc1) - 2318 CST

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

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

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

Make/Model	- CESSNA 310R	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	COLUMBUS, MS	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MOBILE, AL	Runway Ident - N/A
Wind Dir/Speed - 240/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3000
ME LAND	Months Since - 6	Make/Model - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 275
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT FLEW FROM MOBILE, AL TO PENSACOLA, FL, WHERE A PASSENGER ENPLANED FOR A FLT TO COLUMBUS, MS. AFTER THE PASSENGER DISEMBARKED AT COLUMBUS, THE PLT TOOK OFF ON AN IFR FLT PLAN BACK TO MOBILE AT AN ALTITUDE OF 7000 FT. REPORTEDLY, THE FLT PROGRESSED NORMALLY UNTIL 2235 CST WHEN MEMPHIS CENTER PROVIDED INSTRUCTIONS FOR THE PLT TO CONTACT HOUSTON CENTER. THERE WAS NO RESPONSE FROM THE PLT & REPEATED ATTEMPTS TO ESTABLISH CONTACT WERE TO NO AVAIL. THE ACFT CONTINUED OVER THE GULF OF MEXICO. AT 2315 CST, THE PLANE BEGAN DESCENDING FROM 7000 FT, AND AT 2318, RADAR CONTACT WAS LOST AS THE ACFT DESCENDED THRU 3500 FT. LATER, PERSONNEL ON AN OIL COMPANY VESSEL FOUND A WING TIP FROM THE ACFT. THE PLT WAS PRESUMED TO HAVE BEEN FATALLY INJURED & THE ACFT WAS PRESUMED TO HAVE BEEN DESTROYED.

Brief of Accident (Continued)

File No. - 1128

4/10/83

GULF OF MEXICO,GM

A/C Reg. No. N87498

Time (Lc1) - 2318 CST

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

Finding(s)
1. UNDETERMINED

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. - 1116 3/07/83 OLLIE,IA A/C Reg. No. N8803G Time (Lcl) - 1630 CST

---Basic Information---

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

---Aircraft Information---

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

---Environment/Operations Information---

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	OTTUMWA,IA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 290/013 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 6000 FT OVERCAST	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

---Personnel Information---

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 31
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 6
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 29

Instrument Rating(s) - NONE

---Narrative---

THE STUDENT REPORTED THAT THE ENG LOST APRX 500 RPM WHILE HE WAS PRACTICING TURNS & STALLS AT AN ALTITUDE OF APRX 3500 FT MSL. REPORTEDLY, THE SITUATION BECAME WORSE & HE WAS UNABLE TO MAINTAIN ALTITUDE. HE APPLIED CARBURETOR HEAT, BUT IT DID NOT HELP. SUBSEQUENTLY, A PRECAUTIONARY LANDING WAS MADE. DURING THE LANDING ROLL, THE NOSEWHEEL SANK IN SOFT TERRAIN & THE ACFT NOSED OVER. AN EXAM & DISASSEMBLY OF THE ENG DID NOT DISCLOSE ANY EVIDENCE OF A MALFUNCTION OR FAILURE THAT CONTRIBUTED TO THE POWER LOSS. THE TEMP & DEW POINT WERE 40 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, SERIOUS CARBURETOR ICING COULD OCCUR AT GLIDE POWER & SERIOUS CARBURETOR ICING CONDITIONS EXISTED FOR CRUISE POWER.

Brief of Accident (Continued)

File No. - 1116

3/07/83

OLLIE,IA

A/C Reg. No. N8803G

Time (Lc1) - 1630 CST

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

Finding(s)

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

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1188 6/18/83 LA PORTE CITY, IA A/C Reg. No. N3862L Time (Lcl) - 1630 CDT

---Basic Information---

Type Operating Certificate	AIR CARRIER	Aircraft Damage					
	ON-DEMAND AIR TAXI	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	3
Accident Occurred During	-LANDING						

---Aircraft Information---

Make/Model	- CESSNA 172G	Eng Make/Model	- CONTINENTAL O-300-D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

---Environment/Operations Information---

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	KIRKSVILLE, MO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	NICHOLS
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 08
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 100
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

---Personnel Information---

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 915
SE LAND	Months Since - 8	Make/Model- 535
	Aircraft Type - C-172G	Instrument- 102
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 42

Instrument Rating(s) - AIRPLANE

---Narrative---

SCATTERED RAIN SHOWERS IN THE AREA HAD JUST MADE THE TURF RWY WET. THE PILOT REPORTED THAT AS HE TURNED OFF THE RWY THE ACFT SKIDDED AND WENT SIDEWAYS INTO A DITCH.

Brief of Accident (Continued)

File No. - 1188

6/18/83

LA PORTE CITY, IA

A/C Reg. No. N3862L

Time (Lc1) - 1630 CDT

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

Finding(s)

1. TERRAIN CONDITION - RUNWAY
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. AIRSPEED - ABOVE - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - DITCH
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1120 7/28/83 DANBURY,IA A/C Reg. No. N412JS Time (Lcl) - 1815 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	0
Accident Occurred During -LANDING			0	0	0
					1
					1

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

Make/Model - SCHIPPERS BD-4	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	AINSWORTH,NE	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MARSHALL TOWN,IA	Runway Ident - N/A
Wind Dir/Speed- 060/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 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 - 5000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1600
SE LAND	Months Since - 5	Make/Model- 402
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 34
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE, THE PROPELLER SEPARATED FROM THE HOME BUILT ACFT. SUBSEQUENTLY, THE NOSE GEAR FAILED & THE MAIN GEAR WERE DAMAGED DURING A LANDING ON ROLLING TERRAIN. AN EXAMINATION REVEALED THAT THE MOUNTING BOLTS FOR A PROPELLER SPACER HAD FAILED. THE SPACER HAD BEEN INSTALLED BETWEEN THE ENGINE & THE PROPELLER TO OFFSET A CLEARANCE PROBLEM.

Brief of Accident (Continued)

File No. - 1120

7/28/83

DANBURY,IA

A/C Reg. No. N412JS

Time (Lc1) - 1815 CDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES,HUB - FAILURE,TOTAL
2. PROPELLER SYSTEM/ACCESSORIES,HUB - SEPARATION

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

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

Finding(s)

3. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1002 8/08/83 SIOUX CITY, IA A/C Reg. No. N555M Time (Lcl) - 1520 CDT

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

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

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

Make/Model	- BEECH M35	Eng Make/Model	- CONTINENTAL IO-470-C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2950	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 250 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	BASSETT, NE	SIOUX CITY MUNICIPAL
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 22
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- 6888/ 150
Obstructions to Vision	Type Apch/Lndg	Runway Surface
Precipitation	- NONE	- CONCRETE
Condition of Light		Runway Status
		- DRY

-----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
SE LAND, ME LAND	Months Since	- 19	- 507
	Aircraft Type	- K35	Make/Model
			- 400
			Instrument
			- 10
			Multi-Eng
			- 107

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT THE LANDING GEAR SWITCH WAS DOWN WHEN HE STARTED THE TAKEOFF ROLL. WHEN THE ACFT HAD ACCELERATED TO APRX 50 MPH DURING THE TAKEOFF ROLL, THE LANDING GEAR RETRACTED/COLLAPSED, NOSE WHEEL FIRST, FOLLOWED BY THE MAIN GEAR. THE PLT STATED THAT AFTER THE ACFT SLID TO A STOP, HE MOVED THE LANDING GEAR SWITCH FROM THE "DOWN" TO THE "UP" POSITION BEFORE HE DEPARTED THE ACFT. MAINTENANCE PERSONNEL WHO WERE AT THE ACFT IMMEDIATELY AFTER THE MISHAP, CONFIRMED THAT THE LANDING GEAR SWITCH WAS IN THE "UP" POSITION WHEN THEY ARRIVED. AN INSPECTION OF THE LANDING GEAR & GEAR WARNING SYSTEMS REVEALED NO EVIDENCE OF A PRE-ACCIDENT MALFUNCTION. THE GEAR WARNING HORN SOUNDED WHEN CHECKED WITH THE SQUAT SWITCH OPEN. THE PLT STATED THAT HE DID NOT HEAR A HORN DURING THE TAKEOFF SEQUENCE. ALSO, THE PLT NOTED THAT THE FLAP SWITCH WAS IN THE "DOWN" POSITION, WHEN HE ARRIVED AT THE ACFT, BUT THE FLAPS WERE IN THE RETRACTED POSITION. HE BELIEVED SOMEONE HAD PUT THE FLAP SWITCH DOWN AFTER THE MASTER SWITCH WAS OFF.

Brief of Accident (Continued)

File No. - 1002

8/08/83

SIOUX CITY, IA

A/C Reg. No. N555M

Time (Lcl) - 1520 CDT

Occurrence GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

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. - 1189 9/24/83 FORT MADISON, IA A/C Reg. No. N2023F Time (Lcl) - 0930 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	NONE	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	- BALLOON WORKS FIREFLY 6	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- N/A		
No. of Seats	- UNK/NR	Rated Power	- N/A		

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 170/015 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>KEOKUK, IA</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 - UNK/NR</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p> <p>FREE BALLOON</p>	<p>Age - 43</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 11</p> <p>Aircraft Type - FIREFLY</p>	<p>Medical Certificate - NO MEDICAL</p> <p>Flight Time (Hours)</p> <p>Total - 53</p> <p>Make/Model- 53</p> <p>Instrument- 0</p> <p>Multi-eng - 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 19</p> <p>Rotorcraft - 0</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE BALLOON WAS ONE OF 25 BALLOONS PARTICIPATING IN AN EVENT. THE PLTS HAD RECEIVED A COLLECTIVE BRIEFING FROM THE BALLOON MASTER AT 0630 WHO STATED THAT CURRENT WINDS AT NEARBY REPORTING FACILITIES WERE 8-10 KTS. THE 0600 OBSERVATION AT BURLINGTON, IA, LOCATED 25 NM NE OF THE TAKEOFF SITE, WAS 170 DEG AT 11 KTS. BY 0700 THE WINDS WERE 160 DEG AT 14 KTS, GUSTING TO 23 KTS. THE FLT DEPARTED AT 0845. THE PLT REPORTED THAT DURING FLT THE WINDS BECAME STRONGER & GUSTIER. DURING THE LANDING IN AN OPEN FIELD THE BASKET TIPPED OVER & THE PLT FELL AGAINST A FUEL TANK BREAKING HIS LEG. THE PLT LATER RECOMMENDED THAT FUEL TANKS SHOULD BE PADDED.

Brief of Accident (Continued)

File No. - 1189

9/24/83

FORT MADISON, IA

A/C Reg. No. N2023F

Time (Lc1) - 0930 CDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - HIGH WIND
4. WIND INFORMATION - 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) 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. - 1187 10/16/83 CARLISLE,IA A/C Reg. No. N2825T Time (Lcl) - 0530 CDT

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

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

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

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	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	UNK/NR
Method - N/A	CLEVELAND,OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DES MOINES,IA	Runway Ident - UNK/NR
Wind Dir/Speed- 310/005 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 45.0 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 - NIGHT(DARK)		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 338
SE LAND	Months Since - UNK/NR	Make/Model- 135
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THE FUEL GAUGES READ FULL ON THE GROUND BUT AS HE LEVELED OFF IN CRUISE THEY DROPPED TO A READING OF MUCH LESS THAN FULL. THE ACFT RAN OUT OF FUEL SHORT OF DESTINATION. THE PILOT BLAMED THE FLU AND FATIGUE FOR HIS OVERSIGHT.

Brief of Accident (Continued)

File No. - 1187

10/16/83

CARLISLE,IA

A/C Reg. No. N2825T

Time (Lc1) - 0530 CDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. IMPROPER DECISION,FATIGUE(LACK OF SLEEP) - PILOT IN COMMAND
5. IMPROPER DECISION,PHYSICAL IMPAIRMENT(OTHER ORGANIC PROBLEM) - PILOT IN COMMAND
6. FLUID - EXHAUSTION

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

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

----Probable Cause----

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

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. - 1015 8/16/83 NAMPA, ID A/C Reg. No. N79833 Time (Lcl) - 0840 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 - MOONEY M20E	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	CALDWELL, ID	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	RENO, NV	Runway Ident - N/A
Wind Dir/Speed- 120/006 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 - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1248
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 78
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CLIMBING, APRX 10 MILES WEST OF THE DEPARTURE AIRPORT, THE ENG LOST POWER. THE PLT ATTEMPTED TO GLIDE BACK TO THE ARPT. WHEN HE REALIZED HE COULD NOT REACH THE ARPT, HE SELECTED A GRASSY FIELD FOR AN EMERGENCY LANDING. DURING THE LANDING ROLL, THE RIGHT WING COLLIDED WITH A FENCE POST. DURING AN EXAM OF THE ENG, FOREIGN MATERIAL WAS FOUND IN THE BENDIX FUEL INJECTOR.

Brief of Accident (Continued)

File No. - 1015

8/16/83

NAMPA, ID

A/C Reg. No. N79833

Time (Lc1) - 0840 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FLUID,FUEL - CONTAMINATION

2. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - FENCE

-----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. - 1118

10/15/83

MCCALL, ID

A/C Reg. No. N738RD

Time (Lcl) - 1230 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -CLIMB

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

Make/Model - CESSNA 172

Eng Make/Model - LYCOMING O-320-H1AD

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2300

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 160 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 290/005 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 10000 FT

Lowest Ceiling - 10000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CHAMBERLAIN, ID

Destination

MCCALL, ID

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

HELICOPTER

Age - 23

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 332

Make/Model- 57

Instrument- 48

Multi-Eng - 6

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 26

Rotorcraft - 246

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE, THE PLT ENTERED A DRAINAGE AREA IN MOUNTAINOUS TERRAIN WITH THE INTENT OF CROSSING A RIDGE AT THE LOWEST POINT. AS HE CONTINUED IN A CANYON, HE HAD A 500 FT/MIN CLIMB RATE & HE BELIEVED HE COULD EASILY CLEAR THE RIDGE. HOWEVER, AS HE CONTINUED, THE CLIMB RATE DECREASED & HE GOT IN A POSITION WHERE THERE WAS INSUFFICIENT ROOM TO TURN AROUND. SUBSEQUENTLY, THE ACFT STRUCK THE TOP OF A TREE & CRASHED NEAR THE RIDGE AT AN ELEVATION OF APRX 7900 FT. THE PLT BELIEVED HE HAD ENCOUNTERED DOWNDRAFTS. THE ACFT WAS ESTIMATED TO BE NEAR ITS MAX GROSS WEIGHT LIMIT. ITS NORMAL CLIMB RATE AT THAT WEIGHT & ALT COMPUTED TO BE APRX 330 FT/MIN. HOWEVER, THE CLIMB RATE WAS NEAR ZERO JUST PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1118

10/15/83

MCCALL, ID

A/C Reg. No. N738RD

Time (Lcl) - 1230 MDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. TERRAIN CONDITION - RISING
 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 5. WEATHER CONDITION - DOWNDRAFT
 6. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
 7. MANEUVER - NOT POSSIBLE - PILOT IN COMMAND
 8. OBJECT - TREE(S)
-

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

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1098

1/19/83

CAHOKIA, IL

A/C Reg. No. N704LQ

Time (Lcl) - 1935 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Fire

Crew

0

0

0

2

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - CESSNA 150M

Eng Make/Model - CONTINENTAL O-200-A

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1600

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 100 HP

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

Weather Data

Wx Briefing - FSS

Method - TELETYPE

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 090/010 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 10000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

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

BI-STATE PARKS

Runway Ident - 12

Runway Lth/Wid - 5500/ 100

Runway Surface - CONCRETE

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - 19

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 770

Make/Model- 475

Instrument- 135

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 140

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A DITCH DURING A FORCED LANDING AFTER THE ENGINE QUIT DURING A TAKEOFF CLIMB. THE STUDENT PILOT WAS CLIMBING OUT AFTER A TOUCH AND GO LANDING AND AT ABOUT 200 FT AGL THE ENGINE QUIT. THE CFI TOOK CONTROL OF THE ACFT AND CHECKED FOR AN ENGINE PROBLEM. AT ABOUT 150 FT AGL THE ENGINE RESTARTED AND THEY CLIMBED BACK TO 200 FT AGL WHEN THE ENGINE QUIT AGAIN. THE CFI LINED UP FOR AN OFF ARPT LANDING DURING WHICH THEY HIT A DRAINAGE DITCH. A FUEL LINE FROM THE SELECTOR VALVE TO THE ENGINE WAS INSPECTED AFTER THE ACCIDENT AND WATER CAME OUT OF THIS LINE AFTER IT WAS WARM. THE CFI SAID THE DRAINS AND SUMP WERE CHECKED DURING PREFLT BUT THEY WERE INEFFECTIVE SINCE THEY WERE NOT AT THE LOWEST POINT IN THE SYSTEM.

Brief of Accident (Continued)

File No. - 1098

1/19/83

CAHOKIA,IL

A/C Reg. No. N704LQ

Time (Lcl) - 1935 CST

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(CFI)
 3. FUEL SYSTEM,LINE - ICE
-

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

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
-

Occurrence #3 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) 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. - 1097 1/29/83 RICHVIEW,IL A/C Reg. No. N2377V Time (Lcl) - 1155 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	0	1

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

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-90-12F	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 - 90 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMMERCIAL WX SERVICE	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	CARBONDALE,IL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	BOSTON,MA	
Wind Dir/Speed- 150/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 400 FT PART OBS	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1200 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 272
SE LAND	Months Since - 3	Make/Model- 1
	Aircraft Type - UNK/NR	Instrument- 4
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A DITCH AND NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE STOPPED IN CRUISE FLT. THE PILOT SAID HE CHECKED THE CARBURETOR HEAT ON THE GROUND BUT DID NOT USE IT IN THE AIR. AFTER THE LANDING THE ENGINE WAS INSPECTED AND NO DISCREPANCIES FOUND. THE INSPECTING MECHANIC SAID HE HAD FOUND THAT THE C-140 WAS VERY SUSCEPTIBLE TO CARBURETOR ICING ON DAYS WITH A LOT OF MOISTURE IN THE AIR. ON THIS DAY THE TEMPERATURE WAS 39 DEGREES F THE DEW POINT WAS 36 DEGREES F AND THE RELATIVE HUMIDITY ABOUT 85 PERCENT.

Brief of Accident (Continued)

File No. - 1097

1/29/83

RICHVIEW,IL

A/C Reg. No. N2377V

Time (Lcl) - 1155 CST

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

Finding(s)

1. FUEL SYSTEM,CARBURETOR - ICE
 2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
 3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
-

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

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

Finding(s)

4. TERRAIN CONDITION - DITCH
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1095 2/04/83 CHICAGO, IL A/C Reg. No. N40793 Time (Lcl) - 1835 CST

---Basic Information---

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

---Aircraft Information---

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

---Environment/Operations Information---

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	MIDWAY
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

---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 - 129
SE LAND	Months Since - 22	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 129
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

---Narrative---

THE ACFT COLLIDED WITH A PARKED ACFT ON THE RAMP. THE STUDENT PILOT STARTED THE ACFT ON A SNOW COVERED ICY RAMP AT NIGHT THE PARKING BRAKES WERE SET BUT WHEN THE ENGINE STARTED THE ACFT TAXIED INTO ANOTHER ACFT. AFTER THE ACCIDENT THE BRAKES OF THE ACFT WERE CHECKED AND THERE WAS NO EVIDENCE OF MALFUNCTION.

Brief of Accident (Continued)

File No. - 1095

2/04/83

CHICAGO,IL

A/C Reg. No. N40793

Time (Lc1) - 1835 CST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. PROPER ASSISTANCE - NOT USED - PILOT IN COMMAND
 2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
 3. PROPER ASSISTANCE - NOT USED - PILOT IN COMMAND
 4. LIGHT CONDITION - NIGHT
-

-----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. - 1010

4/27/83

SCHAUMBURG,IL

A/C Reg. No. N519H

Time (Lcl) - 1630 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - ENSTROM F-28A

Landing Gear - SKID

Max Gross Wt - 2150

No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-C1A

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 205 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - FSS

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 300/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SCHAUMBURG,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 - SIMULATED FORCED LNDG

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

HELICOPTER

Age - 41

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1278

Make/Model- 510

Instrument- 5

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 100

Rotorcraft - 1250

Instrument Rating(s) - NONE

-----Narrative-----

THE RATED STUDENT WAS ON AN INSTRUCTIONAL FLT TO BECOME A HELICOPTER INSTRUCTOR PLT. DURING AN AUTOROTATIVE LANDING IN A FARMER'S FIELD, THE HELICOPTER LANDED HARD & THE MAIN ROTOR HIT THE TAIL CONE.

Brief of Accident (Continued)

File No. - 1010

4/27/83

SCHAUMBURG, IL

A/C Reg. No. N519H

Time (Lc1) - 1630 CST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
 2. AUTOROTATION - PERFORMED - DUAL STUDENT
 3. ALTITUDE - MISJUDGED - DUAL STUDENT
 4. FLARE - IMPROPER - DUAL STUDENT
 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1134 6/20/83 PARIS, IL A/C Reg. No. N952X Time (Lcl) - 0930 CDT

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

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

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

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P & W R-985	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 450 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	PARIS, IL	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	EGAR COMPANY
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 09
Lowest Sky/Clouds	Type of Clearance	Runway Lth/Wid
Lowest Ceiling	- NONE	- 3900/ 75
Obstructions to Vision	Type Apch/Lndg	Runway Surface
Precipitation	- NONE	- ASPHALT
Condition of Light		Runway Status
		- DRY

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

Pilot-In-Command	Age - 55	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 5188	Last 24 Hrs - 6
SE LAND,ME LAND	Months Since - 12	Make/Model- 451	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 468	Last 90 Days- 108
		Multi-Eng - 2680	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF THE GRUMMAN G-164A, N952X, REPORTED THAT AFTER THE ACFT WAS LOADED & FUELED, HE STARTED TO TAXI NORTHBOUND ON A TAXIWAY FROM THE RAMP TO THE RWY. AT ABOUT THE SAME TIME, A STUDENT PLT IN A CESSNA 152, N67449, HAD LANDED ON THE RWY & TURNED SOUTHBOUND ONTO THE TAXIWAY. THE STUDENT SAW THE G-164 & STOPPED ON THE RIGHT SIDE OF THE RWY. HOWEVER, THE PILOT OF THE G-164A DID NOT SEE THE CESSNA & CONTINUED NORTHBOUND. SUBSEQUENTLY, THE G-164A COLLIDED WITH THE CESSNA, DAMAGING THE LEFT WING OF EACH ACFT. THERE WAS NO UNICOM TRANSMISSION FROM EITHER PLT.

Brief of Accident (Continued)

File No. - 1134

6/20/83

PARIS,IL

A/C Reg. No. N952X

Time (Lc1) - 0930 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. TRAFFIC ADVISORY - NOT ISSUED - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. OBJECT - AIRCRAFT PARKED

-----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. - 1134 6/20/83 PARIS, IL A/C Reg. No. N67449 Time (Lcl) - 0930 CDT

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

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

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

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

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point PARIS, IL Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity ON AIRPORT Airport Data EDGAR COMPANY Runway Ident - 09 Runway Lth/Wid - 3900/ 75 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 49 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 13 Last 24 Hrs - 1 Make/Model- 13 Last 30 Days- UNK/NR Instrument- 0 Last 90 Days- 12
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF THE GRUMMAN G-164A, N952X, REPORTED THAT AFTER THE ACFT WAS LOADED & FUELED, HE STARTED TO TAXI NORTHBOUND ON A TAXIWAY FROM THE RAMP TO THE RWY. AT ABOUT THE SAME TIME, A STUDENT PLT IN A CESSNA 152, N67449, HAD LANDED ON THE RWY & TURNED SOUTHBOUND ONTO THE TAXIWAY. THE STUDENT SAW THE G-164 & STOPPED ON THE RIGHT SIDE OF THE RWY. HOWEVER, THE PILOT OF THE G-164A DID NOT SEE THE CESSNA & CONTINUED NORTHBOUND. SUBSEQUENTLY, THE G-164A COLLIDED WITH THE CESSNA, DAMAGING THE LEFT WING OF EACH ACFT. THERE WAS NO UNICOM TRANSMISSION FROM EITHER PLT.

Brief of Accident (Continued)

File No. - 1134

6/20/83

PARIS,IL

A/C Reg. No. N67449

Time (Lc1) - 0930 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. TRAFFIC ADVISORY - NOT ISSUED - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. OBJECT - AIRCRAFT MOVING ON GROUND

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

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

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. - 1016 7/28/83 CHICAGO,IL A/C Reg. No. N812WB Time (Lcl) - 1343 CDT

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

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

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

Make/Model - QUICKIE Q-2	Eng Make/Model - REVMASTER 2100D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	PORT COLUMBUS,OH	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CHICAGO-MIDWAY
Wind Dir/Speed- 250/012 KTS	ATC/Airspace	Runway Ident - 22L
Visibility - 6.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6102/ 175
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 23000 FT BROKEN	Type Apch/Lndg - ILS - COMPLETE	Runway Status - DRY
Obstructions to Vision- HAZE	CIRCLING	
Precipitation - NONE	TRAFFIC PATTERN	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 630
SE LAND	Months Since - 12	Make/Model- 30
	Aircraft Type - UNK/NR	Instrument- 147
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING AN EN ROUTE STOP, THE ACFT LANDED HARD, THEN BOUNCED & WAS DAMAGED IN THE AREA OF THE TAILWHEEL. REPORTEDLY, THE TAILWHEEL SPRING SEPARATED, THE RUDDER PEDALS FLOPPED FORWARD & CONTROL OF THE RUDDER WAS LOST. SUBSEQUENTLY, THE ACFT GROUND LOOPED TO THE LEFT, WENT OFF THE RWY & THE LEFT CANARD WAS BROKEN WHEN IT HIT A CLUMP OF DIRT. ACCORDING TO THE PLT, THE CANARD HAD LOST EFFICIENCY DUE TO ENCOUNTERING BUGS IN FLT.

Brief of Accident (Continued)

File No. - 1016

7/28/83

CHICAGO,IL

A/C Reg. No. N812WB

Time (Lcl) - 1343 CDT

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

Finding(s)
1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

Finding(s)
2. LANDING GEAR, TAILWHEEL ASSEMBLY - 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

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1113 8/01/83 LILY LAKE, IL A/C Reg. No. N27020 Time (Lc1) - 2010 CDT

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

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

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

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MAPLE PARK, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 330/003 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 - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT	TRAFFIC PATTERN	

-----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,CFI	Current - YES	Total - 8500
SE LAND,ME LAND	Months Since - 1	Make/Model- 525
	Aircraft Type - UNK/NR	Instrument- 1065
		Multi-Eng - 6000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT A NEIGHBOR HAD FLOWN THE ACFT EARLIER IN THE DAY & HAD PROBLEMS ADJUSTING THE ELEVATOR TRIM WHEN AIRBORNE. THE PLT STATED THAT BEFORE TAKEOFF, HE CHECKED THE TRIM, BUT IT WORKED NORMALLY, SO HE SET IT FOR CRUISE & MADE A NORMAL TAKEOFF. WHILE TURNING TO A X-WIND LEG, HE TRIED TO ADJUST THE ELEVATOR TRIM, BUT IT WOULD NOT OPERATE. THE PLT THEN TRIED TO RELIEVE THE AIRLOAD ON THE STABILIZER BY PULLING BACK ON THE STICK TO GO INTO A CLIMB, THEN RELEASING THE BACK PRESSURE TO PUT THE ACFT IN A NEAR ZERO "G" CONDITION. HE WAS STILL UNABLE TO MOVE THE TRIM. THE PLT PULLED UP AGAIN, BUT A LITTLE HARDER. HOWEVER, THIS TIME THE ACFT STALLED & WENT INTO A SPIN. THE PLT WAS UNABLE TO RECOVER BEFORE THE ACFT HIT THE GROUND. AN INVESTIGATION REVEALED THAT THE ELEVATOR TRIM WAS IN A SLIGHT NOSE DOWN POSITION, BUT NO PREIMPACT/MECHANICAL MALFUNCTION WAS DETECTED.

Brief of Accident (Continued)

File No. - 1113

8/01/83

LILY LAKE,IL

A/C Reg. No. N27020

Time (Lc1) - 2010 CDT

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

Finding(s)

1. FLT CONTROL SYST,ELEVATOR TAB CONTROL(TRIM) - BINDING(MECHANICAL)
 2. AIRSPEED - REDUCED - PILOT IN COMMAND
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1112 8/02/83 PITTSFIELD,IL A/C Reg. No. N111BT Time (Lcl) - 1805 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - PIPER PA-22
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
No. of Seats - 4

Eng Make/Model - LYCOMING O-290
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MAPLE PARK,IL
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRSTRIP

Airport Data
PITTSFIELD

Runway Ident - 25
Runway Lth/Wid - 1700/ 50
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 53

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 54	Last 24 Hrs	- 2
Make/Model-	10	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	5

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A PERSONAL FLT WITH A PASSENGER ON BOARD. DURING ARRIVAL, HE LANDED ON RWY 25 (1700 FT LONG) WITH A X-WIND FROM 160 DEG AT 8 KTS. HE REPORTED THAT THE LANDING WAS MADE ON HIS 2ND ATTEMPT, BUT HE DID NOT GET ON THE GROUND SOON ENOUGH TO SUCCESSFULLY STOP. THE ACFT CONTINUED OFF THE END OF THE RWY & STRUCK A FENCE.

Brief of Accident (Continued)

File No. - 1112

8/02/83

PITTSFIELD, IL

A/C Reg. No. N111BT

Time (Lc1) - 1805 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - FENCE

-----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. - 1130 9/06/83 CARBONDALE, IL A/C Reg. No. N6317D Time (Lcl) - 1730 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
2
1

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

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

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - COMPANY
Method - IN PERSON
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 190/020 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
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MURPHYSBORO
Runway Ident - 18
Runway Lth/Wid - 5800/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 21
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - 172RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 323	Last 24 Hrs	- 20
Make/Model-	30	Last 30 Days-	UNK/NR
Instrument-	32	Last 90 Days-	27
Multi-Eng	- 5		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PLT (CFI) WAS PROVIDING A DUAL CHECK-OUT FOR A PRIVATE PLT IN THE CESSNA 172. AFTER FLYING IN THE LOCAL AREA, THEY RETURNED TO THE ARPT TO PRACTICE TOUCH-AND-GO LANDINGS ON RWY 18. THE WINDS WERE REPORTED FROM 190 DEG AT 20, GUSTING 25 KTS. ON THE 1ST APCH, THE PRIVATE PLT STALLED THE PLANE DURING THE LANDING & THE NOSEWHEEL HIT HARD. THE CFI TOOK CONTROL TO DEMONSTRATE THE CORRECT FLARE ON THE 2ND TOUCH-AND-GO. HOWEVER, THE ACFT WAS LANDED HARD AGAIN & THE NOSE TIRE BLEW OUT. SUBSEQUENTLY, THE ACFT BOUNCED & THE NOSEWHEEL TRACKED TO THE RIGHT. THE NOSE GEAR STRUT & ENG FIRE WALL WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1130

9/06/83

CARBONDALE, IL

A/C Reg. No. N6317D

Time (Lcl) - 1730 CDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND(CFI)
 3. 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) 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. - 1030

9/10/83

GALESBURG,IL

A/C Reg. No. N49684

Time (Lcl) - 1100 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

NONE

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

Make/Model - BOEING A75-N1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2717
No. of Seats - 2

Eng Make/Model - CONTINENTAL W670-67
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 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- 210/016 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
ON AIRPORT

Airport Data

GALESBURG
Runway Ident - 20
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 60
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 950
Make/Model- 70
Instrument- 175
Multi-Eng - 20
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING AT THE GALESBURG ARPT, THE PLT WAS TURNING ONTO THE TAXIWAY WHEN THE ACFT GROUND LOOPED IN STRONG WIND CONDITIONS. THE LEFT WING WAS SUBSTANTIALLY DAMAGED DURING THE MISHAP.

Brief of Accident (Continued)

File No. - 1030

9/10/83

GALESBURG, IL

A/C Reg. No. N49684

Time (Lcl) - 1100 CDT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 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
-

-----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. - 1083 2/05/83 KENTLAND, IN A/C Reg. No. N6016V Time (Lcl) - 1600 CST

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

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

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

Make/Model - AERONCA 7BCM	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	KENTLAND
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3523
SE LAND, ME LAND, SE SEA	Months Since - 19	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 44
		Instrument- 555
		Last 30 Days- UNK/NR
		Last 90 Days- 31
		Multi-Eng - 2078

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT VEERED OFF THE RIGHT SIDE OF RWY 27 AND COLLAPSED THE LANDING GEAR DURING LANDING. THE WIND WAS FROM 180 DEGREES AT 15 KTS. THE PILOT DID NOT REPORT ANY MECHANICAL PROBLEMS WITH THE TAILWHEEL ACFT.

Brief of Accident (Continued)

File No. - 1083

2/05/83

KENTLAND, IN

A/C Reg. No. N6016V

Time (Lcl) - 1600 CST

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

Finding(s)

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

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

Finding(s)

4. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1080

3/25/83

ROCHESTER, IN

A/C Reg. No. N97270

Time (Lcl) - 1330 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
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

Crew
Pass

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

Make/Model - STINSON 108
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2000
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/NO
Stall Warning System - UNK/NR

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 210/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
INDIANAPOLIS, IN
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

FULTON COUNTY
Runway Ident - 29
Runway Lth/Wid - 3200/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 36
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 86
Make/Model- 11
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A SNOW BANK AND NOSED OVER DURING LANDING. THE WEATHER WAS VMC AND THE WIND WAS FROM 210 DEGREES AT 5 KTS. THE PILOT REPORTED HIS RIGHT FOOT SLIPPED OFF THE THE RUDDER PEDAL AND "ATTRIBUTES THIS TO STINSONS AND MANY OTHER ACFT WERE NOT DESIGNED FOR PILOTS OF ABOVE AVERAGE HEIGHT. AS I PULLED TO FREE MY RIGHT FOOT, THE RIGHT RUDDER PEDAL WAS ALSO PULLED IN ACTION AND THE CRAFT VEERED LEFT INTO A SNOW BANK ALONG THE RUNWAY AND NOSED OVER IN SOFT SNOW, UPSIDE DOWN".

Brief of Accident (Continued)

File No. - 1080

3/25/83

ROCHESTER, IN

A/C Reg. No. N97270

Time (Lc1) - 1330 EST

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

Finding(s)

1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - SNOWBANK
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1181 6/19/83 GREEN TOWNSHIP, IN A/C Reg. No. N40338 Time (Lcl) - 1930 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
2

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

Make/Model - MAULE M4-220C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A-350-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 220 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- 090/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - 27
Runway Lth/Wid - 2900 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 38

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 185
Make/Model- 91
Instrument- 2
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TRIED TO LAND DOWNWIND BUT HIS AIRSPEED WAS TOO HIGH AND THE GO-AROUND WAS STARTED TOO LATE. DURING CLIMBOUT THE LANDING GEAR CAUGHT ON A TELEPHONE CABLE WHICH ARRESTED THE ACFT.

Brief of Accident (Continued)

File No. - 1181

6/19/83

GREEN TOWNSHIP, IN

A/C Reg. No. N40338

Time (Lcl) - 1930 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
5. GO-AROUND - DELAYED - PILOT IN COMMAND
6. OBJECT - WIRE, TRANSMISSION

-----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. - 1183

9/02/83

WOLCOTT, IN

A/C Reg. No. N2549L

Time (Lcl) - 1505 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew 0
Pass 0

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

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

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

ELT Installed/Activated - YES/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- 140/004 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
RENSSELAER, IN

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WOLCOTT COMMUNITY
Runway Ident - 18
Runway Lth/Wid - 2640/ 60
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 41

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	16
Make/Model	16
Instrument	0
Last 24 Hrs	0
Last 30 Days	UNK/NR
Last 90 Days	14

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING TOUCH-AND-GO LANDINGS. HE STATED HE LANDED LONG WITH THE RIGHT WING SCRAPING A SHED. THE ACFT CONTINUED OFF THE END OF THE RWY AND STRUCK A TREE BEFORE COMING TO A STOP.

Brief of Accident (Continued)

File No. - 1183

9/02/83

WOLCOTT,IN

A/C Reg. No. N2549L

Time (Lc1) - 1505 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)
4. OBJECT - BUILDING(NONRESIDENTIAL)
5. OBJECT - TREE(S)

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

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

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. - 1003 8/27/83 JUNCTION CITY,KS A/C Reg. No. N6191L Time (Lcl) - 1730 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 -APPROACH

Fire NONE
Crew Pass

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

Make/Model - GRUMMAN AMERICAN AA-5
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 090/012 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MINNEAPOLIS,MN
Destination
JUNCTION CITY,KS

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

JUNCTION CITY MUNICIPAL
Runway Ident - 18
Runway Lth/Wid - 3500/ 75
Runway Surface - ASPHALT
Runway Status - WET

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

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

Age - 36
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - A36

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2656
Make/Model- 8
Instrument- UNK/NR
Multi-Eng - 224
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 8
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PLT NOTICED AN ISOLATED THUNDERSTORM JUST TO THE WEST OF THE ARPT. WHILE ON THE APPROACH, HE NOTICED THE WIND SOCK INDICATING A SOUTHEAST WIND WITH LITTLE VELOCITY. THE PLT STATED THAT WHEN HE WAS ON A SHORT FINAL APPROACH, THE WIND SHIFTED TO THE NORTH, PROBABLY DUE TO THE PROXIMITY OF THE THUNDERSTORM. FINDING HIMSELF HALFWAY DOWN THE RWY AFTER ENCOUNTERING THE WINDSHIFT, HE ATTEMPTED TO GO AROUND. HE MISSED SOME WIRES AT THE END OF THE RWY, BUT THE RIGHT WING OF THE ACFT STRUCK A POWER LINE POLE.

Brief of Accident (Continued)

File No. - 1003

8/27/83

JUNCTION CITY,KS

A/C Reg. No. N6191L

Time (Lc1) - 1730 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - THUNDERSTORM
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. GO-AROUND - DELAYED - PILOT IN COMMAND
 5. OBJECT - UTILITY POLE
-

-----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. - 1180 9/18/83 BENTON,KS A/C Reg. No. N7413V Time (Lcl) - 1430 CDT

---Basic Information---

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

---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/YES
Stall Warning System - YES

---Environment/Operations Information---

Weather Data
Wx Briefing - NWS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 190/014 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
BENTON
Runway Ident - 34
Runway Lth/Wid - 2600/ 40
Runway Surface - ASPHALT
Runway Status - DRY

---Personnel Information---

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

Age - 33
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 253
Last 24 Hrs - 9
Make/Model- 25
Last 30 Days- UNK/NR
Instrument- 71
Last 90 Days- UNK/NR
Multi-Eng - 4

Instrument Rating(s) - AIRPLANE

---Narrative---

THE PILOT WAS USING RWY 34 WITH THE WINDS 190 DEGREES AT 14 KTS GUSTING 20 KTS. THE ACFT LIFTED OFF TO ABOUT 10 FT AND MUSHED BACK TO THE GROUND. THE ACFT CROSSED A DITCH AND A ROOD AND CONTACTED A 2ND DITCH WHICH KNOCKED OFF ITS RIGHT MAIN LANDING GEAR.

Brief of Accident (Continued)

File No. - 1180

9/18/83

BENTON,KS

A/C Reg. No. N7413V

Time (Lc1) - 1430 CDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - DITCH

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

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. - 1165 1/16/83 LOREAUVILLE, LA A/C Reg. No. N1071F Time (Lcl) - 1325 CST

-----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	1	0
Accident Occurred During -LANDING			0	0	0
					None
					2

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

Make/Model - CESSNA A185F	Eng Make/Model - CONTINENTAL IO-520D	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WIND MILL
Wind Dir/Speed- 045/005 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3270 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- 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 - UNK/NR	Total - 7000	Last 24 Hrs - 1
SE LAND, SE SEA	Months Since - UNK/NR	Make/Model- 300	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 73

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE ACFT WAS PREFLIGHTED AND ALL THREE WATER TRAPS (SUMPS) WERE DRAINED UNTIL ONLY FUEL FLOWED. DURING TAKEOFF, THE ENGINE BEGAN LOSING POWER AT APRX 400 FT AGL. AN EMERGENCY LANDING WAS MADE IN A CANE FIELD. DURING TOUCHDOWN, THE ACFT HIT ROWS IN THE FIELD AT A 45 DEG ANGLE, THE FRONT GEAR DUG INTO THE DIRT AND THE AMPHIBIOUS PLANE NOSED OVER, DURING A SUBSEQUENT EXAM OF THE ACFT & ENGINE, A QUANTITY OF WATER WAS FOUND IN THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 1165

1/16/83

LOREAUVILLE, LA

A/C Reg. No. N1071F

Time (Lc1) - 1325 CST

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

Finding(s)

1. FLUID, FUEL - WATER
-

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - SOFT
 3. 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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1162 2/19/83 CHANDELEUR ISL., LA A/C Reg. No. N9080M Time (Lcl) - 1315 CST

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

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

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

Make/Model	- CESSNA 180H	Eng Make/Model	- CONTINENTAL D-470-R	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 230 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	PASCAGOULA, MS	Runway Ident - N/A
Wind Dir/Speed- 020/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 22677
SE LAND,ME LAND,SE SEA	Months Since - 7	Last 24 Hrs - 2
	Aircraft Type - C-180	Make/Model- 2700
		Instrument- 4375
		Last 30 Days- UNK/NR
		Last 90 Days- 38
		Multi-Eng - 10077

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ELECTED TO TAKEOFF ON A SANDY BEACH APRX 1800 TO 2000 FT LONG. THERE WAS A GRADUAL CURVE IN THE BEACH FOR MOST OF THE TAKEOFF DISTANCE. THE PLT REPORTED THAT THERE WAS DEBRIS ON THE BEACH THAT WAS TOO HEAVY TO MOVE, WHICH HE HAD TO DODGE WITH LESS THAN FULL POWER DURING A LARGE PART OF THE TAKEOFF ROLL. AFTER LIFT-OFF, THE ACFT SETTLED INTO SHALLOW WATER & NOSED OVER. SUBSEQUENTLY, THE ACFT WAS FURTHER DAMAGED BY SALT WATER.

Brief of Accident (Continued)

File No. - 1162

2/19/83

CHANDELEUR ISL., LA

A/C Reg. No. N9080M

Time (Lc1) - 1315 CST

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 3. TERRAIN CONDITION - LOOSE OBJECTS
 4. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
 5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

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. - 1061 11/12/83 KURTHWOOD, LA A/C Reg. No. N9333H Time (Lcl) - 1430 CST

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

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

-----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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/005 KTS</p> <p>Visibility - 7.0 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 LEESVILLE, LA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data PRIVATE</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2200 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 44</p> <p>Biennial Flight Review Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 31</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 31</td> <td>Last 30 Days- 1</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 1</td> </tr> </table>	Total - 31	Last 24 Hrs - 1	Make/Model- 31	Last 30 Days- 1	Instrument- 0	Last 90 Days- 1
Total - 31	Last 24 Hrs - 1							
Make/Model- 31	Last 30 Days- 1							
Instrument- 0	Last 90 Days- 1							

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT & A PASSENGER, WHO WAS ALSO A STUDENT PLT, FLEW TO A PRIVATE SOD STRIP NEAR KURTHWOOD, LA. AFTER FLYING A HI, FAST, VISUAL APCH TO THE STRIP, THE ACFT LANDED LONG & OVERRAN THE LANDING AREA. IT CONTINUED INTO A WOODED AREA & WAS DAMAGED. THE STUDENT WAS ENDORSED FOR LOCAL SOLO FLTS FROM THE LEESVILLE ARPT, BUT WAS NOT ENDORSED FOR A FLT TO THE PRIVATE STRIP.

Brief of Accident (Continued)

File No. - 1061

11/12/83

KURTHWOOD, LA

A/C Reg. No. N9333H

Time (Lc1) - 1430 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1053

7/17/83

HAVERHILL, MA

A/C Reg. No. N75563

Time (Lcl) - 1450 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 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/010 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
STEWART, NY
Destination
HAVERHILL, MA

Airport Proximity
ON AIRPORT

Airport Data

HAVERHILL
Runway Ident - 32
Runway Lth/Wid - 2100/ 95
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	444
Make/Model-	68
Instrument-	50
Multi-Eng -	12
Last 24 Hrs -	2
Last 30 Days-	UNK/NR
Last 90 Days-	10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT OVERRAN THE DEPARTURE END OF THE 2100 FT RWY 32 DURING LANDING. THE WIND WAS FROM 320 DEGREES AT 10 KTS. THE PILOT STATED HE MADE ONE GO-AROUND BECAUSE HE WAS HIGH. HE REPORTED THAT THE 2ND APPROACH WAS FLOWN AT 65 MPH WITH THE TOUCHDOWN ACCOMPLISHED ABOUT 500 FT FROM THE THRESHOLD. THE BRAKES WERE APPLIED BUT BRAKING WAS MINIMAL. THE ACFT VEERED LEFT, WAS CORRECTED BACK BUT CONTINUED OFF THE END OF THE RWY INTO HEAVY UNDERBRUSH. AN INSPECTION OF THE BRAKING SYSTEM DISCLOSED THAT THE BRAKES FUNCTIONED SATISFACTORIALLY WITH NO EVIDENCE OF LEAKS. THE LINING ON BOTH THE LH AND RH PRESSURE PLATE ASSEMBLY WERE IN SATISFACTORY CONDITION BUT THE LINING ON THE RH BACK PLATE WAS MISSING. THE LINING ON THE LH BACK PLATE ASSEMBLY WAS EXCESSIVELY WORN AND PIECES WERE MISSING.

Brief of Accident (Continued)

File No. - 1053

7/17/83

HAVERHILL, MA

A/C Reg. No. N75563

Time (Lc1) - 1450 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - DISABLED
 2. MAINTENANCE - INADEQUATE - COMPANY/OPERATOR MGMT
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - OBJECT
-

-----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. - 1076 5/28/83 MITCHELLVILLE, MD A/C Reg. No. N9872Q Time (Lcl) - 2130 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
					0

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

Make/Model - MOONEY M20K	Eng Make/Model - CONTINENTAL TS10-360-GB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 210 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ATLANTIC CITY, NJ	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FREEWAY
Wind Dir/Speed- 140/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2150/ 30
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 2001
SE LAND, ME LAND	Months Since - 9	Make/Model- 174
	Aircraft Type - M20K	Instrument- 111
		Multi-Eng - 107
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A CHAIN LINK FENCE AND A DIRT BANK ON THE FINAL APPROACH JUST PRIOR TO TOUCHDOWN. THE FENCE WAS ABOUT A FOOT AND A HALF HIGHER THAN THE DIRT AND THE DIRT BANK WAS APRX AN EQUAL HEIGHT ABOVE THE RUNWAY. THE PLT HAD FLOWN THROUGH RAIN SHOWERS WHILE ENROUTE. HE REPORTED THAT HIS VERTICAL SPEED INDICATOR FLUCTUATED UNUSUALLY AND THE ALTIMETER WAS SLUGGISH. ON HIS APPROACH TO LAND THE PILOT REPORTED NOTICING THAT HE WAS LOWER THAN HE SHOULD HAVE BEEN. THE WEATHER WAS VMC BUT IT WAS A DARK NIGHT. ABOUT 75 FT SHORT OF THE RWY THRESHOLD THE ACFTS PROPELLER, FUSELAGE AND LANDING GEAR HIT AND KNOCKED DOWN PART OF A CHAIN LINK FENCE, INCLUDING A STEEL POST. THE LANDING GEAR COLLAPSED AND THE PROPELLER HIT THE DIRT BANK. THE ACFT BOUNCED AND LANDED ON THE BOTTOM OF THE FUSELAGE FT SHORT OF THE RWY. IT SLID DOWN THE RWY AND TO THE SIDE AN UNDETERMINED DISTANCE. (IT WAS MOVED PRIOR TO INVESTIGATION.) EXAMINATION OF THE PITOT STATIC SYSTEM REVEALED ABOUT 3 TABLESPOONSFUL OF WATER TRAPPED IN THE LINES.

Brief of Accident (Continued)

File No. - 1076

5/28/83

MITCHELLVILLE,MD

A/C Reg. No. N9872Q

Time (Lcl) - 2130 EDT

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

Finding(s)
1. FLIGHT/NAV INSTRUMENTS,ALTIMETER - ERRATIC
2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
3. FLIGHT/NAV INSTRUMENTS,VERTICAL VELOCITY INDICATOR - ERRATIC
4. CLEARANCE - INADEQUATE - PILOT IN COMMAND
5. PITOT/STATIC SYSTEM - WATER

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

Finding(s)
6. OBJECT - FENCE
7. TERRAIN CONDITION - DIRT BANK

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

Finding(s)
8. LANDING GEAR,MAIN GEAR STRUT - OVERLOAD
9. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

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

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

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1050 7/14/83 MOOSE RIVER, ME A/C Reg. No. N3821Q Time (Lcl) - 1100 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

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

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

Make/Model - CESSNA 172L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 270/020 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BAR HARBOR, ME
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

SKY LODGE
Runway Ident - 27
Runway Lth/Wid - 1750/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 34

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 288	Last 24 Hrs	- 2
Make/Model-	288	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	65

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE ENCOUNTERED WIND SHEAR & STALLED ON FINAL APPROACH, WHICH RESULTED IN A BOUNCED LANDING, THEN THE PLANE SETTLED AND BOUNCED AGAIN. HE REPORTED THAT HE ATTEMPTED TO GO AROUND, BUT COULD NOT GET THE ACFT TO ACCELERATE TO CLIMB SPEED. DURING THE ATTEMPTED GO-AROUND, THE ACFT STRUCK TREES & CRASHED. THE PLT ESTIMATED THE WIND WAS FROM 270 DEG AT 20, GUSTING 30 KTS. THE INVESTIGATING INSPECTOR LANDED IN A CESSNA 172, APRX 1 HR AFTER THE ACCIDENT. HE NOTED THAT THE WIND CONDITIONS WERE THE SAME AS WHAT WAS REPORTED BY THE PLT, EXCEPT THE INSPECTOR DID NOT ENCOUNTER WIND SHEAR.

Brief of Accident (Continued)

File No. - 1050

7/14/83

MOOSE RIVER, ME

A/C Reg. No. N3821Q

Time (Lcl) - 1100 EDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

Finding(s)

6. GO-AROUND - DELAYED - PILOT IN COMMAND
7. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
8. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1049

8/13/83

FORT KENT, ME

A/C Reg. No. N7693S

Time (Lcl) - 1630 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
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 - BELLANCA 7GCBC
Landing Gear - FLOAT
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 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- 270/006 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EAGLE LAKE, ME
Destination
DAIGLE POND, ME

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 47
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - PALLS

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 6500
Make/Model- 150
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 5
Last 30 Days- 30
Last 90 Days- 90
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER APRX 10 MIN OF FLT, THE ENG LOST POWER & THE PLT MADE AN EMERGENCY LANDING IN A POTATOE FIELD. DURING THE LANDING, THE FLOAT PLANE WAS SUBSTANTIALLY DAMAGED. A LARGE QUANTITY OF WATER WAS FOUND IN THE FUEL TANKS.

Brief of Accident (Continued)

File No. - 1049

8/13/83

FORT KENT, ME

A/C Reg. No. N76935

Time (Lcl) - 1630 EDT

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

Finding(s)

1. FLUID, FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

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

Occurrence #3 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1084

2/06/83

JACKSON, MI

A/C Reg. No. N61434

Time (Lcl) - 1030 EST

-----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 185
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 110/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 20000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ADDISON, MI
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

JACKSON
Runway Ident - 05
Runway Lth/Wid - 5344/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 42

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2986

Make/Model- 157

Instrument- 16

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE TAILWHEEL ACFT VEERED DURING LANDING ON RWY 5 & THE LEFT LANDING GEAR COLLAPSED. THE WIND WAS 110 DEGREES 6 KTS. THE PILOT STATES HE HAD A FLAT TIRE. THE LOCAL CONTROLLER WHO OBSERVED THE LANDING REPORTED SEEING THE ACFT SWERVE TO THE RIGHT. AN FAA MECHANIC INSPECTED THE LEFT GEAR AND FOUND NO EVIDENCE TO INDICATE ANY PREIMPACT FAILURE.

Brief of Accident (Continued)

File No. - 1084

2/06/83

JACKSON, MI

A/C Reg. No. N61434

Time (Lc1) - 1030 EST

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

Finding(s)

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

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

Finding(s)

3. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD
 4. LANDING GEAR, TIRE - FAILURE, TOTAL
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1012 3/17/83 CARSON CITY, MI A/C Reg. No. N52447 Time (Lcl) - 1030 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 090/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HASTINGS, MI
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

MAYES AIRPORT
Runway Ident - 09
Runway Lth/Wid - 2450/ 100
Runway Surface - GRASS/TURF
Runway Status - SOFT

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 34

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	- 138	Last 24 Hrs	- UNK/NR
Make/Model-	138	Last 30 Days-	UNK/NR
Instrument-	6	Last 90 Days-	49

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE HAD CALLED THE OWNER OF THE PRIVATE AIRSTRIP, 3 DAYS BEFORE THE ACCIDENT. AT THAT TIME, THE RWY WAS REPORTED AS "FIRM & IN GOOD CONDITION." ON THE DAY OF THE ACCIDENT, THE PLT FLEW OVER THE ARPT & VISUALLY CHECKED IT. IT APPEARED FINE TO HIM. HOWEVER, DURING A LANDING, THE NOSE GEAR REPORTEDLY SUNK INTO SOFT TERRAIN AFTER APRX 100 FT OF THE LANDING ROLL & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1012

3/17/83

CARSON CITY, MI

A/C Reg. No. N52447

Time (Lc1) - 1030 EST

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1184

8/12/83

TROY, MI

A/C Reg. No. N732NJ

Time (Lc1) - 2330 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				
Fire	NONE	Crew	0	0	0
		Pass	0	0	0
					1
					6

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

Make/Model - CESSNA T210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SPARTA, MI
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VOR/TVOR
VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

TROY-OAKLAND
Runway Ident - 09
Runway Lth/Wid - 3855/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 39

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - C-T210M

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	563	Last 24 Hrs	-	UNK/NR
Make/Model-		13	Last 30 Days-		UNK/NR
Instrument-		175	Last 90 Days-		19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING A FORCED LANDING. THE PILOT STATED HE HAD USED ALL THE FUEL IN ONE TANK. HE CONTINUED FLT TO TROY-OAKLAND ADVISING DETROIT OF HIS FUEL STATE. DETROIT APPROACH VECTORED HIM TO THE ARPT BUT THE PILOT CLAIMED HE COULD NOT ACTIVATE THE RWY LIGHTS BY KEYING HIS MIKE. HE CIRCLED THE ARPT 6 TIMES BEFORE APPROACHING FOR A DOWNWIND LANDING. TURNING ON BASE LEG FUEL EXHAUSTION OCCURRED. THE RWY LIGHTS WERE OUT OF SERVICE WAS THE SUBJECT OF A NOTAM DATED 8/10/83. THE PILOT HAD PREVIOUSLY USED THIS ARPT WHEN THE LIGHTS WERE PARTIALLY INOPERABLE. THE PILOT AND ARPT MANAGER CHECKED THE LIGHTS THE DAY AFTER THE ACCIDENT AND 30 PERCENT OF THE LIGHTS FUNCTIONED PROPERLY. THE FUEL INJECTOR CONTROL VALVE WAS FOUND TO BE CALIBRATED RICHER THAN CALLED FOR BY THE MFGR'S SPECS.

Brief of Accident (Continued)

File No. - 1184

8/12/83

TROY, MI

A/C Reg. No. N732NJ

Time (Lc1) - 2330 EDT

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

Finding(s)

1. FUEL SYSTEM, FUEL CONTROL - PRESSURE EXCESSIVE
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

5. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - INOPERATIVE
 6. LIGHT CONDITION - DARK NIGHT
-

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

Finding(s)

7. OBJECT - TREE(S)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1110 9/17/83 WAYLAND, MI A/C Reg. No. NONE Time (Lcl) - 1915 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire NONE	Crew Pass	Fatal 0	Serious 1	Minor 0
Flight Conducted Under -14 CFR 103			0	0	0
Accident Occurred During -LANDING					None 0

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

Make/Model - KRUEP PTERODACTYL	Eng Make/Model - CUYUNA ULZ-02	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	WAYLAND, MI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WAYLAND MUNI.
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 27	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - UNK/NR
	Months Since - N/A	Make/Model- 100
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING TAKEOFF, THE ENG BACKFIRED & QUIT WHEN THE ULTRALIGHT VEHICLE WAS APRX 100 FT AGL. HE MADE A RIGHT TURN TO LAND BACK ON THE RWY. HOWEVER, HE STATED THAT A SLIPPING TURN WAS MADE WHICH "RESULTED IN A STEEP ANGLE OF ATTACK ON LANDING, CAUSING THE NOSE GEAR TO FAIL & THE AIRFRAME TO IMPACT THE GROUND." THE PLT ALSO STATED THAT THE ON/OFF SWITCH HAD A FAULTY CONNECTION DUE TO VIBRATION WHICH ALLOWED THE ENG TO QUIT.

Brief of Accident (Continued)

File No. - 1110

9/17/83

WAYLAND,MI

A/C Reg. No. NONE

Time (Lc1) - 1915 EDT

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

Finding(s)

1. IGNITION SYSTEM,IGNITION SWITCH - LOOSE

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

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

Finding(s)

2. LIGHT CONDITION - DUSK

-----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. - 1111 9/21/83 PONTIAC, MI A/C Reg. No. N5692L Time (Lcl) - 0907 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-AERIAL OBSERVATION	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	- ENSTROM 280C	Eng Make/Model	- LYCOMING HIO-360-E1BD	ELT Installed/Activated	- YES/NO
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	- 110 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- IN PERSON	PONTIAC, MI	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 330/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 1020 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- N/A
Precipitation	- NONE	- SIMULATED FORCED LNDG	
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1500	Last 24 Hrs - 4
SE LAND	Months Since - 4	Make/Model- UNK/NR	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 210
		Multi-Eng - 25	Rotorcraft - 450

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

WHILE RETURNING FROM A TRAFFIC REPORTING FLT, THE PLT ELECTED TO PRACTICE AN AUTOROTATION. HE STATED THAT WHILE HE WAS IN THE PROCESS, THE ENG FAILED. HE REPORTED THAT HE HAD INITIATED STANDARD AUTOROTATION PROCEDURES, BUT IMPACTED HARD DURING THE LANDING. AFTER TOUCHDOWN, THE HELICOPTER ROLLED OVER & THE MAIN ROTOR BLADES STRUCK THE GROUND. THE ENGINE RAN PROPERLY DURING AN OPERATIONAL CHECK AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1111

9/21/83

PONTIAC, MI

A/C Reg. No. N5692L

Time (Lc1) - 0907 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH

Finding(s)

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

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

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

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

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) 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. - 1185 7/01/83 MORGAN, MN A/C Reg. No. N6002Z Time (Lcl) - 1340 CDT

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

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

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

Make/Model	- PIPER PA-25	Eng Make/Model	- LYCOMING HO-360-B1B	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>WABASSO, MN</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg -</p>	<p>Airport Proximity</p> <p>UNK/NR</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 315
SE LAND	Months Since - 4	Make/Model- 14
	Aircraft Type - UNK/NR	Instrument- 41
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 43

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES WHILE TURNING DURING AERIAL APPLICATION. THE PILOT REPORTED THAT THE ACFT CONTROLS FELT SOFT. THINKING HE WAS STALLING HE REDUCED BANK, LOWERED THE NOSE AND AT 85 MPH INDICATED WITH FULL POWER CONTINUED LEVEL FLT UNTIL A WING HIT A TREE AND SOME POWER LINES. THE PILOT SAID THE ACFT WOULD NOT CLIMB.

Brief of Accident (Continued)

File No. - 1185

7/01/83

MORGAN,MN

A/C Reg. No. N6002Z

Time (Lc1) - 1340 CDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

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

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

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

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. - 1028

9/25/83

EVELETH, MN

A/C Reg. No. N7169Q

Time (Lcl) - 1115 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

0 0 0 1
0 0 0 2

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

Make/Model - CESSNA 206
Landing Gear - FLOAT
Max Gross Wt - UNK/NR
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 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
CRANE LAKE, MN
Destination
ELY LAKE, MN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

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

Age - 60
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2721
Make/Model- 39
Instrument- 64
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

WHILE RETURNING FROM A FISHING TRIP IN ONTARIO, CANADA, THE PLT LANDED AT CRANE LAKE, MN, WHERE HE CLEARED CUSTOMS & HAD 10 GAL OF FUEL ADDED TO THE RIGHT FUEL TANK. HE THEN FLEW TO EVELETH, MN, APRX 90 MI AWAY. FROM EVELETH, HE PROCEED TOWARD ELY LAKE, MN. WHEN HE WAS APRX 3 MI FROM ELY LAKE, THE ENG LOST POWER AS HE STARTED A DESCENT. HE SWITCHED FUEL TANKS & TRIED TO START THE ENG, BUT WAS UNABLE. REPORTEDLY, THE LEFT FUEL GAUGE WAS INDICATING THE TANK WAS STILL 3/4 FULL WHEN THE ENG LOST POWER. DURING AN APCH TO LAND IN A WATER FILLED, PIT MINE, THE ACFT WAS SLOWED TO NEAR THE STALL SPEED AS THE PLT FLEW OVER POWER LINES. HE THEN DOVE THE PLANE TOWARD THE WATER & FLARED, BUT REPORTEDLY, THE PLANE STALLED WHEN IT WAS APRX 5 FT ABOVE THE WATER. DURING TOUCHDOWN, THE RIGHT FLOAT COLLAPSED & THE SPREADER BAR, THE RIGHT WING TIP & PROPELLER WERE DAMAGED. A INVESTIGATION REVEALED THE ENG LOST POWER DUE TO A LACK OF FUEL.

Brief of Accident (Continued)

File No. - 1028

9/25/83

EVELETH, MN

A/C Reg. No. N7169Q

Time (Lc1) - 1115 CDT

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

Finding(s)

5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 6. MANEUVER - PERFORMED - PILOT IN COMMAND
 7. PROPER GLIDEPATH - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #4 OTHER GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1122 3/15/83 GREENFIELD,MO A/C Reg. No. N6258E Time (Lcl) - 1832 CST

-----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-300A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SPRINGFIELD,MO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	EAGLES POINT-RED BARN APT
Wind Dir/Speed- 150/007 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 120
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 57
SE LAND	Months Since - UNK/NR	Make/Model- 53
	Aircraft Type - C-172	Instrument- 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT BEFORE LANDING HE APPLIED CARBURETOR HEAT & EXTENDED FULL FLAPS. REPORTEDLY, HE MADE A STEEP APPROACH TO THE 3000 FT, SOD RWY. HE SAID HE OVERSHOT THE 1ST HALF OF THE RWY & TOUCHED DOWN AT ABOUT MIDFIELD. AT THIS POINT, THE PLT INITIATED A GO-AROUND. INITIALLY, HE APPLIED FULL THROTTLE, REMOVED THE CARBURETOR HEAT & REDUCED THE FLAPS TO 30 DEG. THE PLT STATED THE ACFT ACCELERATED SLOWLY & SETTLED BACK ONTO THE RWY WHEN THE FLAPS WERE REDUCED TO 20, THEN 10 DEG. THE ACFT PASSED THE END OF THE RWY WITH 10 DEG OF FLAPS. THE PLT WAS ABLE TO PULL UP & CLEAR TREES & A POWER LINE. AFTER CROSSING, THE OBSTACLES, HE LOWERED THE NOSE, THEN TURNED TO AVOID A HOUSE. HOWEVER, THE ACFT WOULD NOT CLIMB OVER THE RISING TERRAIN. THEREFORE, THE PLT ELECTED TO LAND IN A PASTURE, BUT THE ACFT HIT A LOW VOLTAGE LINE, THEN AFTER LANDING, IT HIT A STUMP & NOSED OVER. THE OWNER'S MANUAL RECOMMENDED ZERO FLAPS FOR TAKEOFFS OVER OBSTACLES.

Brief of Accident (Continued)

File No. - 1122

3/15/83

GREENFIELD,MO

A/C Reg. No. N6258E

Time (Lc1) - 1832 CST

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

Finding(s)

1. LIGHT CONDITION - DUSK
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. MANEUVER - PERFORMED - PILOT IN COMMAND
8. TERRAIN CONDITION - RISING
9. OBJECT - WIRE,TRANSMISSION

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1104

3/26/83

SALEM, MO

A/C Reg. No. N8611P

Time (Lc1) - 1900 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Fire

NONE

Crew

Pass

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

Make/Model - PIPER PA-24-400

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 3600

No. of Seats - 4

Eng Make/Model - LYCOMING IO-720-A1B

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 400 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - PARTIAL,LMTD BY FCSTR

Basic Weather - UNK/NR

Wind Dir/Speed- 160/018 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- UNK/NR

Precipitation - RAIN

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

DEXTER, MO

Destination

HOUSTON, MO

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 51

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total - 500

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 STUDENT PLT DEPARTED DEXTER, MO AT APRX DUSK ON A VFR, NO-FLT-PLAN FLT TO HOUSTON, MO. TIME REQUIRED FOR THE FLT WOULD HAVE BEEN APRX 30 MIN (ESTIMATED). AT 1900 CST, THE BUNKER, MO CITY MARSHAL REPORTED THAT AN ACFT FLEW OVER BUNKER SO LOW THAT HE THOUGHT IT WOULD HIT THE WATER TOWER. APRX 1/2 HR LATER, ANOTHER PERSON REPORTED A LOW FLYING PLANE OVER HIGHWAY 72 NEAR BUNKER. NEAR THE SAME TIME, CAMPERS BETWEEN BUNKER & SALEM, MO SAW A LOW FLYING PLANE CIRCLE AT ABOUT TREE TOP LEVEL, THEN DEPART TO THE NORTHWEST. SHORTLY THEREAFTER, THEY HEARD A POPPING SOUND & THE THE ENG NOISE QUIT ABRUPTLY. THE ACFT WAS FOUND THE NEXT DAY WHERE IT HAD IMPACTED WITH TREES APRX 30 FT AGL, THEN CAME TO REST AT THE BASES OF 2 LARGE TREES. AN INVESTIGATION REVEALED THERE WERE AREAS OF IMC ALONG THE ROUTES & THE PLT HAD BEEN CAUTIONED THAT VFR FLT WAS NOT RECOMMENDED. THE SEARCH FOR THE ACFT HAD BEEN DELAYED DUE TO DARKNESS & THUNDERSTORM ACTIVITY. AN EXAM OF THE WRECKAGE REVEALED NO EVIDENCE OF A PREIMPACT, MECHANICAL FAILURE.

Brief of Accident (Continued)

File No. - 1104

3/26/83

SALEM,MO

A/C Reg. No. N8611P

Time (Lc1) - 1900 CST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - THUNDERSTORM
-

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

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 6. OBJECT - TREE(S)
 7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

Factor(s) relating to 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. - 1103 4/28/83 HARTSHORN, MO A/C Reg. No. NONE Time (Lcl) - 1630 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	1	0	0	0
Flight Conducted Under -14 CFR 103	NONE	Crew Pass	0	0	0
Accident Occurred During -OTHER					

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

Make/Model - AMERICAN EAGLE 430B	Eng Make/Model - CUYUNA 430	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 510	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 35 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 3000 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 - 41	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 30
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 30
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE CO-OWNER OF THE ULTRALIGHT VEHICLE WAS WATCHING THE FLT & OBSERVED THE ACCIDENT. HE SAID THE VEHICLE APPROACHED THE PASTURE & WAS DESCENDING FROM APRX 200 FT AS IF THE PLT WAS GOING TO LAND OR FLY BY. THE ULTRALIGHT PASSED OVER THE TAKEOFF/LANDING AREA AT ABOUT 30 TO 40 FT AGL & CONTINUED AT THE SAME ALT & GENERAL DIRECTION FOR APRX 200 YARDS, WHERE IT COLLIDED WITH TREE BRANCHES. SEVERAL OTHER WITNESSES CORROBORATED WHAT THE CO-OWNER HAD DESCRIBED. NO PREIMPACT DEFICIENCIES OF THE ULTRALIGHT WERE FOUND. FOUR BOTTLES OF MEDICATION WERE FOUND WHICH INCLUDED ADAPIN, SINEQUAN, THORAZINE, & NARDIL. THE PLT'S DOCTOR REPORTED THAT HE (THE PLT) HAD BEEN TREATED FOR DEPRESSION FOR SEVERAL MONTHS & HAD PERIODS OF MENTAL INCAPACITATION. AUTOPSY & TOXICOLOGICAL EXAMS REVEALED NOTHING SIGNIFICANT TO THE ACCIDENT. THE PLT HAD NO FORMAL FLT INSTRUCTION TOWARD CERTIFICATION, BUT HAD RECEIVED 4 HRS GROUND SCHOOL & 40 TO 50 FLTS IN AN UNPOWER VEHICLE TOWED BEHIND AN AUTOMOBILE & A SUPERVISED SOLO FLT.

Brief of Accident (Continued)

File No. - 1103

4/28/83

HARTSHORN,MO

A/C Reg. No. NONE

Time (Lc1) - 1630 CDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
-

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

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) 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. - 1101 7/03/83 POINT LOOKOUT, MO A/C Reg. No. N5270Y Time (Lcl) - 1330 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	5

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

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING O-540-A1D5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	GRAIN VALLEY, MO	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	M. GRAHAM CLARK
Wind Dir/Speed- 200/010 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
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 - 2388
SE LAND, ME LAND	Months Since - 13	Make/Model- 688
	Aircraft Type - C-152	Instrument- 107
		Multi-Eng - 738
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PLT CONTACTED THE ARPT UNICOM & WAS ADVISED THAT THE WIND WAS VARIABLE 190 TO 210 DEG AT 10, GUSTING 15 KTS. THE 1ST APCH WAS MADE AT 95 MPH WITH FULL FLAPS. THE PLT SAID WIND SHEAR, NEAR THE END OF THE RWY, WAS ENCOUNTERED, SO A GO-AROUND WAS MADE. THE 2ND APCH WAS MADE WITHOUT FLAPS; HOWEVER, WIND SHEAR WAS ENCOUNTERED AGAIN. SUBSEQUENTLY, THE ACFT WAS LANDED LONG & THE PLT COULD NOT STOP ON THE REMAINING RWY. THE PLT TURNED THE ACFT TO THE RIGHT TO AVOID AN EMBANKMENT NEAR THE END OF THE RWY. AFTER LEAVING THE RWY, THE ACFT SLID DOWN A STEEP INCLINE. THE CURRENT ARPT/FACILITY DIRECTORY HAD A REMARK STATING: "EDDY CURRENTS NEAR RWY ENDS. LIGHT ACFT LAND LONG."

Brief of Accident (Continued)

File No. - 1101

7/03/83

POINT LOOKOUT, MO

A/C Reg. No. N5270Y

Time (Lc1) - 1330 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - GUSTS
 3. WEATHER CONDITION - WINDSHEAR
 4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
 7. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7

Brief of Accident

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

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

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

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Airport Data
  SPRINGFIELD REGIONAL
  Runway Ident      - UNK/NR
  Runway Lth/Wid    - UNK/NR
  Runway Surface    - GRASS/TURF
  Runway Status     - DRY

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Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT			
Flight Time (Hours)			
Total	-	10596	Last 24 Hrs - 1
Make/Model-	2000	Last 30 Days-	UNK/NR
Instrument-	1555	Last 90 Days-	229
Multi-Eng	-	18	

---Narrative---

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Brief of Accident (Continued)

File No. - 1102

7/09/83

SPRINGFIELD,MO

A/C Reg. No. N500PA

Time (Lc1) - 1020 CDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1078 7/16/83 ST. CHARLES,MO A/C Reg. No. N710T Time (Lcl) - 1249 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 Crew
NONE Pass

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

Make/Model - GYAKI SKYBOLT
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LYCOMING O-360
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 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- 270/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - ICE PELLETS
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ST. CHARLES,MO
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 - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

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

Age - 59
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	-	225	Last 24 Hrs	-	1
Make/Model	-	45	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	15
			Rotorcraft	-	4

Instrument Rating(s) - NONE

-----Narrative-----

THE HOME-BUILT ACFT WAS ON A LOCAL PLEASURE FLT NEAR THE ARPT WHEN THE ENGINE QUIT AND A FORCED LANDING WAS MADE IN A WHEATFIELD. INVESTIGATION OF THE ENGINE AND FUEL SYSTEM BY AN FAA INSPECTOR REVEALED THAT THE VENT IN THE FUEL CAP WAS SOLDERED SHUT AND THE FUEL VENT SYSTEM FOR THE INVERTED FUEL SYSTEM WAS DAMAGED ON IMPACT TO THE EXTENT THAT IT WAS IMPOSSIBLE TO DETERMINE IF THE INVERTED VENT SYSTEM WAS OPERABLE.

Brief of Accident (Continued)

File No. - 1078

7/16/83

ST. CHARLES, MO

A/C Reg. No. N710T

Time (Lcl) - 1249 CDT

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

Finding(s)
1. FUEL SYSTEM, CAP - IMPROPER
2. UNDETERMINED

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

Finding(s)
3. LANDING GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1121 7/27/83 CREVE COEUR, MO A/C Reg. No. N6276G Time (Lcl) - 1015 CDT

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

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

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

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT THIN BKN</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>CREVE COEUR</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 2850/ 165</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 21</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 13</p> <p>Make/Model- 13</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 13</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT HAD MADE 2 LANDINGS AT THE ARROWHEAD ARPT, THEN RETURNED TO CREVE COEUR ARPT WHERE HE MADE A FULL STOP LANDING. HE TOOK OFF AGAIN, AND REPORTEDLY, APPLIED CARBURETOR HEAT ON DOWNWIND. AS HE CONTINUED, HE APPLIED FULL FLAPS FOR THE LANDING. HOWEVER, THE PLT REPORTED THAT HE ENCOUNTERED A SLIGHT X-WIND WHICH BLEW THE ACFT TO THE LEFT. HE STATED THAT HE OVER CORRECTED TO THE RIGHT, BUT WHEN HE TRIED TO ADD POWER THERE WAS NO RESPONSE FROM THE ENGINE. THEREFORE, HE REPORTEDLY MADE A FORCED LANDING BESIDE THE RWY. DURING THE LANDING ROLL, THE NOSE GEAR ENCOUNTERED SOFT, MUDDY TERRAIN & NOSED OVER. AT THE SPIRIT OF ST LOUIS ARPT, THE WIND WAS FROM 190 DEG AT 8 KTS. AT THE LAMBERT ARPT, THE WIND WAS FROM FROM 150 DEG AT 14 KTS.

Brief of Accident (Continued)

File No. - 1121

7/27/83

CREVE COEUR, MO

A/C Reg. No. N6276G

Time (Lcl) - 1015 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER CONDITION - CROSSWIND
 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) 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. - 1199 7/02/83 GULFPORT, MS A/C Reg. No. N6754T Time (Lcl) - 0850 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	ON GROUND	Pass 0	0	0	3
Accident Occurred During - LANDING					

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

Make/Model - BEECH C23	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	BATON ROUGE, LA	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GULFPORT/BILLOXI
Wind Dir/Speed- 250/003 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 9002/ 150
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - UNK/NR	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 - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 72
SE LAND	Months Since - 1	Make/Model- 15
	Aircraft Type - BE-77	Instrument- 3
		Multi-eng - 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 18
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A HARD LANDING, COLLAPSING THE NOSE GEAR AFTER WHICH A FIRE STARTED. THE PILOT HAD APPROACHED THE ARPT TOO HIGH. THE TOWER RECOGNIZED THIS AND ASKED THE PILOT IF HE NEEDED TO MAKE A 360 DEGREE TURN. THE PILOT DID A 360 BUT WAS STILL TOO HIGH SO HE DID A "FORWARD SLIP" AT 70 MPH WITH FULL FLAPS TO WITHIN 100 FT OF THE RWY. JUST PRIOR TO TOUCHDOWN THE ACFT AIRSPEED WAS LESS THAN 63 KTS. THE ACFT BOUNCED TWICE BEFORE COLLAPSING THE NOSE GEAR. AT ONE POINT THE PILOT CONSIDERED A GO-AROUND BUT NEVER INITIATED IT.

Brief of Accident (Continued)

File No. - 1199

7/02/83

GULFPORT, MS

A/C Reg. No. N6754T

Time (Lc1) - 0850 CDT

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

Finding(s)

1. PROPER DESCENT RATE - NOT ATTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
6. GO-AROUND - PERFORMED - PILOT IN COMMAND

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

Finding(s)

7. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1023

2/26/83

HAVRE, MT

A/C Reg. No. N7917S

Time (Lcl) - 1130 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew 0
Pass 0

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

Make/Model - BELLANCA 7GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 3

Eng Make/Model - LYCOMING O-360-C2E
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 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- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRSTRIP

Airport Data

ATC/Airspace

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

Runway Ident - 27
Runway Lth/Wid - 2400 -UNK/NR
Runway Surface - DIRT
Runway Status - SOFT

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

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

Age - 51
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - EXPIRED
Flight Time (Hours)
Total - 130
Make/Model- 20
Instrument- 0
Multi-Eng - 33

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE WAS TAKING OFF FROM A DIRT STRIP ON HIS FARM TO CHECK ON SOME CATTLE FROM THE AIR. DURING THE TAKEOFF ROLL, THE LEFT MAIN GEAR WENT INTO SOME MUD & PULLED THE ACFT TO THE LEFT. SUBSEQUENTLY, THE ACFT CONTACTED FROZEN DIRT PILES & SOME WHEAT FURROWS, AND THE RIGHT MAIN GEAR COLLAPSED. THE PLT REPORTED NO MECHANICAL MALFUNCTIONS OR FAILURES WITH THE ACFT PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1023

2/26/83

HAVRE,MT

A/C Reg. No. N7917S

Time (Lcl) - 1130 MST

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

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

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. - 1171 6/05/83 HAMILTON, MT A/C Reg. No. N8787W Time (Lc1) - 1100 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	1
Accident Occurred During -TAKEOFF			0	0	0

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

Make/Model - PIPER PA-28-235	Eng Make/Model - LYCOMING O-540	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 - 4	Rated Power - 235 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 110/003 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - 7000 FT SCATTERED</p> <p>Lowest Ceiling - 25000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination STEVENSVILLE, MT</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg -</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data HAMILTON</p> <p>Runway Ident - 34</p> <p>Runway Lth/Wid - 4200/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 49</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 - 1300</p> <p>Make/Model- 1000</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 5</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - UNK/NR

-----Narrative-----

GROUND ROLL DURING TAKEOFF WAS NORMAL BUT AT LIFTOFF THE ACFT BEGAN A ROLL TO THE LEFT. THE PILOT SAID HE BEGAN THE TAKEOFF WITH LESS THAN FULL POWER BUT ADDED FULL POWER AS THE TURN BEGAN. HE TRIED TO CORRECT WITH AILERON TO NO AVAIL. THE ACFT WAS NOW HEADING FOR SEVERAL HANGARS. THE PILOT REDUCED POWER AND TRIED TO GO BETWEEN THE HANGARS. THE ACFT CLEARED THE TOP OF ONE HANGAR BREAKING A POWERLINE. IT THEN FLEW THROUGH POWER AND PHONE LINES AND WENT THROUGH A FENCE BEFORE STOPPING ON ITS BELLY. THIS ACFT BELONGED TO THE PILOT AND HAD BEEN FLOWN LESS THAN 3 HOURS IN THE LAST 9 MONTHS. THE PILOTS LAST BIENNIAL FLT REVIEW WAS DATED 7/30/74.

Brief of Accident (Continued)

File No. - 1171

6/05/83

HAMILTON,MT

A/C Reg. No. N8787W

Time (Lc1) - 1100 MDT

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

Finding(s)

1. THROTTLE/POWER CONTROL - REDUCED - PILOT IN COMMAND
2. LIFT-OFF - NOT MAINTAINED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - WIRE,TRANSMISSION

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

Finding(s)

7. 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) 2,3,4,5

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. - 1173 7/22/83 MELROSE, MT A/C Reg. No. N2261L Time (Lcl) - 1630 MDT

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

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

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

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C20J	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3600	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 420 LBS THRUST		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 270/006 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 - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 5910	Last 24 Hrs - 6
SE LAND	Months Since - 4	Make/Model - 600	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 104	Last 90 Days - 110
			Rotorcraft - 5910

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER TAIL ROTOR CONTACTED A FOREST SERVICE SIGN POST DURING LANDING. THE PILOT WAS AWARE OF THE POST WHEN LANDING BUT LANDED NEAR IT FOR CONVENIENCE IN REFUELING. THE LANDING WAS ON A SLOPE AND THE NOSE OF THE ACFT STARTED SLIDING ON THE SLOPE. THE PILOT RAISED THE ACFT BUT THE NOSE CONTINUED TO YAW WHICH CAUSED THE TAIL ROTOR TO HIT THE POST. THE HELICOPTER THEN YAWED AND ROLLED OVER.

Brief of Accident (Continued)

File No. - 1173

7/22/83

MELROSE,MT

A/C Reg. No. N2261L

Time (Lc1) - 1630 MDT

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

Finding(s)

1. OBJECT - UTILITY POLE
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. CLEARANCE - INADEQUATE - PILOT IN COMMAND
-

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

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

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

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

**National Transportation Safety Board
Washington, D.C. 20594**

Brief of Accident

File No. - 1175 7/15/83 THOMPSON,ND A/C Reg. No. N1279W Time (Lcl) - 0730 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 -MANEUVERING			0	0	0	1
			0	0	0	0

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

Make/Model - WEATHERLY 201B	Eng Make/Model - P & W 985	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GRAND FORKS,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 150/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - 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)
COMMERCIAL	Current - YES	Total - 2900
SE LAND	Months Since - 14	Make/Model- 1090
	Aircraft Type - UNK/NR	Instrument- 93
		Multi-Eng - 19
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 185

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING DESCENT FOR THE FIRST SWATH RUN. INVESTIGATION REVEALED THAT THE PILOT APPLIED BACK PRESSURE TO THE CONTROL STICK TO FLARE FROM THE DESCENT. THE ACFT DID NOT RESPOND AND CONTINUED TO DESCEND. THE IMPACT WAS HARD ENOUGH TO TEAR THE LEFT WING OFF OF THE ACFT.

Brief of Accident (Continued)

File No. - 1175

7/15/83

THOMPSON,ND

A/C Reg. No. N1279W

Time (Lc1) - 0730 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PROPER DESCENT 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1038

6/29/83

NASHUA, NH

A/C Reg. No. N11394

Time (Lc1) - 2000 EDT

-----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	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -APPROACH

Fire
NONE

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

Make/Model - CESSNA 150

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-UNK/NR

Stall Warning System - UNK/NR

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NASHUA, NH

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

BOIRE

Runway Ident - 32

Runway Lth/Wid - 5500/ 100

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 33

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	22	Last 24 Hrs -	0
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Make/Model-	22	Last 30 Days-	UNK/NR
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Instrument-	0	Last 90 Days-	18
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS PRACTICING FULL FLAP LANDINGS DURING A SOLO FLT. WHILE ON A FINAL APPROACH TO LAND, SHE OBSERVED ANOTHER ACFT TAXIING ON THE END OF THE RWY. SO SHE ELECTED TO GO AROUND. AT THAT TIME, THE ACFT WAS ABOUT 25 TO 30 FT AGL. REPORTEDLY, SHE APPLIED FULL POWER, BUT RETRACTED THE FLAPS TO THE FULL UP POSITION. SHE STATED THAT THE ACFT VEERED LEFT & SHE LOST CONTROL, THEN THE ACFT HIT THE GROUND, LEFT WING FIRST. AFTER THAT, THE PROPELLER HIT THE GROUND & THE NOSE GEAR FAILED.

Brief of Accident (Continued)

File No. - 1038

6/29/83

NASHUA,NH

A/C Reg. No. N11394

Time (Lc1) - 2000 EDT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. GO-AROUND - INITIATED - PILOT IN COMMAND
 3. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
 4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - 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) 3,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1054

7/19/83

ANTRIM, NH

A/C Reg. No. N8354Z

Time (Lcl) - 1730 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

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

Make/Model - ROBINSON R-22

Landing Gear - SKID

Max Gross Wt - 1300

No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - UNK/NR

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 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

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HAWTHORNE

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)

COMMERCIAL, CFI

SE LAND

HELICOPTER

Age - 26

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 545

Make/Model- 160

Instrument- 47

Multi-Eng - 1

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 126

Rotorcraft - 160

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER MADE A STEEP APPROACH, SETTLED WITH POWER AND MADE A HARD LANDING. THIS WAS A DUAL INSTRUCTIONAL FLT. THE STUDENTS TOTAL TIME AMOUNTED TO 4 HOURS, ALL IN TYPE. ACCORDING TO THE CFI, WHILE ON THE FOURTH APPROACH ON SHORT FINAL AT 75 FT AGL, THE STUDENT WAS TOLD TO INCREASE THE AIRSPEED. AT THAT TIME, A LATERAL VIBRATION WAS FELT AND THE ACFT STARTED TO SETTLE. THE CFI TOOK CONTROL BUT THE LANDING WAS HARD, DAMAGING THE LANDING GEAR AND FRAME.

Brief of Accident (Continued)

File No. - 1054

7/19/83

ANTRIM,NH

A/C Reg. No. N8354Z

Time (Lcl) - 1730 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
 2. ALTITUDE - MISJUDGED - DUAL STUDENT
 3. AIRSPEED - BELOW - DUAL STUDENT
 4. REMEDIAL ACTION - DELAYED - DUAL STUDENT
 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1055 7/20/83 JAFFREY,NH A/C Reg. No. N3025P Time (Lcl) - 1845 EDT

-----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	2

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

Make/Model - LAKE LA 4-200	Eng Make/Model - LYCOMING IO-360-A1B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
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 - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	JAFFREY,NH	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	WINDSOR LOCKS	SILVER RANCH
Wind Dir/Speed- 300/002 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2970/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 517
SE LAND,SE SEA	Months Since - 16	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 259
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 78

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH BRUSH, TREES AND ROCKS OFF THE END OF THE RWY DURING AN ABORTED TAKEOFF. ACCORDING TO THE PILOT ROTATION WAS INITIATED ONCE FLYING SPEED WAS ATTAINED BUT THE ACFT FAILED TO RESPOND PROPERLY. THE PILOT ELECTED TO ABORT THE TAKEOFF AND APPLIED BRAKING. WHILE SLOWING THE PILOT REALIZED HE WAS RUNNING OUT OF RWY AND FEARING A NOSE OVER HE TURNED THE ACFT TO AVOID SLOPING TERRAIN. THE LEFT GEAR HIT THE SLOPE AND THE ACFT SLID DOWN THE GRADE.

Brief of Accident (Continued)

File No. - 1055

7/20/83

JAFFREY,NH

A/C Reg. No. N3025P

Time (Lcl) - 1845 EDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - TREE(S)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1126

8/20/83

WAKEFIELD,NH

A/C Reg. No. N96755

Time (Lcl) - 1630 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - TAYLORCRAFT BC12-D
Landing Gear - FLOAT
Max Gross Wt - 1278
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 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
WAKEFIELD,NH
Destination
LOCAL

Airport Proximity
UNK/NR

Airport Data

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 - PRECAUTIONARY LNDG

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

Pilot-In-Command

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

Age - 53
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1000	Last 24 Hrs - 4
Make/Model- 610	Last 30 Days- UNK/NR
Instrument- 8	Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE TAXIED OUT OF A PROTECTED COVE TO TAKEOFF ON THE MAIN PART OF BALCH LAKE. AFTER LIFT-OFF, HE REALIZED THE WIND WAS TOO GUSTY TO BE FLYING, & ABORTED FROM APRX 30 TO 40 FT AGL. HE SAW TELEPHONE WIRES AHEAD THAT CROSSED THE LAKE & DESCENDED FASTER THAN NORMAL TO ASSURE A LANDING BEFORE THE ACFT GOT TO THE WIRES. SUBSEQUENTLY, THE FLOAT PLANE LANDED HARD & THE RIGHT FRONT STRUT FAILED. HOWEVER, THE ACFT REMAINED AFLOAT & WAS LATER TOWED TO THE SHORE.

Brief of Accident (Continued)

File No. - 1126

8/20/83

WAKEFIELD,NH

A/C Reg. No. N96755

Time (Lc1) - 1630 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - GUSTS
3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
4. FLARE - IMPROPER - PILOT IN COMMAND
5. TERRAIN CONDITION - WATER,ROUGH

-----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. - 1046 6/12/83 MORRISTOWN,NJ A/C Reg. No. N11BD Time (Lcl) - 1230 EDT

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

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

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

Make/Model - DIAL-THORP T-18	Eng Make/Model - LYCOMING IO-320-B1A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MORRISTOWN
Wind Dir/Speed- 310/005 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 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 - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - UNK/NR
SE LAND,ME LAND	Months Since - 10	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD BEEN ACTIVE IN ORGANIZING AN AIR SHOW, BUT WAS NOT CONSIDERED A PARTICIPANT. HOWEVER, HIS HOME BUILT ACFT WAS ON STATIC DISPLAY. ON THE 2ND DAY OF THE SHOW, THE CHAIRMAN OF THE EVENT GAVE HIM PERMISSION TO DO A FLY-BY. SUBSEQUENTLY, HE INITIATED A PASS DOWN RWY 23 AT AN ALTITUDE OF APRX 150 FT AGL. DURING THE PASS, THE ACFT BEGAN TO PORPOISE, MADE 2 OSCILLATIONS ABOUT THE LATERAL AXIS, THEN BEGAN TO DISINTEGRATE. WHILE STILL IN FLT, THE WINGS, FLAPS, VERTICAL STABILIZER, RUDDER, RIGHT HORIZONTAL STABILIZER & PARTS OF THE CANOPY SEPARATED. THE FUSELAGE THEN ROLLED SLIGHTLY TO THE RIGHT, CRASHED & BURNED. THE ACFT WAS NOT CERTIFICATED FOR AEROBATIC FLT. THE MANUFACTURER OF THE KIT (FROM WHICH THE ACFT WAS BUILT) RECOMMENDED THE CRUISE SPEED (VNO) BE 172 MPH & THE NEVER EXCEED SPEED (VNE) BE 210 MPH. THE ACFT'S AIRSPEED INDICATOR WAS CALIBRATED IN KTS & WAS MARKED WITH THE VNO & VNE AT 170 & 213 KTS (196 & 244 MPH), RESPECTIVELY. PSEUDOEPHEDRINE & CHLORPHENIRAMINE FOUND IN PLT'S URINE.

Brief of Accident (Continued)

File No. - 1046

6/12/83

MORRISTOWN,NJ

A/C Reg. No. N11BD

Time (Lc1) - 1230 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation MANEUVERING

Finding(s)

1. FLIGHT/NAV INSTRUMENTS,AIRSPED INDICATOR - INCORRECT
2. MAINTENANCE,INSTALLATION - IMPROPER -
3. LOW PASS - PERFORMED - PILOT IN COMMAND
4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
5. WING - SEPARATION
6. FLIGHT CONTROL,FLAP - SEPARATION
7. STABILIZER - SEPARATION
8. FLIGHT CONTROL,RUDDER - SEPARATION
9. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - SEPARATION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1021 6/26/83 HACKENSACK, NJ A/C Reg. No. N10049 Time (Lcl) - 1930 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
Injuries				
Crew	0	0	1	0
Pass	0	0	0	0

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

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

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 220/010 KTS
Visibility - 15.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TETERBORO, NJ
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TETERBORO
Runway Ident - 24
Runway Lth/Wid - 6015/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 26
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 - 11 Last 24 Hrs - 1
Make/Model- 11 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE STUDENT'S FLT INSTRUCTOR (CFI), HE (THE CFI) HAD INFORMED GROUND CONTROL THAT THE STUDENT WAS GOING TO BE ON HIS 1ST SOLO FLT & WAS GOING TO FLY ONCE AROUND THE PATTERN. REPORTEDLY, THIS RADIO CALL WAS MADE BEFORE THE CFI DEPLANED AFTER DUAL INSTRUCTION. THE STUDENT THOUGHT THAT THE CFI'S ADVISORY WOULD BE COORDINATED WITH LOCAL CONTROL. THEREFORE, HE DID NOT ADVISE THAT HE WAS A STUDENT PLT ON HIS INITIAL CALL FOR TAKEOFF CLEARANCE. AFTER TAKEOFF, THE STUDENT WAS ADVISED TO REMAIN OUTSIDE THE CONTROL ZONE, DUE TO NUMEROUS INBOUND ACFT. HE DEPARTED FOR A TIME. SUBSEQUENTLY, HE WAS CLEARED TO REPORT OVERHEAD TO ENTER A DOWNWIND, BUT REPORTEDLY, HE DID NOT CALL UNTIL ON A DOWNWIND. ON BASE, HE MADE A 360 DEG TURN TO AVOID A POSSIBLE CONFLICT WITH OTHER TRAFFIC WITHOUT CONTACTING THE TOWER. WHILE MANEUVERING, THE ACFT ENTERED A STALL/SPIN. THE STUDENT RECOVERED APRX 150 FT AGL, THEN ATTEMPTED TO LAND ON A ROAD. TO AVOID CARS, HE TURNED AWAY, BUT COLLIDED WITH A POWER LINE POLE.

Brief of Accident (Continued)

File No. - 1021

6/26/83

HACKENSACK,NJ

A/C Reg. No. N10049

Time (Lc1) - 1930 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

1. RADIO COMMUNICATIONS - NOT MAINTAINED - PILOT IN COMMAND
2. VISUAL SEPARATION - INITIATED - PILOT IN COMMAND
3. MANEUVER - INITIATED - PILOT IN COMMAND
4. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

7. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
9. IMPROPER DECISION,MENTAL PERFORMANCE OVERLOAD - PILOT IN COMMAND
10. OBJECT - VEHICLE
11. MANEUVER - PERFORMED - PILOT IN COMMAND
12. OBJECT - UTILITY POLE
13. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 9,13

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,10,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1034 7/13/83 COLTS NECK, NJ A/C Reg. No. N73749 Time (Lcl) - 2030 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	0

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 320/008 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point BELMAR-FARM., NJ</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 - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data COLTS NECK</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 2560/ 125</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE, COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 58</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 13</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 6418</p> <p>Make/Model- 150</p> <p>Instrument- 1256</p> <p>Multi-Eng - 4268</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 1</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

REPORTEDLY, THE PLT-IN-COMMAND (PIC) WAS ON AN ANNUAL FLT CHECK WITH AN INSTRUCTOR PLT (CFI) ON BOARD. THE FLYING CLUB HAD A REQUIREMENT FOR AN ANNUAL, CLUB PROFICIENCY, CHECK FLT. DURING THE FLT, THE CHECK PLT ASKED THE PIC TO LAND AT THE COLTS NECK ARPT. HE STATED THAT HE WAS CONFIDENT THE LANDING CONDITIONS ON THE SOD Rwy WOULD BE GOOD, SINCE HE HAD RECENTLY LANDED THERE IN ANOTHER ACFT. HOWEVER, DURING THE LANDING ROLL, THE ACFT WENT OVER A HUMP IN THE Rwy & BECAME AIRBORNE MOMENTARILY. REPORTEDLY, BACK PRESSURE WAS APPLIED TO THE ELEVATOR CONTROLS & WHEN THE NOSE CAME BACK DOWN, ANOTHER HUMP WAS ENCOUNTERED & THE NOSE GEAR FORK FAILED. THE STRUT THEN DUG INTO THE GROUND & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1034

7/13/83

COLTS NECK, NJ

A/C Reg. No. N73749

Time (Lc1) - 2030 EDT

Occurrence NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. UNSUITABLE TERRAIN - SELECTED - CHECK PILOT

-----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. - 1161 1/26/83 CARLSBAD, NM A/C Reg. No. N75707 Time (Lcl) - 1510 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF			0	0	0
					None
					1
					1

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	UNK/NR
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 5.0 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 - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 410
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 390
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED IN A SHORT, LEVEL AREA NEAR A DRILLING RIG SITE AT AN ELEVATION OF APRX 3300 FT. HE STATED THAT HE PREVIOUSLY STEPPED OFF THE 960 FT TAKEOFF AREA. HE STATED THAT HE LIFTED OFF AT ABOUT 58 KTS, BUT THE PLANE SEEMED TO HIT TURBULENCE AND THE RIGHT WING DROPPED AND HIT A STEEP POST. REPORTEDLY, THE PLANE WAS CRASH LANDED IMMEDIATELY AFTER HITTING THE POST.

Brief of Accident (Continued)

File No. - 1161

1/26/83

CARLSBAD,NM

A/C Reg. No. N75707

Time (Lcl) - 1510 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1138 2/07/83 FARMINGTON, NM A/C Reg. No. N732KS Time (Lcl) - 1115 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA T210M	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	DURANGO, CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	RENO, NV	FARMINGTON MUN
Wind Dir/Speed- 050/007 KTS		Runway Ident - 07
Visibility - 4.000 SM	ATC/Airspace	Runway Lth/Wid - 6700/ 100
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT OVERCAST	Type of Clearance - IFR	Runway Status - DRY
Obstructions to Vision- FOG	Type Apch/Lndg - VOR/DME	
Precipitation - SNOW SHOWER	PRECAUTIONARY LNDG	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1612
SE LAND	Months Since - 18	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 1020
		Last 30 Days- UNK/NR
		Instrument- 300
		Last 90 Days- 30
		Multi-Eng - 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RECEIVED A WEATHER BRIEFING & FILED AN IFR FLT PLAN PRIOR TO THE FLT. REPORTEDLY, THE FSS SPECIALIST DID NOT ADVISE THE PLT OF A PERTINENT FORCAST FOR MODERATE ICING IN CLOUDS & PRECIPITATION UP TO 18,000 FT. THE FORECAST WAS AVAILABLE TO THE SPECIALIST FOR USE DURING THE BRIEFING. ON CLIMB OUT, THE PLT REPORTED THAT HE ENCOUNTERED EXTREME ICING & DIVERTED TO FARMINGTON, NM. HE MADE A VOR/DME APPROACH, BUT WAS HIGH & INFORMED THE TOWER THAT HE WOULD CIRCLE & LAND. DURING THE LANDING, THE RIGHT WING DROPPED PRIOR TO TOUCHDOWN. THE RIGHT WING HIT THE APPROACH END OF THE RUNWAY, THE GEAR COLLAPSED DURING TOUCHDOWN & THE PLANE SLID OFF THE LEFT SIDE OF THE RUNWAY. REPORTEDLY, THE ACFT & ITS WINDSHIELD WERE COVERED WITH ICE.

Brief of Accident (Continued)

File No. - 1138

2/07/83

FARMINGTON, NM

A/C Reg. No. N732KS

Time (Lc1) - 1115 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - INADEQUATE - ATC PERSONNEL(FSS)
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - SNOW
4. WEATHER CONDITION - ICING CONDITIONS
5. WING - ICE
6. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
8. AIRSPEED - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1148 3/06/83 ROSWELL, NM A/C Reg. No. N5042J Time (Lcl) - 1907 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS				
Flight Conducted Under	-14 CFR 91	Crew 0	0	0	1
Accident Occurred During	-LANDING	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 8KCAB
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-360-H1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 300/011 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ADDISON, TX
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

ROSWELL INDUSTRIAL
Runway Ident - 21
Runway Lth/Wid - 13000/ 300
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND
HELICOPTER

Age - 34
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2653
Last 24 Hrs - 4
Make/Model- 160
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- 20
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE ENGINE BEGAN TO LOSE POWER AS THE ACFT WAS ON BASE LEG FOR LANDING. THE PLT WAS UNABLE TO RESTORE FULL POWER AND MADE A FORCED LANDING IN AN UNIMPROVED AREA APRX 2 MI FROM THE AIRPORT. DURING THE LANDING ROLL-OUT, THE RIGHT WING TIP HIT A LARGE WOODEN FENCE POST BEFORE THE PILOT WAS ABLE TO STOP. APRX 1 GAL OF FUEL WAS DRAINED FROM THE FUEL TANKS DURING A POST-CRASH INVESTIGATION. THE FUEL CAPACITY WAS 40 GAL, OF WHICH, .77 GAL WAS UNUSABLE. AFTER THE PREVIOUS FLIGHT (FROM ROSWELL, NM TO ADDISION, TX), 27 GAL OF FUEL WAS ADDED. THE PLT STATED THAT THE FUEL GAUGE INDICATED FULL PRIOR TO TAKEOFF; HOWEVER, HE DID NOT VISUALLY CHECK THE FUEL DURING HIS PREFLIGHT. APRX 10 MIN PRIOR TO ARRIVAL AT ROSWELL, THE RIGHT TANK INDICATED EMPTY & THE LEFT TANK INDICATED ABOUT 1/8 FULL. THE TOTAL ELAPSED TIME OF THE FLIGHT WAS 3 HRS & 42 MIN IN ADDITION TO A 20 MIN GROUND DELAY AFTER STARTING THE ENGINE.

Brief of Accident (Continued)

File No. - 1148

3/06/83

ROSWELL,NM

A/C Reg. No. N5042J

Time (Lcl) - 1907 MST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. AIRCRAFT PREFLIGHT - 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 - NIGHT
 5. OBJECT - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1194 7/08/83 BOULDER CITY,NV A/C Reg. No. N1507R Time (Lcl) - 1834 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0	1
Accident Occurred During -LANDING				0	0	1

-----Aircraft Information-----

Make/Model - GRUMMAN AMERICAN AA-1B	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1560	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/017 KTS Visibility - 75.0 SM Lowest Sky/Clouds - 8000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point MILFORD,UT Destination YUCCA VALLEY,CA 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 BOULDER CITY MUNI Runway Ident - 17 Runway Lth/Wid - 2880/ 110 Runway Surface - DIRT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 64 Biennial Flight Review Current - YES Months Since - 12 Aircraft Type - AA1B	Medical Certificate - EXPIRED Flight Time (Hours) Total - 475 Make/Model- 466 Instrument- 9 Last 24 Hrs - 9 Last 30 Days- UNK/NR Last 90 Days- 22
--	--	--

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH RISING TERRAIN DURING A GO-AROUND. THE PILOT ATTEMPTED A LANDING AT BOULDER CITY IN A 20-30 KT. WIND. WHEN THE ACFT BOUNCED THE PILOT DECIDED TO GO-AROUND. INSTEAD OF CLIMBING INTO THE WIND HE TURNED DOWNWIND AT LOW ALTITUDE WHERE HE ENCOUNTERED WIRES AND POLES. IN AVOIDING THE POWER LINES BY GOING UNDER THEM THE PILOT COLLIDED WITH THE RISING TERRAIN.

Brief of Accident (Continued)

File No. - 1194

7/08/83

BOULDER CITY,NV

A/C Reg. No. N1507R

Time (Lc1) - 1834 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
3. GO-AROUND - INITIATED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. IMPROPER DECISION,FATIGUE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

6. WEATHER CONDITION - TAILWIND
7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
8. TERRAIN CONDITION - RISING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1072 10/06/83 VIRGINIA CITY,NV A/C Reg. No. N65966 Time (Lcl) - 0745 PDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-CARSON TAHOE AVIATION	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED	Fire		Crew 0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE		Pass 0	0	1	1
Accident Occurred During	-MANEUVERING						

-----Aircraft Information-----

Make/Model	- CESSNA 172P	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	- 2300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		UNK/NR	
Method	- N/A	CARSON CITY,NV			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC			
Wind Dir/Speed	- CALM			Runway Ident	- UNK/NR
Visibility	- 4.000 SM	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- NONE	Runway Surface	- UNK/NR
Lowest Ceiling	- NONE	Type of Clearance	- UNK/NR	Runway Status	- UNK/NR
Obstructions to Vision	- NONE	Type Apch/Lndg	-		
Precipitation	- UNK/NR				
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)	
ATP,CFI	Current - YES	Total - 4885	Last 24 Hrs - UNK/NR
SE LAND,ME LAND,SE SEA	Months Since - 2	Make/Model- 289	Last 30 Days- 39
	Aircraft Type - 421	Instrument- 332	Last 90 Days- 230
		Multi-Eng - 1668	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH RISING TERRAIN WHILE ON A PHOTOGRAPHIC FLT FOR NAT'L GEOGRAPHIC OF MOUNTAINOUS TERRAIN AROUND VIRGINIA CITY. A WITNESS SAID THE ACFT FLEW TOO LOW AND SLOW AND HIT THE UP-SLOPE TERRAIN WITH THE LEFT LANDING GEAR WHILE CIRCLING. THE ACFT NOSED OVER AND ENDED UP INVERTED. THE PILOT STATED ON THE FORM 6120.1 THAT SHE EXPERIENCED A POWER INTERRUPTION. HOWEVER, THE PILOT TOLD HER EMPLOYER THAT SHE WAS LOW AND SLOW ON THIS FLT AND THE EMPLOYER RELAYED THE INFORMATION TO THE INVESTIGATOR.

Brief of Accident (Continued)

File No. - 1072

10/06/83

VIRGINIA CITY, NV

A/C Reg. No. N65966

Time (Lc1) - 0745 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - RISING
 2. AIRSPEED - BELOW - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
 5. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation MANEUVERING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1196 11/03/83 RENO,NV

A/C Reg. No. N756DG

Time (Lc1) - 1000 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -CHARLES B. KOEHLER	NONE		Fatal	Serious	Minor
Type of Operation -NON SCHED,DOMESTIC,CARGO	Fire	Crew	1	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -STANDING					

-----Aircraft Information-----

Make/Model - CESSNA TU206G	Eng Make/Model - CONTINENTAL TS10-520-M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	RENO
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 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 -	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1600
SE LAND,ME LAND	Months Since - 18	Last 24 Hrs - 0
	Aircraft Type - PA-28	Make/Model- 55
		Last 30 Days- 9
		Instrument- 94
		Last 90 Days- 26
		Multi-Eng - 86

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT'S BODY WAS FOUND UNDER THE FRONT OF THE ACFT BY THE PROPELLER. ALL COCKPIT CONTROLS WERE IN THE START POSITION AND THE ACFT WAS NOT CHOCKED OR TIED DOWN. THE PAYROLL CHECKS THE PILOT WAS TO DELIVER WERE FOUND IN THE ACFT.

Brief of Accident (Continued)

File No. - 1196

11/03/83

RENO, NV

A/C Reg. No. N756DG

Time (Lc1) - 1000 PST

Occurrence

PROPELLER/ROTOR CONTACT

Phase of Operation

STANDING - STARTING ENGINE(S)

Finding(s)

1. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1014 6/24/83 MILLBROOK,NY A/C Reg. No. N6438P Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation	-BUSINESS	Fire	0	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	0	0	1	0
Accident Occurred During	-LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-24-250	Eng Make/Model	- LYCOMING O-540	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 250 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	FARMINGDALE,NY		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	SKY ACRES	
Wind Dir/Speed	- UNK/NR		Runway Ident	- 35
Visibility	- 50.0 SM	ATC/Airspace	Runway Lth/Wid	- 3800/ 20
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 789	Last 24 Hrs - 28
SE LAND	Months Since - 23	Make/Model - 550	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 1
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PLT REPORTED THAT ON FINAL APCH, THE ACFT BEGAN AN UNEXPECTED DESCENT BELOW THE INTENDED GLIDE PATH. REPORTEDLY, FULL POWER WAS APPLIED TO REDUCE THE DWSCENT, BUT THE ACFT TOUCHED DOWN APRX 20 FT SHORT OF THE RWY ON AN UPGRADE. THE ACFT BOUNCED IN THE AIR, THEN THE LEFT WING STRUCK THE GROUND DURING THE NEXT TOUCHDOWN. SUBSEQUENTLY, THE ACFT SLID ALONG THE GROUND & WENT OVER ON ITS RIGHT WING. AFTER COMING TO REST, THERE WAS DAMAGE TO THE PROPELLER, ENG, BOTH WINGS, NOSE & THE UNDERCARRIAGE.

Brief of Accident (Continued)

File No. - 1014

6/24/83

MILLBROOK,NY

A/C Reg. No. N6438P

Time (Lc1) - 1030 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - RISING

-----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. - 1063 6/27/83 SHELTER ISLAND, NY A/C Reg. No. N5615V Time (Lcl) - 0700 EDT

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-BUSINESS	Fire	Crew	Fatal	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-APPROACH						

-----Aircraft Information-----

Make/Model	- PIPER PA-28-181	Eng Make/Model	- LYCOMING O-360	ELT Installed/Activated	- YES-UNK/NR
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	- 181 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	WATERFORD, CT			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	SHELTER ISLAND, NY		WESTMORELAND	
Wind Dir/Speed	- CALM			Runway Ident	- 22
Visibility	- 10.0 SM	ATC/Airspace		Runway Lth/Wid	- 1200/ 200
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- NONE	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- HAZE	Type Apch/Lndg	- TRAFFIC PATTERN		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - 3083	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 2	Make/Model - 2671	Last 30 Days - 50
	Aircraft Type - PA-28	Instrument - 359	Last 90 Days - 174
		Multi-Eng - 162	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED OFF THE DEPARTURE END OF THE RWY IN A SWAMP DURING AN ATTEMPTED GO-AROUND. THE PILOT SAID THE APPROACH WAS NORMAL BUT THAT THE ACFT FLOATED MORE THAN NORMAL. A GO-AROUND WAS INITIATED. THE PILOT COULD NOT REMEMBER IF THE ACFT TOUCHED DOWN BUT FELT THE ACFT DID NOT CLIMB PROPERLY. THE ACFT HIT A TREE AND CRASHED. ACCORDING TO A WITNESS AS THE ACFT TURNED FINAL THE PILOT BANKED SEVERAL TIMES, AND THE ACFT SPEED WAS TOO FAST FOR A SLIGHT TAILWIND EXISTING AT THE TIME. THE PLANE TOUCHED DOWN NEAR THE DEPARTURE END OF THE RWY. POWER WAS APPLIED AND THE ACFT GOT AIRBORNE IN A STALLING FASHION AND CRASHED IN THE SWAMP ACROSS THE ROAD. DURING INVESTIGATION TIRE MARKS WERE FOUND ON THE LAST 250 FT OF THE RWY AND CONTINUED THROUGH SOME HIGH GRASS. NO TIRE MARKS WERE FOUND ON THE ROAD. THE ACFT WAS 200 FT PAST THE ROAD WITH THE LEFT WING SHEARED OFF. THE RWY IS ABOUT 1400 FT LONG WITH A HIGH POINT IN THE MIDDLE SLOPING DOWN TO BOTH ENDS. THE ROAD PERPENDICULAR TO THE RWY IS 50 FT FROM THE DEPARTURE END.

Brief of Accident (Continued)

File No. - 1063

6/27/83

SHELTER ISLAND, NY

A/C Reg. No. N5615V

Time (Lcl) - 0700 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
 3. OBJECT - TREE(S)
 4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 5. GO-AROUND - DELAYED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1044 7/04/83 NEW PALTZ, NY A/C Reg. No. N3335U Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 182F	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	- 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	PUTMAN, NY	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	STANTON
Wind Dir/Speed-	320/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 3.000 SM	Type of Flight Plan	- 32
Lowest Sky/Clouds	- 3000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- UNK/NR	Type of Clearance	- 2515/ 42
Obstructions to Vision	- HAZE	Type Apch/Lndg	- GRAVEL
Precipitation	- UNK/NR	- TRAFFIC PATTERN	Runway Status
Condition of Light	- DAYLIGHT		- DRY

-----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	Total	- 145
SE LAND	Months Since	Make/Model-	83
	Aircraft Type	Instrument-	5
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 17

Instrument Rating(s) - UNK/NR

-----Narrative-----

ACCORDING TO THE PLT, JUST PRIOR TO LANDING, THE ACFT ENCOUNTERED WIND SHEAR, AND SUBSEQUENTLY, A HARD LANDING OCCURRED. THE FIREWALL, COWLING, PROPELLER & BELLY SKIN WERE DAMAGED DURING THE LANDING.

Brief of Accident (Continued)

File No. - 1044

7/04/83

NEW PALTZ, NY

A/C Reg. No. N3335U

Time (Lc1) - 1100 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - WINDSHEAR
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 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. - 1045 7/09/83 DURHAMVILLE, NY A/C Reg. No. N9154A Time (Lcl) - 1200 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	1
					0

-----Aircraft Information-----

Make/Model - CESSNA 170B	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CICERO, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	KAMP
Wind Dir/Speed- 350/012 KTS		Runway Ident - 28
Visibility - 20.0 SM	ATC/Airspace	Runway Lth/Wid - 3200/ 40
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 664
SE LAND	Months Since - 11	Last 24 Hrs - 2
GLIDER	Aircraft Type - UNK/NR	Make/Model- 475
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE ACFT TOUCHED DOWN APRX 500 FT DOWN THE RWY, AND AFTER ROLLING APRX 200 FT, IT ENCOUNTER A STRONG GUST. SUBSEQUENTLY, THE ACFT VEERED LEFT & WENT OFF THE RUNWAY. THE PLT SIMULTANEOUSLY APPLIED FULL POWER AS THE ACFT HIT AN EMBANKMENT. THE ACFT BECAME AIRBORNE, BUT THE PLT FELT A VIBRATION, SO HE REDUCED THE POWER & LANDED & LANDED ON A GRASS STRIP WHICH WAS PARALLEL TO THE ASPHALT RWY. AFTER TOUCHDOWN, THE LEFT MAIN GEAR COLLAPSED & THE ACFT SKIDDED TO A STOP.

Brief of Accident (Continued)

File No. - 1045

7/09/83

DURHAMVILLE, NY

A/C Reg. No. N9154A

Time (Lc1) - 1200 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

6. GO-AROUND - INITIATED - PILOT IN COMMAND
7. TERRAIN CONDITION - DIRT BANK
8. LANDING GEAR, MAIN GEAR - OVERLOAD

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1037 7/15/83 CANANDAIGUA, NY A/C Reg. No. N733MW Time (Lcl) - 0900 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 -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CHAMPION 7GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-CL
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 225/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CANANDAIGUA, NY
Destination
GENESSEO, NY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

CANANDAIGUA
Runway Ident - 16
Runway Lth/Wid - 1900/ 100
Runway Surface - GRASS/TURF
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - 7GCBC

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 4500	Last 24 Hrs	- 2
Make/Model-	4500	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	75

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT INITIATED A TAKEOFF ON A 1900 FT GRASS RWY WITH 2 NOTCHES OF FLAPS. HE STATED THAT AFTER LIFT-OFF, HE HAD CLIMBED 50 TO 75, BUT WAS UNSURE WHETHER OR NOT HE COULD CLEAR THE TOPS OF THE TREES AT THE END OF THE RWY. HE ELECTED TO ABORT, BUT WAS UNABLE TO STOP ON THE REMAINING RWY. AFTER OVER RUNNING, THE PLANE COLLIDED WITH SEVERAL TREES.

Brief of Accident (Continued)

File No. - 1037

7/15/83

CANANDAIGUA, NY

A/C Reg. No. N733MW

Time (Lc1) - 0900 EDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. PLANNING-DECISION - INTENTIONAL - PILOT IN COMMAND
3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

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) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1062 7/20/83 PLATTSBURGH,NY A/C Reg. No. N76079 Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA C140	Eng Make/Model - CONTINENTAL 90	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point PLATTSBURGH,NY	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		Runway Ident - UNK/NR
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - UNK/NR
Wind Dir/Speed- UNK/NR	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Visibility - 30.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - UNK/NR	Type Apch/Lndg - NONE	
Lowest Ceiling - UNK/NR		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL,CFI	Current - YES	Total - 1495
SE LAND,ME LAND	Months Since - 15	Make/Model- 50
	Aircraft Type - UNK/NR	Instrument- 60
		Multi-Eng - 150
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 184

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT GROUNDLOOPED FOLLOWING SEPARATION OF THE RIGHT WHEEL AND AXLE DURING A PRACTICE SHORT FIELD LANDING.
EXAMINATION REVEALED TWO OF THE FOUR AXLE ATTACHING BOLTS WERE STRIPPED AND MISSING.

Brief of Accident (Continued)

File No. - 1062

7/20/83

PLATTSBURGH, NY

A/C Reg. No. N76079

Time (Lcl) - 1400 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, MAIN GEAR - SEPARATION
 2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 3. LANDING GEAR, AXLE - SEPARATION
 4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 5. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR, AXLE - STRIPPED THREAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,6

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. - 1115 8/24/83 DUNKIRK, NY A/C Reg. No. N5686L Time (Lcl) - 1325 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- 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	- UNK/NR
Max Gross Wt	- 1500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 108 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- 130/010 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">SCHENECTADY, NY</p> <p>Destination</p> <p style="text-align: center;">DUNKIRK, NY</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="text-align: center;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="text-align: center;">DUNKIRK</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - ROUGH</p>
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-----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 - UNK/NR	Total - 105
SE LAND	Months Since - UNK/NR	Make/Model- 6
	Aircraft Type - UNK/NR	Instrument- 4
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

AT APRX 0955 EDT, THE PLT TOOK OFF FROM SCHENECTADY, NY WITH 24 GAL OF FUEL ON BOARD. ABOUT 2 1/2 HRS LATER, WHILE ON A DOWNWIND TO LAND AT DUNKIRK, NY, HE APPLIED CARBURETOR HEAT & THEN THE ENG LOST POWER. THE CARBURETOR HEAT WAS SHUT OFF & A RESTART WAS ATTEMPTED, BUT TO NO AVAIL. DURING A FORCED LANDING IN A FIELD, THE NOSE GEAR, LOWER COWL & HORIZONTAL STABILIZER WERE SUBSTANTIALLY DAMAGED. THE PLT REPORTED THAT HE SHOULD HAVE CHECK THE FUEL TANKS WHILE AT ALTITUDE & SWITCHED THE SELECTOR TO THE FULLEST TANK.

Brief of Accident (Continued)

File No. - 1115

8/24/83

DUNKIRK,NY

A/C Reg. No. N5686L

Time (Lc1) - 1325 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
 3. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR,NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1036 9/04/83 GILDERLAND,NY A/C Reg. No. N6191K Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	- FERRY	Fire	Crew	0	0	0	1
Flight Conducted Under	- 14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	- LANDING						

-----Aircraft Information-----

Make/Model	- REPUBLIC RC-3	Eng Make/Model	- FRANKLIN B9F	ELT Installed/Activated	- NO -N/A
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2980	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- UNK/NR		

-----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	ESPERANCE,NY	Runway Ident
Wind Dir/Speed-	ATC/Airspace	Runway Lth/Wid
Visibility	Type of Flight Plan	Runway Surface
Lowest Sky/Clouds	Type of Clearance	Runway Status
Lowest Ceiling	Type Apch/Lndg	
Obstructions to Vision-		
Precipitation		
Condition of Light		

-----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	- UNK/NR	Total	- 2300
SE LAND,ME LAND	Months Since	- UNK/NR	Make/Model-	2
	Aircraft Type	- UNK/NR	Instrument-	25
			Multi-Eng -	300

Instrument Rating(s) - NONE

-----Narrative-----

ON THE DAY BEFORE THE ACCIDENT, AN EMERGENCY LANDING WAS MADE IN A HAY FIELD AFTER THE ENG LOST POWER. AN EXAM OF THE ACFT REVEALED A DEFECTIVE FUEL LINE. THE FUEL LINE WAS REPAIRED. DURING A GROUND RUN-UP, THE ENG PRODUCED FULL POWER & THE MAGNETO CHECK WAS NORMAL. HOWEVER, DURING A TAKEOFF, THE ENG LOST POWER AGAIN AT APRX 40 FT AGL. THE PLT REPORTED THAT WHILE HE WAS IN A LEFT TURN TO AVOID TREES, CONTROL EFFECTIVENESS WAS LOST & HE COULD NOT LEVEL THE WINGS. SUBSEQUENTLY, THE ACFT CRASHED & WAS SUBSTANTIALLY DAMAGED. AN EXAM OF THE ACFT DISCLOSED FOREIGN MATERIAL IN THE INLET ELBOW OF THE GAS STRAINER. THE PLT STATED THAT THE MATERIAL WAS A BALL OF GUMMY RUST. IN A DIAGRAM DEPICTING ITS LOCATION, HE SHOWED THAT IT WAS NEXT TO A DEFECTIVE HOSE CONNECTION.

Brief of Accident (Continued)

File No. - 1036

9/04/83

GILDERLAND,NY

A/C Reg. No. N6191K

Time (Lc1) - 1100 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,LINE FITTING - BLOCKED(TOTAL)
2. MAINTENANCE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. MANEUVER - PERFORMED - PILOT IN COMMAND
5. AIRSPEED - INADEQUATE -
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1096 1/29/83 BAINBRIDGE, OH A/C Reg. No. N1598U Time (Lcl) - 1750 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
Crew 0	0	0	1	
Pass 0	0	2	1	

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/006 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

VALLEY VISTA
Runway Ident - 08
Runway Lth/Wid - 2700/ 100
Runway Surface - GRASS/TURF
Runway Status - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 110
Make/Model- 19
Instrument- 2
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 49

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING TAKEOFF. THE PILOT REPORTED HE USED SOFT FIELD TECHNIQUES FOR TAKEOFF AND THE ACFT WAS OFF THE GROUND 1/3 TO 1/2 WAY DOWN THE RWY. HE SAID THE ACFT CLIMBED TO ABOUT 50 FT AGL AND WOULD NOT CLIMB HIGHER. THE AIRSPEED WAS 55 AND A TURN WAS INITIATED TO AVOID OBSTACLES BUT THE AIRSPEED DROPPED TO 45. THE ACFT STALLED AND MUSHED INTO TREES. THE ACFT WAS 10 LBS BELOW MAX GROSS WEIGHT AND WITHIN CG LIMITS AT TAKEOFF. THERE WERE NO REPORTED MECHANICAL MALFUNCTIONS TO THE ACFT.

Brief of Accident (Continued)

File No. - 1096

1/29/83

BAINBRIDGE, OH

A/C Reg. No. N1598U

Time (Lcl) - 1750 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 2. PROPER CLIMB RATE - NOT OBTAINED - PILOT IN COMMAND
 3. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1082 2/22/83 ELYRIA, OH A/C Reg. No. N72296 Time (Lcl) - 1700 EST

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage						
		SUBSTANTIAL						
Type of Operation	-INSTRUCTIONAL	Fire		Crew	0	Fatal	0	Injuries
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	Serious	0	Minor
Accident Occurred During	-LANDING						0	None
							0	1
							0	0

-----Aircraft Information-----

Make/Model	- CESSNA 140	Eng Make/Model	- CONTINENTAL C-85	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
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	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		ELYRIA CITY	
Wind Dir/Speed	- 360/004 KTS	ATC/Airspace		Runway Ident	- 27
Visibility	- 5.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 3060/ 50
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	- HAZE				
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)	
STUDENT	Current - N/A	Total - 33	Last 24 Hrs - 2
	Months Since - N/A	Make/Model - 33	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 3	Last 90 Days - 17

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED OFF THE LEFT SIDE OF RWY 27 AND NOSED OVER DURING LANDING. THIS WAS THE STUDENT PILOTS SECOND SUPERVISED SOLO AND HIS THIRD LANDING TO A FULL STOP. THE WEATHER WAS VMC WITH THE WIND FROM 360 DEGREES AT 4 KTS.

Brief of Accident (Continued)

File No. - 1082

2/22/83

ELYRIA, OH

A/C Reg. No. N72296

Time (Lc1) - 1700 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1081 2/27/83 MADEIRA, OH A/C Reg. No. N6809J Time (Lcl) - 1535 EST

-----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	0	1	0
Accident Occurred During	-LANDING		Pass 0	0	1	2

-----Aircraft Information-----

Make/Model	- PIPER PA-32-260	Eng Make/Model	- LYCOMING O-540-E4B5	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 7	Rated Power	- 260 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- PATWAS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	DAYTON, OH	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	CINCINNATI, OH	
Wind Dir/Speed	- 090/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- N/A
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 337	Last 24 Hrs - 1
SE LAND	Months Since - 16	Make/Model - 92	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 77	Last 90 Days - 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO TREES DURING A FORCED LANDING AFTER THE ENGINE STOPPED OPERATING WHILE APPROACHING AN ARPT. THE ACFT WAS ON A CROSS COUNTRY FLT FROM DAYTON TO CINCINNATI IN VMC WEATHER. THE ACFT WAS INSPECTED AT THE SCENE AND THE ENGINE WAS REMOVED AND TAKEN TO AN FAA REPAIR STATION FOR A TEST RUN. THERE WAS NO EVIDENCE OF A FUEL LEAK AT THE ACCIDENT SCENE. THE ACFT HAD 58 GALLONS ON BOARD DEPARTING DAYTON AND THE FLT HAD ONLY TAKEN 35 MINUTES. WHEN INSPECTED AT THE SCENE THE FUEL MANIFOLD LINE TO THE CARBURETOR WAS DRY. AT THE REPAIR STATION THE ENGINE WAS TEST RUN, IT STARTED IMMEDIATELY AND PASSED THE MALFUNCTIONS RUN IN SPECIFICATION.

Brief of Accident (Continued)

File No. - 1081

2/27/83

MADEIRA, OH

A/C Reg. No. N6809J

Time (Lc1) - 1535 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FLUID, FUEL - STARVATION
 2. IN-FLIGHT PLANNING/DECISION
 3. MISCELLANEOUS - OTHER
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 1004 3/16/83 COLUMBUS, OH A/C Reg. No. N93571 Time (Lcl) - 1745 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - BELLANCA 17-30A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2217
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-K1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/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- 005/011 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds -
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 - FULL STOP
TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

OHIO STATE UNIVERSITY
Runway Ident - 09R
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 58
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1128	Last 24 Hrs -	3
Make/Model-	9	Last 30 Days-	UNK/NR
Instrument-	160	Last 90 Days-	20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD PURCHASED THE ACFT ON 2/28/83. FROM THAT DATE UNTIL THE DAY OF THE ACCIDENT ON 3/16/83, HE HAD PROBLEMS WITH THE LANDING GEAR. WHEN HE ATTEMPTED TO RETRACT THE GEAR AFTER TAKEOFF ON THE DAY OF THE ACCIDENT, THE INDICATORS SHOWED THAT THE GEAR HAD RETRACTED, BUT THERE WAS NO NORMAL SOUND OF GEAR RETRACTION. THE PLT FLEW PAST THE TOWER FOR A GEAR CHECK & TOWER PERSONNEL REPORTED THAT THE GEAR APPEARED TO BE DOWN. DURING A SUBSEQUENT LANDING, THE RIGHT MAIN GEAR COLLAPSED, THE ACFT WENT OF THE RWY & STRUCK A RWY LIGHT. AN INVESTIGATION REVEALED THAT THE GEAR CONTROL RELAY & AIRSPEED SWITCH CONTACTS WERE CORRODED, PITTED AND/OR SCORED. WHEN THESE WERE REPLACED, THE GEAR OPERATED NORMALLY. IT WAS NOTED THAT THE PLT DID NOT USE THE MANUAL GEAR EXTENSION SYS WHICH WOULD HAVE POSITIONED THE GEAR IN THE DOWN & LOCKED POSITION.

Brief of Accident (Continued)

File No. - 1004

3/16/83

COLUMBUS, OH

A/C Reg. No. N93571

Time (Lc1) - 1745 EST

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. ELECTRICAL SYSTEM, ELECTRIC RELAY - CORRODED
2. MAINTENANCE - IMPROPER -
3. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
4. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - RUNWAY LIGHT

-----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1032 3/28/83 NORTH CANTON, OH A/C Reg. No. N2260T Time (Lc1) - 1958 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL					
Type of Operation	-BUSINESS	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 182RG	Eng Make/Model	- LYCOMING O-540	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 235 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 310/011 KTS</p> <p>Visibility - 3.000 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 700 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - DRIZZLE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point ATLANTA, GA</p> <p>Destination AKRON, OH</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - VISUAL STRAIGHT-IN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data AKRON-CANTON</p> <p>Runway Ident - 01</p> <p>Runway Lth/Wid - 6398/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 821
SE LAND	Months Since - 5	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 266
		Instrument- 92
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE HAD FILED AN IFR FLT PLAN TO YOUNGSTOWN, OH, WITH A CRUISE ALT OF 9000 FT. AFTER PASSING APPLETON, OH, HE CHANGED HIS DESTINATION TO THE AKRON MUNI ARPT. DURING THE APCH, ICING CONDITIONS WERE ENCOUNTERED. THE PLT REPORTED THAT ICE ON HIS WINDSHIELD RESTRICTED HIS FORWARD VISIBILITY & HE WAS UNABLE TO MAINTAIN AN ASSIGNED ALT OF 4000 FT. HE DIVERTED TOWARD THE AKRON-CANTON RGNL ARPT & WAS ASSISTED BY A SURVEILLANCE ARCH. THE PLT WAS ABLE TO STABILIZE HIS ALT AT ABOUT 1200 FT AGL & PROCEEDED TO LAND. PERSONNEL IN THE CONTROL TOWER REPORTED THAT AFTER CROSSING THE THRESHOLD, THE ACFT SUDDENLY ENTERED A DESCENT & LANDED HARD. DURING THE LANDING, THE ACFT BOUNCED & THE LANDING GEAR & AIRFRAME WERE DAMAGED. THE PLT STATED THAT THE DID NOT REQUEST ANY EN ROUTE BRIEFINGS DURING THE 5 HR FLT.

Brief of Accident (Continued)

File No. - 1032

3/28/83

NORTH CANTON, OH

A/C Reg. No. N2260T

Time (Lc1) - 1958 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. IN FLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
 2. WEATHER CONDITION - CLOUDS
 3. WEATHER CONDITION - RAIN
 4. WEATHER CONDITION - ICING CONDITIONS
 5. WING - ICE
 6. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE
 7. AIRCRAFT PERFORMANCE - DETERIORATED
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
 9. LIGHT CONDITION - DUSK
 10. FLARE - NOT MAINTAINED - PILOT IN COMMAND
 11. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL DETECTION - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,10

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8,9,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1031

4/23/83

WADSWORTH, OH

A/C Reg. No. N2607B

Time (Lcl) - 1435 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 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- 160/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AKRON, OH
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

WADSWORTH
Runway Ident - 19
Runway Lth/Wid - 3535/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND

Age - 33

Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 360	Last 24 Hrs	- 1
Make/Model	- 8	Last 30 Days	- UNK/NR
Instrument	- 49	Last 90 Days	- 3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

REPORTEDLY, THE PASSENGER, WHO WAS BUILDING AN ULTRALIGHT ACFT, WAS IN THE LEFT SEAT & WAS BEING FAMILIARIZED WITH FLT PROCEDURES. THE INSTRUCTOR DETERMINED THAT THE WINDS AT AN UNCONTROLLED ARPT WERE LIGHT FROM 160 DEG. HE MADE 3 CALLS ON THE UNICOM FREQUENCY, BUT GOT NO REPLY, SO HE ELECTED TO LAND ON RWY 19. WHILE ON A SHORT FINAL HE NOTICED ANOTHER ACFT LANDING FROM THE OPPOSITE DIRECTION. REPORTEDLY, THE INSTRUCTOR INITIATED A GO-AROUND & STARTED A TURN TO AVOID A COLLISION. HE STATED THAT HE ENCOUNTERED TURBULENCE, WHICH MADE FURTHER STABILIZED FLIGHT IMPOSSIBLE. SUBSEQUENTLY, HE LANDED IN A PLOWED FIELD TO AVOID FLYING INTO TREES. HOWEVER, AT THE LAST MOMENT DURING THE LANDING, THE RIGHT WING DIPPED & HIT THE GROUND.

Brief of Accident (Continued)

File No. - 1031

4/23/83

WADSWORTH, OH

A/C Reg. No. N2607B

Time (Lcl) - 1435 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. GO-AROUND - INITIATED - PILOT IN COMMAND
3. MANEUVER - PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - TURBULENCE
5. AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

7. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1182

6/16/83

BRYAN, OH

A/C Reg. No. N9299Y

Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 210
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 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- 250/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DEFIANCE, OH
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

WILLIAMS COUNTY
Runway Ident - 25
Runway Lth/Wid - 5002/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND, SE SEA

Age - 70

Biennial Flight Review

Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7500	Last 24 Hrs	- UNK/NR
Make/Model	- 210	Last 30 Days	- UNK/NR
Instrument	- 800	Last 90 Days	- 27
Multi-Eng	- 3700		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MAIN LANDING GEAR COLLAPSED DURING LANDING. THE NOSE GEAR NEVER CAME DOWN. THE PILOT STATED THE APPROACH WAS LONG AND FLAT. THE "STALL WARNING BEEPED A COUPLE TIMES. ON FLARE HORN CAME ON." THE LANDING GEAR WAS TESTED FOR EXTENSION/RETRACTION WITH NO DISCREPENCIES NOTED. THE PILOT ADMITTED HE MAY HAVE LOWERED THE GEAR TOO LATE FOR A SAFE LANDING.

Brief of Accident (Continued)

File No. - 1182

6/16/83

BRYAN,OH

A/C Reg. No. N9299Y

Time (Lcl) - 1030 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - DELAYED - PILOT IN COMMAND
 2. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND
 3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1114 7/19/83 YOUNGSTOWN, OH A/C Reg. No. N54072 Time (Lcl) - 0736 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -EXECUTIVE/CORPORATE	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	4
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING IO-540-C4B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CLEVELAND, OH	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 190/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 5000 FT OVERCAST	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- HAZE	FORCED LANDING	
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 9830
SE LAND, ME LAND, SE SEA	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - PA-23	Make/Model- 673
		Instrument- 2045
		Last 30 Days- UNK/NR
		Last 90 Days- 120
		Multi-Eng - 2020

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN IFR FLT, THE ACFT WAS LEVELED AT 13,000 FT & THE POWER WAS SET AT 18 INCHES MANIFOLD PRESSURE & 2300 RPM. APRX 5 MIN LATER, THE RIGHT ENG BEGAN TO SURGE TO 3000 RPM & ALMOST "PEGGED." THE PLT ATTEMPTED TO CONTROL THE RIGHT PROPELLER. FINALLY, THE RIGHT ENG WENT TO 2300 RPM & STABILIZED THERE. THE PLT INFORMED ATC & BEGAN AN IMMEDIATE DESCENT TO THE NEAREST ARPT. AT ABOUT 7000 FT, THE LEFT ENG BEGAN RUNNING ROUGH & PROGRESSIVELY BECAME WORSE. AS THE LEFT ENG RPM DECREASED TO ABOUT 1500, THE LEFT PROPELLER WAS FEATHERED. AT ABOUT THE SAME TIME, THE RIGHT ENG SURGED AGAIN & THE RIGHT PROPELLER WAS SUBSEQUENTLY FEATHERED. AFTER DESCENDING BELOW THE OVERCAST, A FORCED LANDING WAS MADE IN A BLACKBERRY PATCH & THE RIGHT MAIN GEAR WAS DAMAGED. AN EXAM REVEALED THE NUT THAT HELD THE RIGHT PROP, SPINNER BAFFLE HAD BACKED OFF. IT HAD WORN GROOVES IN THE AIRVALVE WHICH ALLOWED THE PRE-LOAD AIR PRESSURE IN THE HUB TO RELEASE. ALSO, THE PRE-LOAD AIR PRESSURE ON THE LEFT PROP WAS FOUND AT 45 PSI, BUT SHOULD HAVE BEEN 70 PSI.

Brief of Accident (Continued)

File No. - 1114

7/19/83

YOUNGSTOWN, OH

A/C Reg. No. N54072

Time (Lc1) - 0736 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
2. PROPELLER SYSTEM/ACCESSORIES, DOME - LOOSE
3. PROPELLER SYSTEM/ACCESSORIES, DOME - WORN
4. PROPELLER SYSTEM/ACCESSORIES, PITCH CHANGE MECH - INOPERATIVE
5. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - ERRATIC
6. PROPELLER FEATHERING - 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)

7. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1079 9/13/83 HAMILTON, OH A/C Reg. No. N99JB Time (Lcl) - 1945 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- BRANDT PITTS S-1C	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT
Method	- TELEPHONE	SAME AS ACC/INC	
Completeness	- PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather	- VMC	LOCAL	HAMILTON
Wind Dir/Speed	- 010/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 29
Lowest Sky/Clouds	- 4000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 5480/ 80
Obstructions to Vision	- NONE	Type Apch/Lndg	- ASPHALT
Precipitation	- NONE	- FULL STOP	Runway Status
Condition of Light	- DAYLIGHT		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 800	Last 24 Hrs - 1
SE LAND	Months Since - 6	Make/Model - 47	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 47

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WENT OFF THE RWY AND NOSED OVER DURING LANDING. THE WEATHER WAS VMC AND THE WIND WAS FROM 010 DEGREES AT 7 KTS. THE LANDING WAS ON RWY 29. THE PILOT STATED THAT DURING THE LANDING THE ACFT BOUNCED ABOUT A FT INTO THE AIR AND THAT HE APPLIED FORWARD STICK TO PLANT THE MAIN WHEELS OF THIS TAILWHEEL ACFT ON THE RWY. WHEN THE ACFT DROPPED TO THE PAVEMENT THE WELD ON THE LEFT MAIN GEAR ATTACHMENT POINT BROKE. THE LEFT GEAR THEN COLLAPSED AND THE PILOT LOST CONTROL OF THE ACFT. THE ACFT WENT OFF THE SIDE OF THE RWY AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1079

9/13/83

HAMILTON, OH

A/C Reg. No. N99JB

Time (Lc1) - 1945 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - 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) 1,2,3,5,6

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1186 9/19/83 GREEN SPRINGS, OH A/C Reg. No. N9969G Time (Lcl) - 1830 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - AERIAL APPLICATION	Fire	0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 188A	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 - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	KANSAS, OH	WEIKER
Wind Dir/Speed- 220/012 KTS		Runway Ident - 36
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - 1740/ 150
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT BROKEN	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 590
SE LAND	Months Since - 18	Last 24 Hrs - 0
	Aircraft Type - C-172	Make/Model- 66
		Instrument- 65
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TAKEOFF WAS ON RWY 36. THE REPORTED WINDS AT FINDLAY, OH (32MI AWAY) WERE 220 DEG AT 12 KTS GUSTING 19 KTS, WITH AN OAT OF 88 DEG F. THE PLT STATED THAT THE ACFT ROTATED NORMALLY, CLEARED THE TREES, THEN KEPT SETTling & WOULDN'T CLIMB ANY MORE. THE PLT MADE A TURN INTO THE WIND & LOWERED THE NOSE, BUT THAT STILL DID NOT HELP. HE DUMPED A PORTION OF HIS LOAD TRYING TO LIGHTEN THE ACFT BUT THE ACFT SETTLED INTO A SOYBEAN FIELD.

Brief of Accident (Continued)

File No. - 1186

9/19/83

GREEN SPRINGS, OH

A/C Reg. No. N9969G

Time (Lc1) - 1830 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. WEATHER CONDITION - GUSTS
6. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

8. TERRAIN CONDITION - CROP

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,6

Factor(s) relating to this accident is/are finding(s) 3,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1143 2/07/83 STILLWATER,OK A/C Reg. No. N90763 Time (Lc1) - 1230 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-APPROACH						

-----Aircraft Information-----

Make/Model	- ROBINSON R22	Eng Make/Model	- LYCOMING O-320-B2C	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 150 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/006 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - SIMULATED FORCED LNDG</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2823
SE LAND,ME LAND	Months Since - 5	Make/Model- 147
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 171
		Multi-Eng - 262
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 68
		Rotorcraft - 2100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A SIMULATED AUTOROTATIONAL LANDING WAS INITIATED AT ABOUT 450 FT AGL. DURING THE APPROACH, A 90 DEG ARC WAS FLOWN TOWARD AN OPEN FIELD. A FLARE WAS BEGUN WITH A POWER RECOVERY AT ABOUT 40 FT AGL WHEN A WIRE WAS OBSERVED IN THE FLIGHT PATH. BY THIS TIME, THE AIRCREW WERE UNABLE TO AVOID THE WIRE. AFTER HITTING THE WIRE, THE HELICOPTER LANDED IN THE FIELD & CAME TO REST ON ITS LEFT SIDE.

Brief of Accident (Continued)

File No. - 1143

2/07/83

STILLWATER,OK

A/C Reg. No. N90763

Time (Lc1) - 1230 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AUTOROTATION - SIMULATED - PILOT IN COMMAND(CFI)
2. VISUAL LOOKOUT - INADEQUATE - DUAL STUDENT
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
4. OBJECT - WIRE,TRANSMISSION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 1146

3/01/83

MUSKOGEE,OK

A/C Reg. No. N6386N

Time (Lcl) - 1730 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	1

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - CHAMPION 7ECA

Eng Make/Model - LYCOMING O-235-C1

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 1650

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 3

Rated Power - 110 HP

-----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 - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- UNK/NR

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg -

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 59

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1703

Last 24 Hrs - 1

Make/Model- 1062

Last 30 Days- UNK/NR

Instrument- 5

Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PASSENGER WAS IN THE BACK SEAT WITH A 35 MM CAMERA, A POCKET CAMERA, A PAIR OF BINOCULARS IN A CASE AND A WINDBREAKER. WHILE FLYING AT DUSK, THEY FLEW BY A HERD OF DEER, BUT THE PASSENGER DID NOT GET A PHOTOGRAPH. REPORTEDLY, THE PLT MADE A 180 DEG TURN & MADE A 2ND PASS TOWARD RISING TERRAIN. THE PLT STATED THAT HE WAS SLIGHTLY BELOW A CREST WHEN HE APPLIED BACK PRESSURE ON THE CONTROL STICK BUT THE STICK WOULD NOT MOVE AFT. HE BELIEVED THAT ONE OF THE PASSENGER'S CAMERAS BECAME WEDGED BETWEEN THE REAR SEAT & THE REAR CONTROL STICK. HE FURTHER STATED THAT THE TOP OF ONE OF THE CAMERAS WAS DAMAGED. THE PASSENGER STATED THAT THE POCKET CAMERA "MUST HAVE FALLEN OUT OF MY POCKET IN THE CRASH." ACCORDING TO HIM, HE HEARD SCRAPING NOISES, WHICH HE BELIEVED WERE TREES HITTING THE ACFT; THEN SAW THE STICK COME BACK BEFORE THE NOISES BECAME LOUDER & HARDER. SUBSEQUENTLY, THE ACFT CRASHED BEYOND THE CREST. REPORTEDLY, THE PLT WAS UNCONSCIOUS & BLOCKED THE DOOR FOR A SHORT TIME AFTER THE ACFT CAME TO REST.

Brief of Accident (Continued)

File No. - 1146

3/01/83

MUSKOGEE,OK

A/C Reg. No. N6386N

Time (Lc1) - 1730 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. LIGHT CONDITION - DUSK
 2. LOW PASS - PERFORMED - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. FLT CONTROL SYST,ELEVATOR CONTROL - MOVEMENT RESTRICTED
 5. CONTROL INTERFERENCE - INADVERTENT - PASSENGER
 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 7. TERRAIN CONDITION - RISING
 8. OBJECT - TREE(S)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. TERRAIN CONDITION - DOWNHILL
-

-----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) 1,2,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1157 3/06/83 NORMAN,OK A/C Reg. No. N9786Z Time (Lcl) - 1315 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					1

-----Aircraft Information-----

Make/Model - NORTH AMERICAN AT-6	Eng Make/Model - P & W 1340	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL RETRACT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 5300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	DENTON, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MAX WESTHEIMER
Wind Dir/Speed- 320/012 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 100
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 13755
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 1	Make/Model- 168
	Aircraft Type - UNK/NR	Instrument- 3325
		Multi-Eng - 11004
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 73

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PLT LANDED WITH A 30 DEG LEFT CROSSWIND. AFTER TOUCHING DOWN IN A 3-POINT ATTITUDE, THE ACFT SWERVED TO THE RIGHT & TURNED APRX 25 DEG BEFORE THE PLT REGAINED CONTROL. HE CORRECTED THE HEADING TO PARALLEL THE RUNWAY APRX 10 FT RIGHT OF A WHITE LINE MARKING THE EDGE OF THE MAINTAINED RUNWAY, THE ACFT STRUCK A SAWHORSE SURFACE. AS THE PLT INITIATED A TURN BACK TOWARD THE OPEN PORTION OF THE RUNWAY, THE ACFT STRUCK A SAWHORSE MARKING AN AREA OF DETERIORATING ASPHALT. NO MECHANICAL MANFUNCTION WAS FOUND THAT WOULD HAVE CAUSED LOSS OF CONTROL.

Brief of Accident (Continued)

File No. - 1157

3/06/83

NORMAN,OK

A/C Reg. No. N9786Z

Time (Lcl) - 1315 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - 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 OBJECT
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1043 6/29/83 ALBANY,OR A/C Reg. No. N83GL Time (Lcl) - 1935 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -TEST	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - MONNETT - LARSEN MONI	Eng Make/Model - KFM 107	ELT Installed/Activated - YES/YES
Landing Gear - BODY GEAR	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 560	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 22 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	ALBANY MUNICIPAL
Wind Dir/Speed- 250/007 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 95
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 500
SE LAND	Months Since - UNK/NR	Make/Model- 11
	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 HOME BUILT, POWERED GLIDER WAS BEING FLOWN ON A LOCAL TEST FLIGHT. ACCORDING TO WITNESSES, THE ACFT WAS IN UNPOWERED FLT (GLIDING) WHEN IT ENTERED A DESCENT & CRASHED. AT ABOUT THE SAME TIME IT BEGAN DESCENDING, THEY OBSERVED SOMETHING SEPARATE FROM THE ACFT THAT APPEARED TO BE A WING. AN EXAM OF THE WRECKAGE REVEALED THE LEFT WING SKIN HAD SEPARATED FROM THE SPAR. THE LEFT SPAR WAS STILL ATTACHED TO THE FUSELAGE AND WAS BENT & TWISTED TOWARD THE TIP. THE ACFT HAD COME TO REST INVERTED & BOTH STABILIZERS OF THE V-TAIL HAD BROKEN. THE LEFT STABILIZER & LEFT WING SKIN WERE FOUND 185 & 300 FT, RESPECTIVELY, FROM THE MAIN WRECKAGE. AN INSPECTION OF THE LEFT WING REVEALED THAT THE SKIN HAD BEEN ATTACHED TO THE RIBS, BUT HAD NOT BEEN BONDED TO THE SPAR. ACCORDING TO THE ASSEMBLY INSTRUCTIONS, THE SKIN SHOULD HAVE BEEN BOND WITH EPOXY TO BOTH THE TOP & BOTTOM OF THE SPAR.

Brief of Accident (Continued)

File No. - 1043

6/29/83

ALBANY,OR

A/C Reg. No. N83GL

Time (Lc1) - 1935 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. WING - FAILURE,TOTAL
 2. INSTRUCTIONS,WRITTEN/VERBAL - NOT FOLLOWED - OTHER MAINTENANCE PSNL
 3. MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) - OTHER MAINTENANCE PSNL
 4. WING - SEPARATION
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1033 9/22/83 GLENEDEN BEACH,OR A/C Reg. No. N737YD Time (Lcl) - 2030 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
2

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 180/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - UNK/NR
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
TROUTDALE,OR
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

SILETZ BAY STATE
Runway Ident - 35
Runway Lth/Wid - 3000/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 313
Make/Model- 252
Instrument- 103
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 59

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, HE ARRIVED AT AN UNLIGHTED ARPT ON A DARK NIGHT. AFTER MAKING 2 PASSES OVER THE ARPT TO IDENTIFY THE RWY & LANDMARKS, HE MADE AN APCH TO LAND. THE ACFT TOUCHED DOWN WITH APRX 1/3 OF THE 3000 FT RWY REMAINING. THE PLT INITIATED A MISSED APCH, BUT REPORTED THAT THE NOSE GEAR STRUCK TREES BEYOND THE END OF THE RWY. THE ACFT CAME TO REST ON A GOLF COURSE WITH SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1033

9/22/83

GLENEDEN BEACH,OR

A/C Reg. No. N737YD

Time (Lc1) - 2030 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. LIGHT CONDITION - UNAVAILABLE
 3. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
 4. GO-AROUND - DELAYED - PILOT IN COMMAND
 5. OBJECT - TREE(S)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1047 6/29/83 PHILADELPHIA, PA A/C Reg. No. N49101 Time (Lcl) - 1715 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91	Crew 0	0	0	1
Accident Occurred During	-LANDING	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - THORPE T-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/008 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PHILADELPHIA, PA
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

NORTHEAST PHILA
Runway Ident - 06
Runway Lth/Wid - 7000/ 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)

COMMERCIAL
SE LAND, ME LAND, SE SEA

Age - 42

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - AERONCA

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3300	Last 24 Hrs	- 1
Make/Model-	10	Last 30 Days-	5
Instrument-	95	Last 90 Days-	11
Multi-Eng	- 1500	Rotorcraft	- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, THE ACFT BALLOONED AFTER TOUCHDOWN, HE RECOVERED, THEN AFTER THE NEXT TOUCHDOWN, IT BALLOONED AGAIN. HE INITIATED A GO-AROUND, BUT WITH THE APPLICATION OF POWER, THE ACFT BANKED APRX 90 DEG TO THE LEFT. THE PLT REPORTED THAT AILERON CONTROL HAD BECOME INEFFECTIVE. HE REDUCED POWER, AND SUBSEQUENTLY, THE ACFT CRASHED, LEFT WING FIRST, WHILE IN A 20 TO 30 DEG LEFT BANK. THE PLT REPORTED THE SKY WAS CLEAR, VISIBILITY WAS UNLIMITED & THE WIND WAS FROM 090 DEG AT 8 KTS.

Brief of Accident (Continued)

File No. - 1047

6/29/83

PHILADELPHIA, PA

A/C Reg. No. N49101

Time (Lc1) - 1715 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
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

3. GO-AROUND - DELAYED - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1052 7/30/83 JOHNSTOWN, PA A/C Reg. No. N80190 Time (Lcl) - 1905 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91	Crew 1	0	0	0
Accident Occurred During	-TAKEOFF	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CHAMBERLAIN KR-1	Eng Make/Model	- VOLKSWAGON 2110CC	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL FIXED-MAINS RETRACT	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 720	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 55 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		JOHNSTOWN-CAMBRIA COUNTY	
Wind Dir/Speed	- 280/006 KTS	ATC/Airspace		Runway Ident	- 23
Visibility	- 5.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 4470/ 150
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- HAZE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 1015	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 9	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-----

THE ACFT COLLIDED WITH THE GROUND AFTER TAKEOFF. THE WEATHER WAS VMC AND NO FLT PLAN WAS FILED. THE ACFT WAS AN AMATEUR/EXPERIMENTAL KR-1 WITH A VW 2100 CC ENGINE, MAINTAINED UNDER A CONDITION INSPECTION PROGRAM PERFORMED BY THE OWNER. INVESTIGATION AT THE SCENE INDICATED THAT THE ACFT IMPACTED SEVERAL TREES AT A MODERATE RATE OF SPEED AND A STEEP APPROACH ANGLE. THE ACFT HAD TURNED ABOUT 90 DEGREES TO THE LEFT FROM THE TAKEOFF HEADING OF 230 CAME TO REST 300 FT FROM INITIAL IMPACT. INVESTIGATION REVEALED THAT THE ACFT CARBURETOR HAD BEEN REPLACED WITH ANOTHER CARBURETOR AND THE FUEL LINE FROM GASCOLATOR TO THE CARBURETOR MADE A SHARP BEND WITH A KINK IN THE HOSE. THE CARBURETOR FLOAT WAS NOT OF RECOMMENDED SIZE AND SOME OF THE COPPER FUEL LINES FROM TANK TO CARBURETOR HAD BEEN CUT WITH A TUBE CUTTER WITH METAL EXTENDING OVER THE HOLES, WHICH HAD NOT BEEN CLEANED OUT. THREE OF THE SPARK PLUGS WOULD NOT FIRE AT 120 PSI; FIRING WAS NORMAL WHEN PRESSURE WAS DROPPED TO 100 PSI.

Brief of Accident (Continued)

File No. - 1052

7/30/83

JOHNSTOWN, PA

A/C Reg. No. N80190

Time (Lcl) - 1905 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
 2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER PERSON
 3. FUEL SYSTEM, LINE - DISTORTED
 4. MAINTENANCE, INSPECTION OF AIRCRAFT - POOR - OTHER PERSON
 5. FUEL SYSTEM, LINE - BLOCKED(PARTIAL)
 6. IGNITION SYSTEM, SPARK PLUG - DETERIORATED
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1060 8/06/83 LINDEN, PA A/C Reg. No. N4525T Time (Lcl) - 2300 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL						
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING			0	0	0	2	

-----Aircraft Information-----

Make/Model - PIPER PA-28-180G	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	OSHKOSH, WI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	READINGTON, NJ	Runway Ident - N/A
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 264
SE LAND	Months Since - 3	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 264
		Instrument- 8
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH POWERLINES DURING A NIGHT FORCED LANDING AFTER FUEL EXHAUSTION.

Brief of Accident (Continued)

File No. - 1060

8/06/83

LINDEN,PA

A/C Reg. No. N4525T

Time (Lc1) - 2300 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
-

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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. - 1059 8/10/83 SPRING HOUSE, PA A/C Reg. No. N1093Y Time (Lc1) - 1415 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	0	0	0	2
Flight Conducted Under	-14 CFR 91	Crew	0	0	0	0
Accident Occurred During	-LANDING	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- HUGHES 269C	Eng Make/Model	- LYCOMING HIO-360-D1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 190 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- UNK/NR</p> <p>Visibility - 6.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>HORSHAM, PA</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity</p> <p>UNK/NR</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND</p> <p>HELICOPTER</p>	<p>Age - 32</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - 269C</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 820</p> <p>Make/Model- 400</p> <p>Instrument- 13</p> <p>Multi-Eng - 6</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 100</p> <p>Rotorcraft - 560</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER ROLLED OVER DURING A PRACTICE DEMONSTRATION AUTOROTATION LANDING. THE CFI WAS AT THE CONTROLS WITH THE STUDENT FOLLOWING THROUGH. ACCORDING TO THE INSTRUCTOR THE STUDENT OVERRODE THE CONTROLS JUST PRIOR TO TOUCHDOWN WITH TOO MUCH CYCLIC. THE TAIL ROTOR STRUCK HIGH GRASS AND THE HELICOPTER ROLLED RIGHT ONTO ITS SIDE.

Brief of Accident (Continued)

File No. - 1059

8/10/83

SPRING HOUSE, PA

A/C Reg. No. N1093Y

Time (Lcl) - 1415 EDT

Occurrence ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AUTOROTATION - SIMULATED - PILOT IN COMMAND(CFI)
 2. CONTROL INTERFERENCE - EXCESSIVE - DUAL STUDENT
 3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)
 4. THROTTLE/POWER CONTROL - DELAYED - PILOT IN COMMAND(CFI)
-

----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. - 1179

2/11/83

SAN JUAN, PR

A/C Reg. No. N5627Y

Time (Lcl) - 1341 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
ON GROUND

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4800
No. of Seats - UNK/NR

Eng Make/Model - LYCOMING IO-540-G4B5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 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- 110/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

ISLA GRANDE
Runway Ident - 09
Runway Lth/Wid - 5317/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND, SE SEA

Age - 64
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 3000	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE PLT REQUESTED CLEARANCE TO RETURN TO THE ARPT & LAND. ACCORDING TO WITNESSES THE ACFT WAS HAVING DIFFICULTY MAINTAINING ALTITUDE & WAS FLYING WITH THE NOSE "UP AND DOWN." THE TOWER CONTROLLER STATED THAT THE ACFT DIDN'T SEEM TO GET ANY HIGHER THAN 300 FT AT ANY TIME. THE ACFT THEN LANDED HARD ABOUT 500 FT FROM THE APCH END OF THE RWY, BOUNCED HIGH TWO MORE TIMES BEFORE IT CAME TO REST INVERTED ABOUT 3,500 FT FROM THE APCH END & 300 FT TO THE RIGHT OF CENTERLINE ON A PARALLEL TAXIWAY WHERE IT BURST INTO FLAMES. THE ACFT WAS ABOUT 435 LBS OVER MAX GROSS WEIGHT & THE CG WAS 1.3 INCHES AFT OF THE REAR LIMIT.

Brief of Accident (Continued)

File No. - 1179

2/11/83

SAN JUAN, PR

A/C Reg. No. N5627Y

Time (Lcl) - 1341 AST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 2. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1013 6/05/83 BLOCK ISLAND, RI A/C Reg. No. N6901H Time (Lc1) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 172M	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - 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 - 4.000 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>GROTON, CT</p> <p>Destination</p> <p>BLOCK ISLAND, RI</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>BLOCK ISLAND</p> <p>Runway Ident - 10</p> <p>Runway Lth/Wid - 2500/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 15600
SE LAND, ME LAND	Months Since - 8	Make/Model- 388
	Aircraft Type - UNK/NR	Instrument- 1100
		Multi-Eng - 14500
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING A LANDING, THE BRAKES FAILED & HE WAS UNABLE TO STOP ON THE RWY. THE ACFT RAN OFF THE END & CAME TO REST IN BUSHES WITH SUBSTANTIAL DAMAGE. ACCORDING TO THE PLT, THE OUTBOARD PRESSURE PLATE & LINING HAD SEPARATED FROM EACH BRAKE. REPORTEDLY, THE BRAKES HAD BEEN WORKING NORMALLY UNTIL THEY FAILED.

Brief of Accident (Continued)

File No. - 1013

6/05/83

BLOCK ISLAND, RI

A/C Reg. No. N6901H

Time (Lc1) - 1130 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
2. 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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1057 7/13/83 WEST KINGSTON, RI A/C Reg. No. N6043L Time (Lcl) - 1930 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

-----Aircraft Information-----

Make/Model - GRUMMAN AMERICAN AA-5	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	RICHMOND
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 11
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 82
SE LAND	Months Since - 4	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 13
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT OVERRAN THE RWY HIT VASI LIGHTS AND ROLLED DOWN AN EMBANKMENT DURING LANDING. THE PILOT WAS UNDER SOME PRESSURE TO GET ON THE GROUND BECAUSE OF A HYPERVENTILATING PASSENGER. THE PILOT REPORTED HE INCREASED HIS RATE OF DESCENT BY LOWERING THE ACFT NOSE, WHICH INCREASED THE AIRSPEED AND EXTENDED THE TOUCHDOWN POINT. THE PILOT ELECTED TO CONTINUE THE LANDING, OVERRAN THE RUNWAY AND COLLIDED WITH THE VASI LIGHTS.

Brief of Accident (Continued)

File No. - 1057

7/13/83

WEST KINGSTON,RI

A/C Reg. No. N6043L

Time (Lcl) - 1930 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,PHYSICAL IMPAIRMENT(MOTION SICKNESS) - OTHER PERSONNEL
5. PROPER TOUCHDOWN POINT - EXCESSIVE - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - APPROACH LIGHT/NAVAID

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,6

Factor(s) relating to this accident is/are finding(s) 4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1064 8/07/83 WESTERLY,RI A/C Reg. No. N5533J Time (Lcl) - 1530 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries	
Name of Carrier -NEW ENGLAND AIRLINES	SUBSTANTIAL		Fatal	Serious
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0
Accident Occurred During -TAXI				Minor
				None
				1
				3

-----Aircraft Information-----

Make/Model - PIPER PA-32-260	Eng Make/Model - LYCOMING O-540-E45B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	BLOCK ISLAND,RI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	WESTERLY,RI	WERSTERLY STATE
Wind Dir/Speed- 220/007 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 3.000 SM	Type of Flight Plan - COMPANY(VFR)	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg -	Runway Status - UNK/NR
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 2177
SE LAND,ME LAND	Months Since - 5	Make/Model- 42
	Aircraft Type - UNK/NR	Instrument- 104
		Multi-Eng - 330
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 66

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING, THE PLT PROCEEDED TO TAXI TO THE RAMP AREA. WHILE MANEUVERING WITHIN THE RAMP AREA, THE PLT TAXIED THE ACFT INTO A CONSTRUCTION ZONE. REPORTEDLY, THE RIGHT MAIN WHEEL DROPPED INTO A ROUGH AREA & RESULTED IN SUBSTANTIAL DAMAGE TO THE RIGHT WING & MINOR DAMAGE TO THE PROPELLER & BRAKE LINE. THE PLT STATED THAT THIS AREA WAS NOT ADEQUATELY MARKED.

Brief of Accident (Continued)

File No. - 1064

8/07/83

WESTERLY, RI

A/C Reg. No. N5533J

Time (Lc1) - 1530 EDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OTHER AIRPORT/RUNWAY MAINTENANCE - PERFORMED -
 2. AIRPORT FACILITIES, OBSTRUCTION MARKING - INADEQUATE
 3. UNSAFE/HAZARDOUS CONDITION WARNING - INADEQUATE - AIRPORT PERSONNEL
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1178 6/18/83 RED OWL,SD A/C Reg. No. N6418F Time (Lcl) - 1345 MDT

-----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 - 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 - 112 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Basic Weather - VMC

Wind Dir/Speed- 180/018 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - THIN OVC
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 29
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 40	Last 24 Hrs	- UNK/NR
Make/Model-	1	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	40

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE THE FLT THE STUDENT PILOT HAD CHECKED THE FUEL BY THE GAGES ONLY AND HAD NOT DRAINED THE FUEL SUMPS. HE THOUGHT HE HAD ENOUGH FUEL TO FLY FROM THE RANCH TO THE TRAINING SCHOOL ARPT TO REFUEL. THE ENGINE QUIT AT 100 FT AGL AFTER TAKEOFF. ABOUT 1-1/2 GALS OF FUEL WAS FOUND IN THE ACFTS FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 1178

6/18/83

RED OWL,SD

A/C Reg. No. N6418F

Time (Lc1) - 1345 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - 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. - 1176 7/13/83 CARTHAGE, SD A/C Reg. No. N2060J Time (Lc1) - 2030 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 -TAKEOFF			0	0	0
					None

-----Aircraft Information-----

Make/Model - CESSNA T188C	Eng Make/Model - CONTINENTAL TS10-520-T	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg -	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2246
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 750
		Last 30 Days- UNK/NR
		Instrument- 105
		Last 90 Days- 140
		Multi-Eng - 98

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS USING A COUNTY ROAD NEAR THE FIELD BEING SPRAYED FOR TAKEOFF. THE PILOT REPORTED THAT THE HERBICIDE SLOSHED OUT ONTO THE WINDSCREEN DURING TAKEOFF AND OBSCURED HIS VISION. THE ACFT VEERED RIGHT AND ENTERED THE DITCH. THE PILOT SAID THE HOPPER LID WAS NOT SEATED PROPERLY DURING THE CHEMICAL UNLOADING.

Brief of Accident (Continued)

File No. - 1176

7/13/83

CARTHAGE,SD

A/C Reg. No. N2060J

Time (Lc1) - 2030 CDT

Occurrence #1 HAZARDOUS MATERIALS LEAK/SPILL (FUMES/SMOKE)
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. SPRAY/DUSTING EQUIPMENT - LOOSE
 2. TIE DOWN/SECURITY OF CARGO - INADEQUATE - GROUND PERSONNEL
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
 4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. TERRAIN CONDITION - DITCH
 7. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,7

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1135 1/11/83 TEMPLE, TX A/C Reg. No. N1781D Time (Lcl) - 0925 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- CESSNA 170A	Eng Make/Model	- CONTINENTAL C-145-2	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2050	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	TEMPLE MUNICIPAL
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 33
Lowest Sky/Clouds	Type of Clearance	Runway Lth/Wid
Lowest Ceiling	Type Apch/Lndg	- 6301/ 150
Obstructions to Vision		Runway Surface
Precipitation		- ASPHALT
Condition of Light		Runway Status
		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current	Total	- 12
	Months Since	Make/Model	- 12
	Aircraft Type	Instrument	- 0
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT REPORTED HE WAS TAKING OFF, DIRECTLY INTO THE WIND, WHEN DIRECTIONAL CONTORL WAS LOST. SUBSEQUENTLY, THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY & THE RIGHT GEAR FAILED.

Brief of Accident (Continued)

File No. - 1135

1/11/83

TEMPLE, TX

A/C Reg. No. N1781D

Time (Lcl) - 0925 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
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

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: - 1166 1/15/83 NACOGDOCHES, TX A/C Reg. No. N45344 Time (Lcl) - 2125 CST

-----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 AMERICAN AA-5B	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	DALLAS, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	EAST TEXAS REGIONAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 15
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3600/ 75
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 - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 210
SE LAND	Months Since - 10	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 53
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE ACFT WAS HIGH ON FINAL APPROACH. THE PLT ELECTED TO CONTINUE THE LANDING WITH FULL FLAPS, BUT AFTER TOUCHDOWN, HE WAS UNABLE TO STOP ON THE REMAINING RUNWAY. AFTER OVERRUNNING THE RUNWAY, THE ACFT NOSED OVER IN A 10 FT DRAINAGE DITCH.

Brief of Accident (Continued)

File No. - 1166

1/15/83

NACOGDOCHES, TX

A/C Reg. No. N45344

Time (Lc1) - 2125 CST

Occurrence #1 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
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
 5. TERRAIN CONDITION - DOWNHILL
-

----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. - 1140 1/16/83 CARROLLTON, TX A/C Reg. No. N737VQ Time (Lcl) - 1350 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION);		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	0	1	0	1
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 172N	Eng Make/Model	- LYCOMING O-320-H2AD	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	ADDISON, TX	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	ADDISON
Wind Dir/Speed	- 190/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- UNK/NR
Lowest Ceiling	- NONE	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	72
SE LAND	Months Since - 12	Make/Model-	62
	Aircraft Type - C-172	Instrument-	4
		Last 24 Hrs -	2
		Last 30 Days-	2
		Last 90 Days-	7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING ARRIVAL, HE ENTERED THE DOWNWIND WITH NO PROBLEM; HOWEVER, WHEN HE ATTEMPTED TO TURN ON A LEFT BASE, THE AILERON CONTROL LOCKED UP. HE STATED HE COULD TURN NEITHER LEFT NOR RIGHT BY USING AILERONS. REPORTEDLY, THE ACFT WOULD BANK TO THE RIGHT WHEN HE USED LEFT RUDDER & VICE VERSA. THE PLT DECLARED AN EMERGENCY. AFTER CONTINUING WESTERLY APRX 6 MI, HE REDUCED POWER & LANDED IN A WHEAT FLD. DURING HE LANDING ROLL, THE NOSE GEAR HIT A DITCH & COLLAPSED AND THE ACFT NOSED OVER. AN EXAM OF THE FLT CONTROLS FAILED TO DISCLOSE ANY PREIMPACT FAILURE OR MALFUNCTION. A CHECK OF THE AUTO-PILOT REVEALED THAT THE CONTROL SERVO, PN 1C-465-1-732, WAS COVERED WITH AN OILY APPEARING SUBSTANCE THAT WAS STICKY, AND WOULD NOT SLIP UNTIL WELL ABOVE THE SPECIFIED 42 LBS OF CABLE TENSION. NO OTHER PREIMPACT MALFUNCTIONS OR FAILURES OF THE ACFT WERE FOUND. THE RELATIVELY INEXPERIENCED PLT DID NOT REMEMBER ENGAGING THE AUTO-PILOT.

Brief of Accident (Continued)

File No. - 1140

1/16/83

CARROLLTON, TX

A/C Reg. No. N737VQ

Time (Lc1) - 1350 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. MAINTENANCE - INADEQUATE -
2. AUTOPILOT/FLIGHT DIRECTOR, SERVO - CONTAMINATION
3. AUTOPILOT/FLIGHT DIRECTOR, SERVO - MOVEMENT RESTRICTED
4. AUTOPILOT/FLIGHT DIRECTOR, SERVO - ENGAGED
5. AUTOPILOT - INADVERTENT - PILOT IN COMMAND
6. FLT CONTROL SYST, AILERON CONTROL - MOVEMENT RESTRICTED

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
9. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
10. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

11. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1154 1/20/83 LUBBOCK, TX A/C Reg. No. N555CH Time (Lcl) - 2350 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuries			
Type of Operation -BUSINESS	Fire	Crew	0	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING				0	0	1	

-----Aircraft Information-----

Make/Model - MITSUBISHI MU-2B-30	Eng Make/Model - GARRETT TPE-331-6252M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 8930	Engine Type - TURBOPROP	
No. of Seats - 10	Rated Power - 724 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	MIDLAND, TX	
Completeness - PARTIAL, LMTD BY FCSTR	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	LUBBOCK INT'L.
Wind Dir/Speed- 060/008 KTS	ATC/Airspace	Runway Ident - 17R
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 11500/ 150
Lowest Sky/Clouds - 100 FT PART OBS	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - ILS - COMPLETE	Runway Status - WET
Obstructions to Vision- UNK/NR		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP.	Current - YES	Total - 6056
SE LAND, ME LAND	Months Since - 1	Make/Model- 988
	Aircraft Type - UNK/NR	Instrument- 1160
		Multi-Eng - 4996
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 82

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT AFTER A NORMAL APPROACH, TOUCHDOWN & INITIAL ROLL-OUT, THE ACFT VEER RIGHT & STRUCK A 3 TO 4 FT SNOWBANK. AN INVESTIGATION REVEALED THAT SNOW HAD BEEN FALLING FOR OVER 12 HRS & AN 80 FT WIDE PATH HAD BEEN PLOWED DOWN THE CENTER OF THE RUWWAY. THERE WAS 3 INCHES OF SNOW REMAINING IN THE PLOWED AREA. NO ICE WAS REPORTED, BUT THE BRAKING ACTION WAS REPORTED AS NIL. THE PLT REPORTED THAT A PREVIOUS ICE STORM HAD DEPOSITED 1/4 TO 1/2 INCH OF ICE ON THE RUNWAY BEFORE SNOW BEGAN TO FALL. THE PRESENCE OF ICE HAD BEEN INDICATED EARLIER IN THE DAY WHEN A BOEING 737 HAD SLID OFF OF A TAXIWAY. THE PLT STATED THAT HAD HE KNOWN ABOUT THE ICE, HE WOULD NOT HAVE LANDED.

Brief of Accident (Continued)

File No. - 1154

1/20/83

LUBBOCK, TX

A/C Reg. No. N555CH

Time (Lc1) - 2350 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1139

1/27/83

ZAPATA, TX

A/C Reg. No. N9021J

Time (Lcl) - 1515 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -STANDING

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew 0
Pass 0

Fatal 0
0

Injuries

Serious 0
0

Minor 0
0

None 1
1

-----Aircraft Information-----

Make/Model - ROBINSON R22
Landing Gear - SKID
Max Gross Wt - 1300
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 124 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 080/006 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
ZAPATA, TX
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 - VISUAL STRAIGHT-IN
FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND
HELICOPTER

Age - 35

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6100
Make/Model- 1175
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 90
Rotorcraft - 5200

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS LANDED IN AN AREA OF DRY GRASS, 18 TO 28 INCHES TALL. THE PLT STATED THAT WITHIN 30 SEC AFTER A NORMAL APPROACH & TOUCHDOWN, THE PASSENGER NOTICED A FIRE AS HE WAS EXITING THE ACFT. THE PILOT THEN ROLLED THE THROTTLE ON IN AN ATTEMPT TO MOVE THE ACFT. HOWEVER, THE ENGINE DID NOT RESPOND. AS HE APPLIED THROTTLE, THE PLT SAW FLAMES COMING UP THE LEFT SIDE OF THE ACFT. BOTH OCCUPANTS THEN ABANDONED THE AIRCRAFT. THE FIRE WAS EXTINGUISHED APRX 12 MIN LATER. AN EXAMINATION OF THE WRECKAGE INDICATED THAT THE HOTTEST POINT OF THE FIRE WAS IN THE AREA OF THE GASCOLATOR. DURING THE FIRE, THE GASCOLATOR HAD MELTED ALLOWING FUEL TO DRAIN ONTO THE GROUND UNDER THE ENGINE. AN EXAM OF THE FUEL SYSTEM REVEALED NO LEAKS. THE EXHAUST TAILPIPE OPENING WAS 16 INCHES OFF THE GROUND. WHEN THE R22 THROTTLE IS ROLLED ON, THE ACCELERATOR PUMP INJECTS FUEL IN THE CARBURETOR & UNUSED FUEL IS THEN PUMPED OVERBOARD. ON 2/14/83, THE ACFT MANUAL WAS CHANGED TO WARN OF DANGERS OF LANDING IN TALL GRASS.

Brief of Accident (Continued)

File No. - 1139

1/27/83

ZAPATA, TX

A/C Reg. No. N9021J

Time (Lcl) - 1515 CST

Occurrence

FIRE

Phase of Operation

STANDING - ENGINE(S) OPERATING

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1169

2/11/83

HOUSTON, TX

A/C Reg. No. N111PT

Time (Lc1) - 1236 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - SWEARINGEN SA-26T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 10062
No. of Seats - 8

Eng Make/Model - P & W PT6A-20
Number Engines - 2
Engine Type - TURBOPROP
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- 070/005 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 2500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LAREDO, TX

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - ILS - COMPLETE
SIDESTEP

Airport Proximity
ON AIRPORT

Airport Data

HOBBY

Runway Ident - 13L

Runway Lth/Wid - 7600/ 150

Runway Surface - CONCRETE

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI
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	-	9455	Last 24 Hrs -	5
Make/Model-	1035	Last 30 Days-	UNK/NR	
Instrument-	545	Last 90 Days-	135	
Multi-Eng -	5820			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT AFTER THE NOSEWHEEL TOUCHED DOWN, IT BEGAN A VIOLENT & UNCONTROLLABLE OSCILLATION, THEN LOCKED APRX 25 DEG TO THE LEFT. THE ACFT VEERED OFF THE LEFT SIDE OF THE RUNWAY, CROSSED AN AREA OF SOFT GROUND AND ANGLED ACROSS A TAXIWAY. AFTER CROSSING THE TAXIWAY, IT ENTERED ANOTHER AREA OF SOFT DIRT WHERE THE NOSE GEAR SEPARATED. AFTER COMING TO REST, THE PROPELLERS DUG HOLES IN THE SOFT GROUND BEFORE THE ENGINES WERE SHUT DOWN. AN INVESTIGATION REVEALED THE TIRES LEFT BLACK SCRUB MARKS (800 FT LONG) BEFORE THE ACFT DEPARTED THE RUNWAY. LOW AIR PRESSURE WAS FOUND IN THE NOSE GEAR STRUT AND SHIMMY DAMPER. ACCORDING TO A REPRESENTATIVE FROM THE MANUFACTURER, THIS LOW PRESSURE COULD CAUSE THE NOSE GEAR TO SHIMMY. PROPELLER STRIKE MARKS IN THE FIRST AREA OF SOFT GROUND INDICATED THE GROUND SPEED WAS 82 KTS WHERE THEY FIRST CONTACTED THE GROUND.

Brief of Accident (Continued)

File No. - 1169

2/11/83

HOUSTON, TX

A/C Reg. No. N111PT

Time (Lc1) - 1236 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 3. LANDING GEAR, NOSE GEAR ASSEMBLY - PRESSURE TOO LOW
 4. LANDING GEAR, NOSE GEAR ASSEMBLY - VIBRATION
 5. LANDING GEAR, NOSE GEAR ASSEMBLY - JAMMED
 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - SOFT
 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) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1164 2/11/83 GEORGE WEST, TX A/C Reg. No. N737PT Time (Lcl) - 1250 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-BUSINESS	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA R182	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	- 3200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 235 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/005 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 4500 FT OVERCAST</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>MCALLEN, TX</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>HAVANA MATERIALS</p> <p>Runway Ident - 50</p> <p>Runway Lth/Wid - 1150 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 34</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 - 540</p> <p>Make/Model- 540</p> <p>Instrument- 3</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 40</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AFTER HE TOUCHED DOWN ON A WET GRASS RUNWAY, HE WAS UNABLE TO STOP, SO HE ELECTED TO GO AROUND. DURING THE GO-AROUND, THE GEAR COLLIDED WITH A FENCE, AND SUBSEQUENTLY, THE ACFT CRASHED INTO TREES AND A BUILDING.

Brief of Accident (Continued)

File No. - 1164

2/11/83

GEORGE WEST, TX

A/C Reg. No. N737PT

Time (Lc1) - 1250 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
 2. GO-AROUND - DELAYED - PILOT IN COMMAND
 3. OBJECT - FENCE
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. OBJECT - TREE(S)
 5. OBJECT - BUILDING(NONRESIDENTIAL)
-

-----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. - 1160 2/12/83 GAINESVILLE, TX A/C Reg. No. N1687Q Time (Lc1) - 1710 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL D-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FORT WORTH, TX	GAINESVILLE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 35
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4300 -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 - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 347
SE LAND,ME LAND	Months Since - 14	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 355
		Instrument- 31
		Last 30 Days- UNK/NR
		Last 90 Days- 52
		Multi-Eng - 20

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PLT STATED THAT HE WAS MAKING A SHORT FIELD TAKEOFF WITH 10 DEG OF FLAPS & LIFTED OFF AT "55 IAS." A WITNESS REPORTED THAT THE ACFT TOOK OFF ABOUT 800 FT DOWN THE RUNWAY, CLIMBED STEEPLY TO APRX 30 FT AGL, THEN FELL OFF ON THE LEFT WING & CRASHED. REPORTEDLY, THE ENGINE WAS OPERATING AT FULL POWER. THE PLT WAS UNABLE TO REMEMBER WHAT SPECIFICALLY HAPPENED AFTER LIFT-OFF.

Brief of Accident (Continued)

File No. - 1160

2/12/83

GAINESVILLE, TX

A/C Reg. No. N1687Q

Time (Lcl) - 1710 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

-----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. - 1149 2/12/83 TYLER, TX

A/C Reg. No. N5345M

Time (Lc1) - 1800 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew Fatal
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/005 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

POUNDS FIELD
Runway Ident - 13
Runway Lth/Wid - 5301/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----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 - 570 Last 24 Hrs - 1
Make/Model- 50 Last 30 Days- UNK/NR
Instrument- 204 Last 90 Days- 13
Multi-Eng - 380

Instrument Rating(s) - NONE

-----Narrative-----

WHILE MAKING A SHORT FIELD APPROACH, THE ACFT TOUCHED DOWN HARD & THE NOSE GEAR FAILED.

Brief of Accident (Continued)

File No. - 1149

2/12/83

TYLER, TX

A/C Reg. No. N5345M

Time (Lc1) - 1800 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. 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. - 1167

2/12/83

LUBBOCK, TX

A/C Reg. No. N5283P

Time (Lcl) - 1330 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - UNK/NR

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 190/014 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds -

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 - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

TOWN & COUNTRY

Runway Ident - 17

Runway Lth/Wid - 2600/ 30

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 46

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 21

Make/Model- 21

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 A TOUCH & GO LANDING ON RUNWAY 17, THE STUDENT PILOT ALLOWED THE ACFT TO TOUCH DOWN SHORT. THE LANDING GEAR STRUCK A 1 FT DIRT BANK APRX 2 FT SHORT OF THE PAVED RUNWAY. A NOTAM WAS IN EFFECT TO ALERT PLTS THAT THE FIRST 400 FT OF RUNWAY 17 & 35 WAS UNUSABLE DUE TO CONSTRUCTION.

Brief of Accident (Continued)

File No. - 1167

2/12/83

LUBBOCK, TX

A/C Reg. No. N5283P

Time (Lcl) - 1330 CST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
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

----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. - 1150 2/13/83 ADDISON, TX A/C Reg. No. N900JJ Time (Lcl) - 1530 CST

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage						
		SUBSTANTIAL						
Type of Operation	-OPER. CHECK	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	- BELL 206B	Eng Make/Model	- ALLISON 250-C20	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 400 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	ADDISON	
Wind Dir/Speed	- 100/010 KTS	Runway Ident	- UNK/NR
Visibility	- 8.0 SM	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 5000 FT SCATTERED	Runway Surface	- UNK/NR
Lowest Ceiling	- NONE	Runway Status	- UNK/NR
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 935	Last 24 Hrs - 2
SE LAND	Months Since - 5	Make/Model- 203	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 12	Last 90 Days- 125
			Rotorcraft - 517

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS IN FLYABLE STORAGE & WAS ON A WEEKLY FLIGHT TO OPERATE THE VARIOUS SYSTEMS. AFTER LANDING ON SOFT TERRAIN, THE PLT STARTED TO TAKEOFF. AS THE HELICOPTER LIFTED OFF, IT ROLLED OVER & THE MAIN ROTOR BLADES STRUCK THE SURFACE. SUBSEQUENTLY, THE MAIN ROTOR SYSTEM & TRANSMISSION SEPARATED FROM THE ACFT. AN EXAM REVEALED NO PREIMPACT FAILURES. THE TERRAIN CONSISTED OF MOWED SOD WITH BLACK SOIL UNDERNEATH. THE SURFACE WAS SOFT. TWO DEEP RUTS WERE FOUND AT THE SITE WITH ADDITIONAL RUTS (FROM THE SKIDS) NEARBY.

Brief of Accident (Continued)

File No. - 1150

2/13/83

ADDISON, TX

A/C Reg. No. N900JU

Time (Lc1) - 1530 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. VERTICAL TAKEOFF - INITIATED - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation TAKEOFF

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1168 2/19/83 ARCOLA, TX A/C Reg. No. N47976 Time (Lcl) - 1545 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	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-32R-300	Eng Make/Model	- LYCOMING IO-540-K1G5D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	HOUSTON, TX	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	ARCOLA
Wind Dir/Speed	- 135/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 10
Lowest Sky/Clouds	- 3000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 5000/ 100
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- ASPHALT
Condition of Light	- DAYLIGHT	- TRAFFIC PATTERN	Runway Status
			- DRY

-----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 - 333	Last 24 Hrs - 1
SE LAND	Months Since - 1	Make/Model - 8	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 114	Last 90 Days - 23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE WAS LANDING ON RUNWAY 10 WITH A WIND FROM THE SOUTHEAST & GUSTING. HE REPORTED THAT A STRONG GUST CAUGHT THE ACFT JUST AT TOUCHDOWN, CAUSING THE LEFT MAIN GEAR TO CONTACT A SOFT SHOULDER WHICH SLOPED AWAY FROM THE PAVEMENT. REPORTEDLY, THIS PULLED THE ACFT OFF OF THE RUNWAY. THE PLT CORRECTED THE HEADING & PARALLELED THE RUNWAY. HOWEVER, DURING THE ROLL-OUT, THE LEFT MAIN GEAR CONTACTED THE RAISED LIP OF A CROSSING TAXIWAY & COLLAPSED.

Brief of Accident (Continued)

File No. - 1168

2/19/83

ARCOLA, TX

A/C Reg. No. N47976

Time (Lcl) - 1545 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 5. TERRAIN CONDITION - SOFT
 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - ROUGH/UNEVEN
 9. LANDING GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6

Factor(s) relating to this accident is/are finding(s) 1,2,5,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1144 2/26/83 MANOR, TX A/C Reg. No. N5412B Time (Lc1) - 1000 CST

---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 - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

---Environment/Operations Information---

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	BIRDSNEST
Wind Dir/Speed- 030/012 KTS	ATC/Airspace	Runway Ident - 34R
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2715/ 30
Lowest Sky/Clouds - 1100 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 1100 FT OVERCAST	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

---Personnel Information---

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - UNK/NR	Total - 775
SE LAND	Months Since - UNK/NR	Make/Model- 410
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 17
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

---Narrative---

DURING A BIENNIAL FLIGHT REVIEW, THE PRIVATE PILOT BEGAN A CROSSWIND LANDING ON A 30 FT WIDE RUNWAY. AS THE PILOT STARTED TO FLARE, THE AIRCRAFT BEGAN DRIFTING TO THE LEFT. THE INSTRUCTOR (CFI) REPORTED THAT HE WAITED TOO LONG TO TAKE CONTROL OR INITIATE A GO-AROUND AND THE AIRCRAFT LANDED TO THE LEFT OF THE RUNWAY. THE AIRCRAFT COLLIDED WITH A RUNWAY LIGHT AND WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1144

2/26/83

MANOR, TX

A/C Reg. No. N5412B

Time (Lc1) - 1000 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - DUAL STUDENT
3. PROPER ALIGNMENT - NOT MAINTAINED - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
5. OBJECT - RUNWAY LIGHT

-----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. - 1142 2/27/83 LAJITAS, TX A/C Reg. No. N816A Time (Lcl) - 1300 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-22-125	Eng Make/Model	- LYCOMING O-290D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 125 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 310/010 KTS</p> <p>Visibility - 7.0 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>ALPINE, 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 - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>LAJITAS</p> <p>Runway Ident - 22</p> <p>Runway Lth/Wid - 4700/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 78
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 78
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A SUPERVISED CROSS-COUNTRY FLIGHT FLT. AFTER ARRIVING AT AN EN ROUTE AIRPORT, HE LANDED ON RUNWAY 22 WITH AN ESTIMATED CROSSWIND FROM 310 DEG AT 10 GUSTING 20 KTS. AFTER DECELERATING TO TAXI SPEED ON THE RUNWAY, A GUST OF WIND WAS ENCOUNTERED & THE ACFT WAS BLOWN ONTO THE LEFT WING & NOSE, THEN OVER ON ITS BACK. THE STUDENT REPORTED THAT THE WINDS WERE CALM WHEN HE DEPARTED ON THE CROSS-COUNTRY & WERE FORCASTED TO REMAIN THE SAME. THIS WAS THE STUDENT'S FIRST FLIGHT TO THIS AIRPORT.

Brief of Accident (Continued)

File No. - 1142

2/27/83

LAJITAS, TX

A/C Reg. No. N816A

Time (Lcl) - 1300 CST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER CONDITION - GUSTS
 4. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 6. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 7. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - 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) 1,2,3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1156 3/03/83 KILLEEN, TX A/C Reg. No. N6396Q Time (Lcl) - 0108 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	DALLAS, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	KILLEEN MUNI
Wind Dir/Speed- 170/015 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 14.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4446/ 100
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 1500 FT BROKEN	Type Apch/Lndg - ILS - LOCALIZER ONLY	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 461
SE LAND,ME LAND	Months Since - 4	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 256
		Instrument- 53
		Multi-Eng - 18
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON THE RETURN LEG OF AN OUT-AND-BACK, NIGHT, CROSS-COUNTRY FLT. THE ACFT HAD 26 GAL OF FUEL ON BOARD WHEN IT DEPARTED KILLEEN, TX. REPORTEDLY, THERE WAS 18 GAL ON BOARD WHEN IT TOOK OFF FROM DALLAS, TX. THE FLT WAS INITIALLY CONDUCTED IN VFR WEATHER WITH NO FLT PLAN. DURING THE RETURN TRIP, THE WINDS WERE OBSERVED TO BE CONSIDERABLY STRONGER THAN FORECASTED. APRX 4 MI SOUTH OF MCGREGOR, TX, AN IFR CLEARANCE TO KILLEEN WAS OBTAINED AFTER DETERIORATING WX WAS ENCOUNTERED. THE ACFT WAS VECTORED FOR AN ILS LOCALIZER APPROACH. IN THE VICINITY OF THE OUTER MARKER, THE ENGINE LOST POWER. SUBSEQUENTLY, THE ACFT COLLIDED WITH TREES DURING A NIGHT LANDING. THE ELAPSED TIME AFTER DEPARTURE DALLAS WAS 2 HRS 28 MIN. AT 6.5 GAL/HR CRUISE FUEL FLOW, APRX 1.75 GAL OF FUEL WOULD HAVE BEEN REMAINING. APRX 1.5 GAL OF FUEL FOR THIS ACFT IS UNUSABLE.

Brief of Accident (Continued)

File No. - 1156

3/03/83

KILLEEN, TX

A/C Reg. No. N6396Q

Time (Lc1) - 0108 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - DUAL STUDENT
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER CONDITION - CLOUDS
-

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 5. FLUID, FUEL - EXHAUSTION
 6. FUEL SUPPLY - INADEQUATE - DUAL STUDENT
-

Occurrence #3 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

7. LIGHT CONDITION - DARK NIGHT
 8. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5,6

Factor(s) relating to this accident is/are finding(s) 2,3,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1141 3/05/83 VICTORIA, TX A/C Reg. No. N2762J Time (Lcl) - 0830 CST

-----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

-----Aircraft Information-----

Make/Model - BECKNER FW-3	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - TV WX	Last Departure Point	OFF AIRPORT/STRIP
Method - TV/RADIO	VICTORIA, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	BALL
Wind Dir/Speed- 270/003 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 406
	Months Since - N/A	Make/Model- 1
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A TEST FLT IN HIS HOME BUILT EXPERIMENTAL ACFT. WHILE HE WAS RETURNING TO THE AIRPORT ABOUT 45 MIN AFTER TAKEOFF, THE ENGINE LOST POWER. A FORCED LANDING WAS MADE IN A MUDDY FIELD WHERE THE ACFT NOSED OVER. AFTER THE ACCIDENT, ABOUT 1/2 GAL OF FUEL WAS DRAINED FROM THE FUEL TANK. THE PILOT REPORTED THAT A CHIP OF FIBERGLASS RESIN WAS FOUND ON HIS HOME BUILT FUEL GAUGE, PREVENTING IT FROM GOING DOWN AS FUEL WAS CONSUMED. HE STATED THAT HE WAS NOT SURE, BUT HE ESTIMATED 8 GAL OF FUEL WAS ON BOARD. THE ACFT HAD APRX 2.15 HRS TOTAL FLT TIME.

Brief of Accident (Continued)

File No. - 1141

3/05/83

VICTORIA, TX

A/C Reg. No. N2762J

Time (Lcl) - 0830 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - MOVEMENT RESTRICTED
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD
6. TERRAIN CONDITION - WET
7. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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. - 1147 3/06/83 CANTON, TX A/C Reg. No. N5536E Time (Lcl) - 1101 CST

-----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	3

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 270/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ADDISON, TX
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

CANTON-HACKNEY
Runway Ident - 18
Runway Lth/Wid - 3750/ 55
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 49

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 114	Last 24 Hrs	- UNK/NR
Make/Model-	23	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	3
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING ARRIVAL, HE STARTED TO LAND WITH A RIGHT CROSSWIND AT 15 GUSTING 22 KTS. HE STATED THAT THE ACFT WAS VERY LOW OVER THE RUNWAY WHEN A GUST OF WIND BLEW IT OVER A PLOWED AREA ADJACENT TO THE RUNWAY. HE APPLIED FULL POWER, RAISED THE FLAPS & SECURED THE CARBURETOR HEAT IN AN ATTEMPT TO GO AROUND. THE ACFT IMPACTED ON THE SIDE OF THE RUNWAY, DAMAGING THE NOSEWHEEL, PROPELLER & BOTH WINGS. THE PLT REPORTED THAT A CRUISE PROPELLER WAS INSTALLED ON THE AIRCRAFT, WHICH MAY HAVE DEGRADED THE GO-AROUND PERFORMANCE.

Brief of Accident (Continued)

File No. - 1147

3/06/83

CANTON, TX

A/C Reg. No. N5536E

Time (Lc1) - 1101 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER CONDITION - GUSTS
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 5. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 6. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
 7. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 8. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 9. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1151 3/10/83 MARTINSVILLE, TX A/C Reg. No. N4944M Time (Lcl) - 1200 CST

-----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	1	0
Accident Occurred During -APPROACH			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-20	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HOUSTON, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	TEXARKANA, TX	Runway Ident - N/A
Wind Dir/Speed- 320/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 221
SE LAND	Months Since - 2	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 13
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE PLT TOOK OFF WITH 36 GALLONS OF FUEL ON BOARD, OF WHICH, 10 GALS WAS AUTOMOBILE LOW LEAD FUEL. THE AUTOMOBILE FUEL HAD BEEN PURCHASED FROM AN OFF AIRPORT GASOLINE STATION, WAS TRANSPORTED TO THE ACFT IN 5 GAL CANS, THEN ADDED TO THE FUEL TANKS WITH A FILTERED SPOUT. THE PLT REPORTED THAT HE BURNED FUEL FROM THE RIGHT TANK UNTIL THE ENGINE QUIT WHILE THE RIGHT GAGE INDICATED APRX 1/4 FULL. HE RESTARTED THE ENGINE & CONTINUED, USING THE LEFT TANK. THE ENGINE LOST POWER AGAIN WHEN THE LEFT FUEL GAGE INDICATE APRX 1/2 FULL. THE ACFT WAS OVER A HILLY & WOODED AREA AT 4500 FT MSL. THE PLT FOUND A SUITABLE AREA FOR AN EMERGENCY LANDING, BUT THE RIGHT WING OF THE ACFT HIT A TREE SHORT OF THE AREA. AN EXAM REVEALED THAT THE GASCOLATOR WAS CLOGGED WITH UNIDENTIFIED CONTAMINANTS. THE GASCOLATOR WAS DRAINED & CHECKED DURING AN ANNUAL INSPECTION, 13 FLT HRS PRIOR TO THE ACCIDENT. BEFORE THE ANNUAL INSPECTION, THE ACFT HAD BEEN IN STORAGE FOR 10 YRS.

Brief of Accident (Continued)

File No. - 1151

3/10/83

MARTINSVILLE, TX

A/C Reg. No. N4944M

Time (Lcl) - 1200 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - CONTAMINATION
 2. FUEL SYSTEM, STRAINER - BLOCKED(TOTAL)
 3. FLUID, FUEL - STARVATION
-

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)

4. OBJECT - TREE(S)
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1153 3/11/83 BRECKENRIDGE, TX A/C Reg. No. N24147 Time (Lcl) - 1100 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PRACTICE
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
0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - 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 - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

STEPHENS CO.
Runway Ident - 17
Runway Lth/Wid - 4600/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 30
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	-	25	Last 24 Hrs	-	1
Make/Model-	14		Last 30 Days-	UNK/NR	
Instrument-	1		Last 90 Days-	25	

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT STATED THAT SHE INITIATED ROTATION FOR TAKEOFF AT 58 TO 60 MPH. VERY SHORTLY AFTER LIFT-OFF, THE LEFT WING DROPPED. THE STUDENT STATED THAT SHE SEEMED TO HAVE NO CONTROL OVER THE ACFT AFTER THE LEFT WING DROPPED & THAT SHE NEVER HEARD THE STALL WARNING HORN. THE ACFT HIT THE GROUND, LEFT WING FIRST, OFF THE LEFT SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1153

3/11/83

BRECKENRIDGE, TX

A/C Reg. No. N24147

Time (Lc1) - 1100 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1152 3/12/83 SPRINGTOWN, TX A/C Reg. No. N99US Time (Lcl) - 0900 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries			
Fatal	Serious	Minor	None
0	1	0	1
0	0	0	0

Type of Operation -INSTRUCTIONAL

NONE

Crew

Flight Conducted Under -14 CFR 91

Fire

Pass

Accident Occurred During -LANDING

NONE

-----Aircraft Information-----

Make/Model - PICCARD AX-6

Eng Make/Model - N/A

ELT Installed/Activated - NO -N/A

Landing Gear - N/A

Number Engines - N/A

Stall Warning System - NO

Max Gross Wt - 1500

Engine Type - N/A

No. of Seats - UNK/NR

Rated Power - N/A

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ALED0, TX

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

FREE BALLOON

Age - 36

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 330

Make/Model- 320

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE BALLOON WAS ON A "HARE & HOUND" COMPETITION FLIGHT WITH A COMMERCIAL PLT & STUDENT PLT ON BOARD. AFTER THE COMPETITION PORTION WAS COMPLETED, THE PILOT-IN-COMMAND TOLD THE STUDENT TO TAKE CONTROL & CONTINUE FLYING, THEN LAND AT HER DISCRETION. AFTER ABOUT 15 MIN, THE STUDENT DECIDED TO LAND IN AN OPEN FIELD. THE PIC REPORTED THAT A "TYPICAL" LANDING WAS MADE WITH A DRAG OF APRX 15 FT. DURING GROUND CONTACT, THE STUDENT STRUCK HER KNEE ON AN LP GAS BOTTLE & RECEIVED A SMALL FRACTURE OF THE RIGHT FEMUR. THE PLT REPORTED THAT THE WIND WAS FROM 180 AT 10 GUSTING 12 KTS.

Brief of Accident (Continued)

File No. - 1152

3/12/83

SPRINGTOWN, TX

A/C Reg. No. N99US

Time (Lcl) - 0900 CST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - DUAL STUDENT

----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. - 1158 3/16/83 MCALLEN, TX A/C Reg. No. N6146Q Time (Lc1) - 1447 CST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage	Fatal	Injuries		
ON-DEMAND AIR TAXI	SUBSTANTIAL		Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	BROWNSVILLE, TX	MILLER INT'L.
Wind Dir/Speed- 280/028 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 7103/ 150
Lowest Sky/Clouds - 2800 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
STUDENT	Current - N/A	Total - 40	Last 24 Hrs - 2	
	Months Since - N/A	Make/Model- 40	Last 30 Days- UNK/NR	
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- 9	

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT LANDED AT AN EN ROUTE AIRPORT AFTER COMPLETING THE SECOND LEG OF A SOLO CROSS-COUNTRY FLT. HE STATED THAT AFTER LANDING, HE TAXIED TO A HANGER IN ORDER TO REST BEFORE DEPARTURE. WHILE PREPARING TO DEPART, HE TAXIED & STOPPED SHORT OF RUNWAY 31 ON A SOUTHEASTERLY HEADING WHERE HE WAITED FOR A TAKEOFF CLEARANCE. AFTER STOPPING, A TAIL WIND LIFTED THE ACFT UP ONTO ITS NOSE & RIGHT WING TIP, THEN BLEW IT OVER ON ITS BACK. THE PLT REPORTED THAT THE WIND WAS FROM 280 DEG AT 28 GUSTING 38 KTS. THE 1455 CST WIND AT THE AIRPORT WAS REPORTED FROM 300 DEG AT 23 GUSTING 42 KTS. PERSONNEL, WHERE THE ACFT WAS OPERATED FROM, REPORTED THAT THE SURFACE WINDS WERE APRX 7 KTS AT THE INITIAL DEPARTURE TIME & WERE FORECAST TO REMAIN THE SAME. THEY FURTHER STATED THAT MAX WINDS FOR SOLOING WAS 18 KTS, BUT THE STUDENT ELECTED TO RETURN REGARDLESS OF THE WINDS. THE STUDENT STATED THAT HE WAS NOT BRIEFED ON SPECIFIC WIND LIMITS. HE HAD RECEIVED 40 FLT HRS OVER 17 MOS, WITH APRX 10 HRS AT THIS FBO.

Brief of Accident (Continued)

File No. - 1158

3/16/83

MCALLEN, TX

A/C Reg. No. N6146Q

Time (Lc1) - 1447 CST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

6. WEATHER CONDITION - TAILWIND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1035 10/15/83 ROCKPORT, TX

A/C Reg. No. N75794

Time (Lcl) - 1715 CDT

-----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 Minor
0 0
0 0

None
1
3

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/008 KTS
Visibility - 5.0 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
PEARLAND, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

ARANSAS CO.
Runway Ident - 14
Runway Lth/Wid - 5600/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 193
Make/Model- 100
Instrument- 2
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE PLT WAS TAXIING TOWARDS THE RWY AT DUSK TO DEPART, THE RIGHT WING TIP OF THE ACFT HIT THE WINDSHIELD OF A PARKED FUEL TRUCK.

Brief of Accident (Continued)

File No. - 1035

10/15/83

ROCKPORT, TX

A/C Reg. No. N75794

Time (Lcl) - 1715 CDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LIGHT CONDITION - DUSK
 2. OBJECT - VEHICLE
 3. 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) 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. - 1048 10/29/83 HOUSTON, TX A/C Reg. No. N90318 Time (Lcl) - 1520 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
DESTROYED

Fire
ON GROUND

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
1

-----Aircraft Information-----

Make/Model - GLOBE SWIFT GC-1A
Landing Gear - TAILWHEEL FIXED-MAINS RETRACT
Max Gross Wt - 1570
No. of Seats - 2

Eng Make/Model - LYCOMING IO-360
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 050/004 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

LAKE SIDE

Runway Ident - 33

Runway Lth/Wid - 4200 -UNK/NR

Runway Surface - CONCRETE

Runway Status - DRY

-----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 - 160

Make/Model- 65

Instrument- 3

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A LOCAL FLT FROM THE WEISER AIRPARK ARPT TO THE LAKESIDE ARPT. THERE WAS CONSTRUCTION AT THE DESTINATION & THE PLT WAS UNSURE WHICH RWY WAS IN USE. HE MADE A GO-AROUND FROM HIS 1ST APCH. AFTER UNICOM HAD CLARIFIED WHERE THE LANDING AREA WAS AT, THE PLT LANDED, BUT FORGOT TO EXTEND THE GEAR. A FIRE ERUPTED DURING THE WHEELS-UP LANDING & THE ACFT BURNED.

Brief of Accident (Continued)

File No. - 1048

10/29/83

HOUSTON, TX

A/C Reg. No. N90318

Time (Lc1) - 1520 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GO-AROUND - PERFORMED - PILOT IN COMMAND
 2. GEAR EXTENSION - NOT SELECTED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 4. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 1155 11/08/83 AMARILLO, TX A/C Reg. No. N218JW Time (Lcl) - 1720 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA 310Q
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/015 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 - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

TRADEWINDS
Runway Ident - 17
Runway Lth/Wid - 5100/ 55
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND, SE SEA, ME SEA

Age - 61

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 19000	Last 24 Hrs	- 4
Make/Model-	1000	Last 30 Days-	UNK/NR
Instrument-	2200	Last 90 Days-	284
Multi-Eng	- 11000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS STARTING A FLT TO REPOSITION THE ACFT FROM THE TRADEWIND ARPT TO THE AMARILLO INTL ARPT. HE REPORTED THAT HE HAD STARTED TO TAKEOFF ON RWY 17, THEN ABORTED TO AVOID A CESSNA 182. HE REPORTED THE CESSNA 182 PLT WAS CROSSING RWY 17, ON HIS WAY TO RWY 23. THE PLT OF N218JW STATED THAT WHEN HE RETARDED THE THROTTLE TO ABORT, HE ALSO VEERED TO THE RIGHT. AT THAT TIME, THE RIGHT MAIN GEAR & NOSEWHEEL WENT OFF THE ASPHALT & INTO AN AREA OF GRASS. WHEN HE TRIED TO STEER BACK ONTO THE PAVED SURFACE, THE NOSE GEAR COLLAPSED. AN EXAM OF THE AREA SHOWED THAT THE PAVEMENT IN THAT AREA WAS ABOUT 4 TO 5 INCHES HIGHER THAN THE DIRT WHERE THE GRASS WAS GROWING. THE PLT STATED THAT FROM THE COCKPIT, THE DROP-OFF WAS NOT APPARENT.

Brief of Accident (Continued)

File No. - 1155

11/08/83

AMARILLO, TX

A/C Reg. No. N218JW

Time (Lc1) - 1720 CST

Occurrence NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
2. OBJECT - AIRCRAFT MOVING ON GROUND
3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
4. MANEUVER - PERFORMED - PILOT IN COMMAND
5. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
6. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1131 11/12/83 SUNSETT, TX A/C Reg. No. N4829D Time (Lc1) - 1450 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 182A	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 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	BRIDGEPORT, TX	OWEN AIRSTRIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 21
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 685
SE LAND	Months Since - 2	Make/Model- 213
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 13
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF TOWARD THE SUN ON RWY 21 OF THE PRIVATE STRIP, THE PLT ALLOWED THE ACFT TO DRIFT OFF THE LEFT SIDE OF THE RWY. IT THEN ENCOUNTERED AN AREA OF SOFT, SANDY SOIL & NOSED OVER. THE PLT STATED THAT DUE SUN GLARE OFF THE WINDSHIELD, HE HAD DIFFICULTY SEEING.

Brief of Accident (Continued)

File No. - 1131

11/12/83

SUNSETT, TX

A/C Reg. No. N4829D

Time (Lc1) - 1450 CST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. LIGHT CONDITION - SUNGLARE
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 4. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 5. TERRAIN CONDITION - SOFT
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1008 5/24/83 FILLMORE,UT A/C Reg. No. N90706 Time (Lc1) - 1355 MDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries		
ON-DEMAND AIR TAXI.	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -OTHER WORK USE	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 133	NONE	Pass	0	0	0
Accident Occurred During -HOVER					1
					0

-----Aircraft Information-----

Make/Model - AEROSPATIALE SA 315B	Eng Make/Model - TURBOMECA ARTOUSTE IIIB	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 5070	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 849 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- 270/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		Flight Time (Hours)	
Certificate(s)/Rating(s)	Biennial Flight Review				
COMMERCIAL	Current - YES	Total - 2980		Last 24 Hrs - 3	
SE LAND	Months Since - 9	Make/Model- 380		Last 30 Days- UNK/NR	
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 35		Last 90 Days- 65	

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ENGAGED IN SEISMIL WORK, THE PLT WAS CONTACTED BY RADIO & WAS ASKED TO ASSIST IN FREEING 2 CREW TRUCKS THAT HAD GOTTEN STUCK IN SAND DUNES. HE DECIDED TO ASSIST SINCE THE STUCK TRUCKS WERE DELAYING THE ENTIRE OPERATION. HE PLANNED TO PARTIALLY RAISE & PULL ONE END OF A TRUCK BY USING A 100 FT LONG LINE. THE HELICOPTER WAS FACING THE AFT END OF THE TRUCK & LONG LINE WAS AT ABOUT A 25-30 DEG ANGLE WHEN CONTINUOUS COLLECTIVE POWER WAS APPLIED. BY THE PLT. THE HELICOPTER THEN YAWED LEFT. THE PLT ATTEMPTED TO COMPENSATE WITH RIGHT ANTI-TORQUE PEDAL, REDUCED POWER & INDUCED RIGHT FORWARD CYCLIC. REPORTEDLY, THE HELICOPTER THEN TURNED 360 DEG & CAME TO REST ON ITS RIGHT SIDE. AT SOME POINT AFTER THE LEFT YAW, THE PLT RELEASED THE LONG LINE. THE COMPANY SAFETY OFFICER REPORTED THAT IF A 150 FT LONG LINE HAD BEEN USED, THERE WOULD HAVE BEEN A LARGER MARGIN FOR ERROR.

Brief of Accident (Continued)

File No. - 1008

5/24/83

FILLMORE,UT

A/C Reg. No. N90706

Time (Lc1) - 1355 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. LOAD JETTISON - DELAYED - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation HOVER

Occurrence #3 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1177 7/05/83 SALT LAKE CITY,UT A/C Reg. No. N8935T Time (Lcl) - 2220 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182C	Eng Make/Model - CONTINENTAL O-470-L	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 ON AIRPORT
Wx Briefing - NWS	Last Departure Point SAN JOSE,CA	Airport Data
Method - TELEPHONE	Destination SAME AS ACC/INC	SALT LAKE CITY
Completeness - FULL	ATC/Airspace	Runway Ident - 16L
Basic Weather - VMC	Type of Flight Plan - VFR	Runway Lth/Wid - 9596/ 150
Wind Dir/Speed- 180/012 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 30.0 SM	Type Apch/Lndg - VISUAL STRAIGHT-IN	Runway Status - DRY
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 97
SE LAND	Months Since - 23	Last 24 Hrs - 4
	Aircraft Type - C-182	Make/Model- 97
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED SHORT OF THE RWY AFTER A POWER LOSS AT ABOUT 100 FT AGL ON FINAL APPROACH. THE WEATHER WAS VMC WITH THE TEMPERATURE AT 80 DEGREES F AND THE DEWPOINT 42 DEGREES F. THE PILOT HAD STARTED A LET DOWN AT 11,500 FT TO DESCEND 5700 FT FOR LANDING. DURING THE DESCENT AT IDLE POWER THE CARBURETOR HEAT WAS NOT USED. THE PILOT HAD BEEN ADVANCING THE THROTTLE AT INTERVALS TO "CLEAR" THE ENGINE. WHEN THE THROTTLE WAS ADVANCED AT ABOUT 100 FT AGL THE ENGINE DID NOT RESPOND.

Brief of Accident (Continued)

File No. - 1177

7/05/83

SALT LAKE CITY,UT

A/C Reg. No. N8935T

Time (Lcl) - 2220 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. FUEL SYSTEM,CARBURETOR - ICE
 3. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1172 7/10/83 HOOPER,UT A/C Reg. No. N4886R Time (Lcl) - 0930 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	0	0	1	0
Flight Conducted Under	-14 CFR 137	NONE	0	0	0	0
Accident Occurred During	-MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA 188B	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - NO -N/A
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 - 1	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	OFF AIRPORT/STRIP
Method - N/A		OGDEN,UT	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		LOCAL	
Wind Dir/Speed- 340/004 KTS		ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 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 - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3438
SE LAND,ME LAND	Months Since - 10	Make/Model- 2400
GLIDER	Aircraft Type - UNK/NR	Instrument- 225
		Multi-Eng - 329
		Last 24 Hrs - 30
		Last 30 Days- UNK/NR
		Last 90 Days- 229

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE SPRAYING OPERATION WAS BEING CONDUCTED OVER A LARGE MOSQUITO ABATEMENT DISTRICT. THE DISTRICT WAS MAPPED OUT INTO SEVERAL SMALL AREAS TO BE SPRAYED. DUE TO THE MANY AREAS TO BE SPRAYED, THE PLT DID NOT INSPECT EACH SECTION FOR OBSTACLES PRIOR TO THE FLT. WHILE SPRAYING IN A NEW SECTION THE ACFT STRUCK POWERLINES. THE PLT THEN MADE AN EMERGENCY LANDING IN A PASTURE.

Brief of Accident (Continued)

File No. - 1172

7/10/83

HOOPER,UT

A/C Reg. No. N4886R

Time (Lcl) - 0930 MDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 3. OBJECT - WIRE,TRANSMISSION
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1029 5/20/83 WISE, VA A/C Reg. No. N654H Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-TAXI						

-----Aircraft Information-----

Make/Model	- ENSTROM F-28C	Eng Make/Model	- LYCOMING HIO-360-E1AD	ELT Installed/Activated	- UNK/NR
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 3	Rated Power	- 205 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	LONESOME PINE	
Wind Dir/Speed	- VARIABLE		Runway Ident	- UNK/NR
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 1800 FT SCATTERED	Type of Flight Plan	Runway Surface	- GRASS/TURF
Lowest Ceiling	- 8000 FT BROKEN	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current	- UNK/NR	Total	- 1284
SE LAND	Months Since	- UNK/NR	Make/Model	- 34
	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	- 34

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE HAD STAYED IN THE LOCAL AREA & HAD BEEN PRACTICING SLOW HOVER OVER THE GRASS BESIDE THE RWY. THERE WAS A PAVED RAMP THAT HE HAD TO CROSS, EACH TIME HE WENT FROM ONE END OF THE RWY TO THE OTHER. HE SAID WHEN HE CAME TO THIS AREA, HE WOULD CLIMB TO ABOUT 35 TO 50 FT, BEFORE CROSSING. AFTER CROSSING THE RAMP, HE WOULD LET DOWN ON THE OTHER SIDE. ACCORDING TO THE PLT, THE WIND CHANGED AS HE WAS CROSSING THE RAMP WHICH RESULTED IN A TAIL WIND. AFTER HE STARTED BACK DOWN, THE HELICOPTER WOULD NOT STOP DESCENDING UNTIL IT HIT THE GROUND. IT BOUNCED APRX 10 TO 12 FT IN THE AIR. DURING THE BOUNCE, THE PLT FELT AN UNUSUAL VIBRATION & HAD VERY LITTLE CONTROL. THEREFORE, HE SHUT-OFF THE MASTER SWITCH & LET IT FALL. APRX 2 FT OF THE TAIL BOOM WAS CUT OFF, THE SKIDS WERE BENT UP & THE BELLY & MAIN ROTORS WERE DAMAGED. REPORTEDLY THE IMPACT OCCURRED WHILE THE HELICOPTER WAS SETTLING WITH POWER APPLIED.

Brief of Accident (Continued)

File No. - 1029

5/20/83

WISE,VA

A/C Reg. No. N654H

Time (Lc1) - 1500 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAXI - AERIAL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - TAILWIND
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

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. - 1200 6/26/83 KILMARNOCK, VA A/C Reg. No. N6624L Time (Lcl) - 1900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	0
Accident Occurred During	-LANDING	NONE	Pass 0	0	1	0

-----Aircraft Information-----

Make/Model	- CESSNA 152II	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	- FSS	Last Departure Point	ON AIRPORT
Method	- TELEPHONE	WASHINGTON, DC	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	SALUDA, VA	KILMARNOCK
Wind Dir/Speed	- 160/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- 36
Lowest Sky/Clouds	- 4500 FT SCATTERED	Type of Clearance	- 2000/ 70
Lowest Ceiling	- NONE	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- WET
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 - 702	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 1	Make/Model - 480	Last 30 Days - UNK/NR
	Aircraft Type - C-152	Instrument - 156	Last 90 Days - 26
		Multi-Eng - 14	Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT DECIDED TO MAKE A PRACTICE LANDING ENROUTE. THE ARPT HAD A WET GRASS RWY AND WHEN THE ACFT SKIDDED DURING LANDING THE PILOT INITIATED A GO-AROUND. HE HAD FORGOTTEN THE PROPER POSITIONING OF THE FLAPS DURING THE LANDING APPROACH UNTIL REMINDED BY THE PASSENGER. THE FLAP POSITION SELECTED FOR THE GO-AROUND IS UNKNOWN. THE ACFT FAILED TO ATTAIN FLYING SPEED AND BOUNCED OFF OF THE CANAL BANK BEFORE CRASHING INTO A PILE OF LUMBER. THE PASSENGER INDICATED THAT THE LANDING WAS DOWNWIND.

Brief of Accident (Continued)

File No. - 1200

6/26/83

KILMARNOCK,VA

A/C Reg. No. N6624L

Time (Lc1) - 1900 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
 3. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
 4. GO-AROUND - DELAYED - PILOT IN COMMAND
 5. AIRSPEED - 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) 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. - 1077 8/19/83 GORDONSVILLE, VA A/C Reg. No. N8705S Time (Lc1) - 2000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 150F	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	GORDONSVILLE MUNI.
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 22
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2309/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	FULL STOP	
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 17
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 17
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED OFF THE RIGHT SIDE OF THE RWY DURING A LANDING AFTER AN ABORTED TAKEOFF. THE STUDENT PILOT HAD JUST COMPLETED 5 TAKEOFFS AND LANDINGS WITH A CFI. THE STUDENT WAS THEN TOLD TO DO TWO SOLO FULL STOP TAKEOFFS AND LANDINGS. THE FIRST TAKEOFF AND LANDING WAS UNEVENTFUL. THE CFI STATED THAT THE 2ND LIFT-OFF OCCURRED AT MIDFIELD. THE ACFT ROSE TO ABOUT 5 FT AND THEN A POWER REDUCTION WAS HEARD. TOUCHDOWN WAS NORMAL BUT AFTER TOUCHDOWN THE STUDENT LOST CONTROL. THE ACFT LEFT THE RWY, SPUN AROUND AND CONTACTED TREES. WHEN THE STUDENT WAS ASKED WHY HE ABORTED WHAT APPEARED TO BE A NORMAL TAKEOFF HE SAID THAT "IT JUST DIDN'T FEEL RIGHT." THIS WAS HIS SECOND SUPERVISED SOLO. THE STUDENT DID NOT REPORT OR INDICATE ANY MALFUNCTIONS OR FAILURES OF EQUIPMENT. THE WIND WAS REPORTEDLY CALM AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1077

8/19/83

GORDONSVILLE, VA

A/C Reg. No. N8705S

Time (Lcl) - 2000 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ABORTED TAKEOFF - IMPROPER - PILOT IN COMMAND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - 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 - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1136

6/22/83

GROTON,VT

A/C Reg. No. N911CW

Time (Lcl) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	1	0
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

NONE

-----Aircraft Information-----

Make/Model - BOLLOW PHOEBUS B-1
Landing Gear - N/A
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - 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- VARIABLE/001 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
WARREN,VT
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND
GLIDER

Age - 37
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	738	Last 24 Hrs -	5
Make/Model-	61		Last 30 Days-	UNK/NR
Instrument-	6		Last 90 Days-	52

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A X-COUNTRY FLT OF APRX 100 MILES. SHE REPORTED THAT ON THE LAST LEG OF THE FLT, A LACK OF "LIFT" WAS ENCOUNTERED & AN OFF ARPT LANDING WAS INITIATED. WHILE ON FINAL APCH TO LAND IN A FIELD, THE GLIDER STRUCK A TELEPHONE WIRE APRX 30 FT AGL. THE WIRE & POLES WERE HIDDEN BY SURROUNDING TREES & THE WIRE WAS NOT SEEN BEFORE IMPACT. IMPACT WITH THE GROUND RESULTED IN DAMAGE TO THE LANDING GEAR & BELLY.

Brief of Accident (Continued)

File No. - 1136

6/22/83

GROTON, VT

A/C Reg. No. N911CW

Time (Lcl) - 1700 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - HIGH VEGETATION
 3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 4. OBJECT - WIRE, TRANSMISSION
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1056 7/16/83 WARREN,VT A/C Reg. No. N55WV Time (Lcl) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- SPORTVIA-PUTZER RF5B SPERBER	Eng Make/Model	- LICHBACH 1700 CC	ELT Installed/Activated	- YES/NO
Landing Gear	- BODY GEAR	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1499	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	RUTLAND,VT	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	WARREN,VT	WARREN/SUGARBUSH
Wind Dir/Speed	- 320/020 KTS	ATC/Airspace	Runway Ident
Visibility	- 25.0 SM	Type of Flight Plan	- 04
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 2650/ 30
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1650
SE LAND,SE SEA	Months Since - 11	Make/Model- 101
GLIDER	Aircraft Type - UNK/NR	Instrument- 271
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE GLIDER WING ENCOUNTERED HIGH GRASS DURING LANDING IN GUSTY WIND. THIS WAS A MOTOR GLIDER AND THE LANDING WAS MADE TO THE RIGHT SIDE OF THE RWY TO ALLOW ROOM FOR THE SOARING CLUB LANDING ON A PARALLEL GRASS STRIP TO THE LEFT OF THE MAIN RWY. DURING THE APPROACH A GUST OF WIND RAISED THE LEFT WING OF THE MOTOR GLIDER AND THE RIGHT WING CAUGHT IN SOME TALL GRASS BESIDE THE RWY. THE ACFT TURNED ABOUT 90 DEGREES AND CAME TO AN ABRUPT STOP. THE WINGS AND PROPELLER WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1056

7/16/83

WARREN,VT

A/C Reg. No. N55WV

Time (Lc1) - 1130 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1058 6/06/83 NEAR RANDLE,WA A/C Reg. No. N98HJ Time (Lcl) - 0800 PDT

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 133
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BELL 205A-1
Landing Gear - SKID
Max Gross Wt - 10500
No. of Seats - 2

Eng Make/Model - LYCOMING T531-3B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 1250 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- 330/004 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 1000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 53
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 205A-1

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 12000
Make/Model- 600
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- 55
Last 90 Days- 55
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ENGAGED IN LOG SLINGING OPERATIONS AND HAD JUST RELEASED A LOAD AND INITIATED A CLIMB AWAY FROM THE SITE WHEN ACCORDING TO THE PILOT THE ENGINE STARTED TO SPOOL DOWN, ALTHOUGH THE PILOT WAS ABLE RETURN TO THE LOG-LANDING AREA THERE WAS INSUFFICIENT ALTITUDE FOR AUTOROTATION AND A HARD LANDING OCCURRED. THE OPERATOR REPORTED THAT AN EXAMINATION OF THE ACFT TRANSMISSION ASSEMBLY REVEALED THAT THE CLUTCH ASSEMBLY HAD DISINTEGRATED.

Brief of Accident (Continued)

File No. - 1058

6/06/83

NEAR RANDLE,WA

A/C Reg. No. N98HJ

Time (Lc1) - 0800 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ROTOR DRIVE SYSTEM,CLUTCH ASSEMBLY - DISINTEGRATED
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - HIGH VEGETATION
 3. AUTOROTATION - NOT POSSIBLE - 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

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. - 1119 7/21/83 ISSAQUAH, WA A/C Reg. No. N6272T Time (Lcl) - 1420 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-GLIDER TOW				
Flight Conducted Under	-14 CFR 91	Crew	0	0	1
Accident Occurred During	-LANDING	Pass	0	0	0

DESTROYED

Fire

NONE

-----Aircraft Information-----

Make/Model - CESSNA 150E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2A
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- 290/010 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
ISSAQUAH, WA
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

SEATTLE SKYPORT
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)
COMMERCIAL
SE LAND

Age - 22
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	282	Last 24 Hrs -	4
Make/Model-	98	Last 30 Days-	UNK/NR	
Instrument-	18	Last 90 Days-	71	

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF ON A GLIDER TOWING OPERATION, THE ENG LOST POWER AT APRX 200 TO 250 FT AGL. THE GLIDER PLT DISENGAGED FROM THE TOW PLANE & THE TOW PLT COMMENCED A POWER OFF DESCENT TO LAND ON A ROAD. THERE WAS CONFLICTING TRAFFIC ON THE ROAD. AT ABOUT THE SAME TIME THE PLT REALIZED THAT THE TRAFFIC WOULD BE UNAVOIDABLE, ENG POWER WAS REGAINED. HE STARTED TO CLIMB BACK TOWARD THE AIRPORT, THEN THE ENG LOST POWER AGAIN. HE LANDED IN A GRASSY AREA, BUT DURING THE LANDING SEQUENCE, THE LEFT WING HIT A FENCE THAT WAS HIDDEN BY TALL VEGETATION. NO PREIMPACT MALFUNCTION OR FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 1119

7/21/83

ISSAQUAH,WA

A/C Reg. No. N6272T

Time (Lc1) - 1420 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
2. TERRAIN CONDITION - HIGH VEGETATION
3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
4. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1025 7/23/83 WENATCHEE, WA A/C Reg. No. N2279C Time (Lcl) - 1430 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -LANDING			0	0	0
			0	0	0

-----Aircraft Information-----

Make/Model - BENSEN B8M	Eng Make/Model - MCCULLOUGH 4318A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PANGBORN
Wind Dir/Speed- 120/007 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 15
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 15
		Last 30 Days- 0
		Instrument- 0
		Last 90 Days- 0
		Rotorcraft - 15

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE PLT HAD RECEIVED 7 HRS OF DUAL INSTRUCTION IN THE BENSON GYROCOPTER. HE HAD BEEN OBSERVED TAXIING THE ACFT ON AN UNUSED PORTION OF THE ARPT DURING THE WINTER MONTHS OF 1982 & 1983. HOWEVER, NO FLTS WERE OBSERVED & THE STUDENT PLT HAD NO ENDORSEMENT. ON 7/30/83, THE ACFT CRASHED APRX 1 BLOCK FROM THE ARPT BOUNDARY (PRESUMABLY DURING TAKEOFF). REPORTEDLY, HE HAD A LOSS OF PERCEPTION OF FORWARD SPEED AFTER GAINING ABOUT 100 FT WHICH RESULTED IN A DECAY OF ROTOR RPM. SUBSEQUENTLY, THE GYROCOPT ENTERED A DESCENT & MADE A HARD CONTACT WITH THE GROUND WHILE IN AN UPRIGHT POSITION. NO PREEXISTING MECHANICAL PROBLEMS WERE FOUND DURING AN EXAM OF THE GYROCOPTER.

Brief of Accident (Continued)

File No. - 1025

7/23/83

WENATCHEE,WA

A/C Reg. No. N2279C

Time (Lc1) - 1430 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, QUALIFICATION - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1019 8/27/83 BELLINGHAM,WA A/C Reg. No. N7751F Time (Lcl) - 1340 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150F
Landing Gear - FLOAT
Max Gross Wt - 1834
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 12000 FT
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MT. VERNON,WA
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,SE SEA

Age - 27
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	- 1005	Last 24 Hrs	- 1
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	50
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & PASSENGER DEPARTED ON A LOCAL SIGHT-SEEING FLT. WHILE FLYING LOW OVER THE NARROW PART OF LAKE SAMISH, THE ACFT COLLIDED WITH A POWER LINE, THEN CRASHED IN THE WATER. THE POWER LINES WERE 129 FT ABOVE THE WATER AT THE LOWEST POINT.

Brief of Accident (Continued)

File No. - 1019

8/27/83

BELLINGHAM, WA

A/C Reg. No. N7751F

Time (Lc1) - 1340 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. OBJECT - WIRE, TRANSMISSION
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1026

9/02/83

MONROE, WA

A/C Reg. No. N4623T

Time (Lcl) - 1700 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	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - MAULE M-4
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2100
No. of Seats - 4

Eng Make/Model - CONTINENTAL D-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 310/003 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 9500 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MONROE, WA

Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

FLYING F RANCH

Runway Ident - 25

Runway Lth/Wid - 2100/ 34

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 170

Make/Model- 5

Instrument- 7

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 1

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE WAS PRACTICING TOUCH-AND-GO LANDINGS WITH A FRIEND THAT WAS A CERTIFIED FLT INSTRUCTOR (CFI). AFTER A LANDING, THE FRIEND INDICATED HIS DESIRE TO FLY THE ACFT. THE PLT OFFERED TO LET HIS FRIEND FLY IT FROM THE LEFT SEAT. THE FRIEND DECLINED THE OFFER TO CHANGE SEATS, BUT DID TAKE THE CONTROLS FOR TAKEOFF. DURING THE TAKEOFF ROLL, DIRECTIONAL CONTROL WAS LOST. THE ACFT WENT OFF THE RWY, THE MAIN GEAR ENCOUNTERED TALL GRASS, AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1026

9/02/83

MONROE,WA

A/C Reg. No. N4623T

Time (Lcl) - 1700 PDT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - COPILOT
3. GROUND LOOP/SWERVE - INADVERTENT - COPILOT
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - COPILOT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1042 9/28/83 SELAH, WA A/C Reg. No. N6674Q Time (Lcl) - 1020 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
Type of Operation	-AERIAL APPLICATION	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- GRUMMAN G-164B	Eng Make/Model	- CONTINENTAL R-975	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 525 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 190/006 KTS</p> <p>Visibility - 60.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p 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;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">NONE</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND, SE SEA</p>	<p>Age - 32</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 18</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 5975</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 1704</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 191</td> <td>Last 90 Days- 165</td> </tr> <tr> <td>Multi-Eng - 1237</td> <td></td> </tr> </table>	Total - 5975	Last 24 Hrs - 2	Make/Model- 1704	Last 30 Days- UNK/NR	Instrument- 191	Last 90 Days- 165	Multi-Eng - 1237	
Total - 5975	Last 24 Hrs - 2									
Make/Model- 1704	Last 30 Days- UNK/NR									
Instrument- 191	Last 90 Days- 165									
Multi-Eng - 1237										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE LANDING ON A ROAD, DURING AN AERIAL APPLICATION OPERATION, THE ACFT NOSED OVER. ACCORDING TO THE PLT, THE BRAKES HAD NOT RELEASED AFTER HE HAD RELEASED THE TOE BRAKES. HE REPORTED THAT HE FOUND THE PARKING BRAKE MIDWAY BETWEEN THE ON & OFF POSITIONS.

Brief of Accident (Continued)

File No. - 1042

9/28/83

SELAH,WA

A/C Reg. No. N6674Q

Time (Lcl) - 1020 PDT

Occurrence NOSE OVER
Phase of Operation LANDING

Finding(s)

1. PARKING BRAKES - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1005 2/27/83 BELOIT,WI

A/C Reg. No. N5769F

Time (Lc1) - 1334 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Fire	1	0	0	0
Crew				
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

-----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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Wind Dir/Speed- 210/020 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - 15000 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 - VISUAL STRAIGHT-IN

Airport Data

BELOIT
Runway Ident - 25
Runway Lth/Wid - 2630/ 165
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 61
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 638	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 15
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE PLT HAD NOT FLOWN FOR 2 OR 3 MONTHS BEFORE HIS FLTS ON 2/27/83. ON THAT DAY, HE TOOK OFF & MADE 5 TOUCH-AND-GO LANDINGS, THEN STOPPED FOR A CUP OF COFFEE. THE PLT THEN DEPARTED AGAIN ON A 2ND FLT. APRX 1/2 HR LATER, SMOKE WAS OBSERVED FROM THE ACCIDENT SITE. NO CALLS WERE MADE BY THE PLT ON THE UNICOM FREQUENCY PRIOR TO THE ACCIDENT. AN EXAM OF THE ACCIDENT SITE REVEALED THAT THE ACFT HAD COLLIDED WITH THE BRANCHES OF 2 TREES ALONG A ROADWAY APRX 3400 FT SHORT OF THE RWY. THE ROADWAY WAS NEARLY ALIGNED WITH THE CENTERLINE OF THE RWY. SLASH MARKS WERE FOUND ON THE TREE LIMBS THAT WERE INDICATIVE OF PROPELLER SLASHES. THERE WERE NO LEAVES ON THE TREES. AIRPORT PERSONNEL REPORTED THAT ON PREVIOUS OCCASIONS, PILOTS HAD MISTAKEN THE ROADWAY FOR THE ARPT RWY.

Brief of Accident (Continued)

File No. - 1005

2/27/83

BELOIT, WI

A/C Reg. No. N5769F

Time (Lc1) - 1334 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
4. OBJECT - TREE(S)
5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1109 3/20/83 OSHKOSH,WI A/C Reg. No. N704WN Time (Lcl) - 1434 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-TAXI					

-----Aircraft Information-----

Make/Model	- CESSNA 150	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT
Method	- TELEPHONE	MOSINEE,WI	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	GREENBAY,WI	OSHKOSH
Wind Dir/Speed	- 040/018 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- 36
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 6700/ 150
Lowest Ceiling	- 1900 FT OVERCAST	Type Apch/Lndg	- CONCRETE
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- ICE COVERED
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 36	Last 24 Hrs - 3
	Months Since - N/A	Make/Model - 36	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument - 3	Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A SUPERVISED, SOLO, X-COUNTRY FLT FROM MOSINEE, WI, TO OSHKOSH, WI, GREEN BAY, WI, THEN RETURN TO MOSINEE. THE FIRST LEG OF THE FLIGHT WAS FLOWN WITH NO PROBLEM. BEFORE TAKEOFF AT OSHKOSK, THE STUDENT WAS TAXIING SOUTHBOUND WITH A LEFT QUARTING TAIL WIND WHEN HE ENCOUNTERED AN ICY AREA ON THE TAXIWAY. REPORTEDLY, THE CONTROLS WERE POSITIONED PROPERLY FOR THE WIND CONDITIONS. AS THE ACFT CROSSED THE ICY AREA, IT BEGAN TO SLIDE TO THE RIGHT. THE STUDENT REPORTED THAT THE RIGHT MAIN WHEEL HIT PAVEMENT WHICH STOPPED THE SLIDE. HOWEVER, AT THE SAME TIME, THE ACFT BANKED RIGHT & THE RIGHT WING STRUCK THE GROUND. THE STUDENT REPORTED THAT THE WINDS WERE FROM THE NORTHEAST AT 15, GUSTING 20 KTS. THE 1455 CST WIND AT OSHKOSH WAS REPORTED FROM 040 DEG AT 18 KTS.

Brief of Accident (Continued)

File No. - 1109

3/20/83

OSHKOSH,WI

A/C Reg. No. N704WN

Time (Lc1) - 1434 CST

Occurrence DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - TAILWIND
5. AIRPORT FACILITIES, TAXIWAY CONDITION - ICY
6. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
7. 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) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1020 4/14/83 MIDDLETON,WI A/C Reg. No. N9215P Time (Lcl) - 2258 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
1	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire
ON GROUND

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA24-260
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 090/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 900 FT
Lowest Ceiling - 4000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - DRIZZLE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
DWIGHTY,IL
Destination
MIDDLETON,WI

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - VOR/DME
VISUAL STRAIGHT-IN
FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MOREY
Runway Ident - 13
Runway Lth/Wid - 2975/ 40
Runway Surface - MACADAM
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 46
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1227
Make/Model- 1200
Instrument- 36
Multi-Eng - 99
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL AT NIGHT, THE PLT WAS CLEARED FOR A VOR-B APCH TO THE MOREY ARPT, AN UNCONTROLLED FACILITY AT AN ELEVATION OF 928 FT MSL. RWY 13/31 AT THE ARPT HAD LOW INTENSITY RWY LIGHTS WHICH COULD BE ACTIVATED BY KEYING THE RADIO ON 123.5 MHZ. THE CIRCLING MINIMUMS FOR THE APCH WERE 700 FT CEILING & 1 MI VISIBILITY. DURING THE APCH WITH THE RADIO ON 124.0 MHZ, THE PLT WAS ADVISED THAT THE WX WAS 900 FT OVERCAST, VISIBILITY 7 MI WITH LIGHT DRIZZLE. WHEN THE ACFT WAS ON FINAL APCH, THE CONTROLLER HEARD 3 CLICKS (ON 124.0 MHZ) & ADVISED THE PLT HE HAD LOST RADAR CONTACT. THE PLT RESPONDED BY SAYING THAT HE HAD GROUND CONTACT & WAS CANCELLING HIS IFR CLEARANCE, BUT THAT HE COULD NOT SEE THE RWY LIGHTS. SHORTLY AFTER THAT, THE ACFT COLLIDED WITH TREES AT AN ELEVATION OF APRX 1000 FT MSL, THEN CRASHED & BURNED. THE MDA FOR THE APCH WAS 1600 FT MSL.

Brief of Accident (Continued)

File No. - 1020

4/14/83

MIDDLETON,WI

A/C Reg. No. N9215P

Time (Lcl) - 2258 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - RAIN
4. AIRPORT FACILITIES,RUNWAY EDGE LIGHTS - NOT OPERATING
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
6. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
7. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1011 4/26/83 PLATTEVILLE, WI A/C Reg. No. N5548P Time (Lcl) - 0950 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	1
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-24-180	Eng Make/Model	- LYCOMING O-360-A1A	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- 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	PLATTEVILLE	
Wind Dir/Speed	- 180/016 KTS		Runway Ident	- 27
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid	- 2200/ 50
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- 9000 FT BROKEN	Type of Clearance	Runway Status	- WET
Obstructions to Vision	- NONE	Type Apch/Lndg	TRAFFIC PATTERN	
Precipitation	- RAIN	FULL STOP		
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 520	Last 24 Hrs - 1
SE LAND	Months Since - UNK/NR	Make/Model - 219	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 234	Last 90 Days - 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PLT ENTERED THE TRAFFIC PATTERN TO LAND ON RWY 27 IN X-WIND CONDITIONS. THE RWY WAS 2200 FT LONG & WAS WET FROM LIGHT RAIN. AFTER MAKING 2 GO-AROUNDS, A LANDING WAS MADE ON THE 3RD APCH. THE PLT REPORTED THAT THE BRAKING WAS POOR TO NIL. BY THE TIME HE CRESTED THE TOP OF A HIGH POINT ON THE RWY, HE REALIZED THAT THERE WAS INSUFFICIENT ROOM REMAINING TO GO AROUND OR STOP ON THE LANDING AREA. THE ACFT CONTINUED OFF THE RWY & WENT INTO A RAVINE. THE PLT ESTIMATED THE WIND WAS FROM THE SOUTH SOUTHWEST AT 18, GUSTING 21 KTS. AT MADISON, WI, THE 0800 CDT WIND WAS FROM 180 DEG AT 16 KTS.

Brief of Accident (Continued)

File No. - 1011

4/26/83

PLATTEVILLE,WI

A/C Reg. No. N5548P

Time (Lcl) - 0950 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
7. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
8. AIRCRAFT PERFORMANCE,HYDROPLANING CONDITION - WATER

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1071 7/08/83 MANITOWOC,WI A/C Reg. No. N6214L Time (Lcl) - 2145 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - GRUMMAN AA-1
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELETYPE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC

Wind Dir/Speed- 290/011 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 5000 FT
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MUSKEGON,MI
Destination
MANITOWOC,WI

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
MANITOWOC

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - AA-1

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1025
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 30
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DISAPPEARED FROM RADAR CONTACT WHILE OVER LAKE MICHIGAN. THIS ACFT HAD DEPARTED BALTIMORE MD AT 1142 CDT TO FLY TO MANITOWOC, WI. THE LAST ENROUTE STOP FOR FUEL WAS AT MUSKEGON MI AT 2040 CDT. THE WEATHER WAS VMC BUT THE NIGHT WAS DARK. NO FLT PLAN WAS FILED. THE ACFT IS ASSUMED DESTROYED BECAUSE A PART OF THE ACFT WITH THE DATA PLATE AND SERIAL # AA1-0414 ON IT WAS FOUND ON A REMOTE BEACH OF LAKE MICHIGAN SOUTH OF ARCADIA ON 7/19/83. THE ACFT DEPARTED MUSKEGON AT ABOUT 2110 CDT WITH A FULL LOAD OF FUEL. AT ABOUT 2145 CDT THE PILOT REPORTED BY RADIO THAT HE HAD LOST AN ENGINE CYLINDER AND WAS GOING DOWN. THE EMERGENCY BEACON CODE WAS PICKED UP BY MUSKEGON APPROACH CONTROL AT A POINT ABOUT 55 MILES NORTHWEST OF MUSKEGON. NO ELT SIGNAL WAS HEARD. THE PILOT IS MISSING AND PRESUMED TO BE FATALLY INJURED. THE COAST GUARD SUSPENDED SEARCH AT 1600 CDT ON JULY 10, 1983 PENDING FURTHER DEVELOPMENTS.

Brief of Accident (Continued)

File No. - 1071

7/08/83

MANITOWOC,WI

A/C Reg. No. N6214L

Time (Lc1) - 2145 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LIGHT CONDITION - DARK NIGHT

Occurrence #3 MISSING AIRCRAFT
Phase of Operation UNKNOWN

-----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. - 1100 8/02/83 VERONA,WI A/C Reg. No. N8016R Time (Lcl) - 1814 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - BEECH A24R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A18
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- 190/012 KTS
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
WAUNAKEE,WI
Destination
VERONA,WI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 34
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 30	Last 24 Hrs -	4
Make/Model-	10	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LOST POWER DURING CRUISE AND WAS DAMAGED IN AN OFF ARPT FORCED LANDING. DURING THE LANDING ROLL IN A FIELD, ACFT CONTACTED A FENCE AND COLLAPSED THE NOSE GEAR. EXAMINATION OF THE BENDIX FUEL INJECTOR SN30479, MODEL RSA-5AD1 REVEALED THAT THE FUEL INLET FINGER SCREEN WAS CLOGGED.

Brief of Accident (Continued)

File No. - 1100

8/02/83

VERONA,WI

A/C Reg. No. N8016R

Time (Lc1) - 1814 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,SCREEN - BLOCKED(TOTAL)
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM,INJECTOR - BLOCKED(TOTAL)

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1099 9/03/83 FALL CREEK, WI A/C Reg. No. NONE Time (Lcl) - 0711 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -PART 103	IN FLIGHT	Pass	0	1	0
Accident Occurred During -MANEUVERING			0	0	0

-----Aircraft Information-----

Make/Model - WEED HOOPER B	Eng Make/Model - CHOITA 460-C	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 - UNK/NR	
No. of Seats - UNK/NR	Rated Power - 25 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
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)	
UNK/NR	Current - UNK/NR	Total - UNK/NR	Last 24 Hrs - UNK/NR
	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-----

THE ULTRALIGHT COLLIDED WITH A POWERLINE DURING MANEUVERING AFTER TAKEOFF. THE PILOT HAD MADE A NORMAL TAKEOFF AND CIRCLED A HAYFIELD AND DECIDED TO RETURN FOR LANDING. THE PILOT STATED HE HAD TROUBLE CONTROLLING THE ACFT IN A LEFT TURN. DURING A TURN THE ACFT MADE CONTACT WITH A POWERLINE. SPARKS FROM THE COLLISION IGNITED FUEL IN THE LINES. THE FUEL TANK EXPLODED WHEN THE ACFT HIT THE GROUND.

Brief of Accident (Continued)

File No. - 1099

9/03/83

FALL CREEK,WI

A/C Reg. No. NONE

Time (Lc1) - 0711 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRCRAFT PERFORMANCE,TURN CAPABILITY - ERRATIC
 2. FLIGHT CONTROLS - NOT UNDERSTOOD - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

4. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1170 2/15/83 RIVERTON, WY A/C Reg. No. N5393A Time (Lcl) - 0900 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-TEST FLIGHT	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	OFF AIRPORT/STRIP
Method - N/A		SAME AS ACC/INC	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		LOCAL	RIVERTON
Wind Dir/Speed- CALM		ATC/Airspace	Runway Ident - 28
Visibility - 60.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - 8200/ 150
Lowest Sky/Clouds - 6000 FT SCATTERED		Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE		Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE			
Precipitation - NONE			
Condition of Light - DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 480
SE LAND	Months Since - 2	Make/Model- 5
	Aircraft Type - UNK/NR	Instrument- 11
		Multi-eng - 0
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 25
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SLID ACROSS A ROAD AND SLID PARALLEL TO A FENCE UNTIL THE ACFT HIT A FENCE POST DURING A FORCED LANDING. THE ACFT WAS ON A TEST FLT AFTER MAINTENANCE WHICH INCLUDED ADJUSTMENT OF THE ABSOLUTE CONTROLLER. THE BEFORE TAKEOFF CHECKS WERE MADE AND EVERYTHING SEEMED NORMAL. DURING TAKEOFF AT 500 FT AGL THE ENGINE LOST POWER. THE PILOT TURNED ON THE BOOST PUMP AND ENGINE REGAINED POWER THEN QUIT. THE PILOT SWITCHED TANKS AND CHECKED MIXTURE BUT ENGINE WOULD NOT START. A LANDING WAS MADE ON A PUBLIC ROAD WITH GEAR AND FLAPS DOWN. THE EXAMINATION AND POST ACCIDENT TEST RUNS OF THE ENGINE SHOWED THAT THE ABSOLUTE CONTROLLER WAS OUT OF ADJUSTMENT WHICH CAUSED AN OVER RICH MIXTURE. BY ADDING THE BOOST PUMP AFTER ENGINE FAILURE IT AGGRAVATED THE SITUATION TO THE POINT OF FLOODING THE ENGINE.

Brief of Accident (Continued)

File No. - 1170

2/15/83

RIVERTON,WY

A/C Reg. No. N5393A

Time (Lcl) - 0900 MST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. EXHAUST SYSTEM,TURBOCHARGER - IMPROPER
 2. MAINTENANCE,ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
-

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
-

-----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. - 1174 6/19/83 BURLINGTON, WY A/C Reg. No. N9789V Time (Lcl) - 0630 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -TAKEOFF			0	0	0
					None
					0

-----Aircraft Information-----

Make/Model - CESSNA 188A	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 - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7007
SE LAND, ME LAND	Months Since - 12	Make/Model- 300
	Aircraft Type - UNK/NR	Instrument- 85
		Multi-Eng - 77
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DEPARTED THE RWY IN AN EVASIVE MANEUVER TO AVOID A DEER. THE ACFT CONTACTED SMALL TREES AND BRUSH OFF THE RWY AND COLLAPSED THE LANDING GEAR. THE PILOT SAID HE WAS ABOUT 150 YARDS DOWN THE RWY WITH THE TAIL OF THE ACFT UP WHEN THE DEER RAN ONTO THE RWY. THE PILOT WAS OPERATING WITHOUT AN AERIAL APPLICATION OPERATORS CERTIFICATE.

Brief of Accident (Continued)

File No. - 1174

6/19/83

BURLINGTON,WY

A/C Reg. No. N9789V

Time (Lcl) - 0630 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - ANIMAL(S)

2. MANEUVER - PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1007

7/04/83

SARATOGA,WY

A/C Reg. No. N2317S

Time (Lcl) - 0900 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA T210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 4

Eng Make/Model - CONTINENTAL TIO-520
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 100.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SARATOGA,WY
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA

Age - 39

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7745	Last 24 Hrs -	1
Make/Model-	1429	Last 30 Days-	UNK/NR
Instrument-	40	Last 90 Days-	62
Multi-Eng -	679		

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SIGHT-SEEING FLT AT APRX 7000 FT MSL (500 FT AGL), THE ENGINE LOST POWER ABOUT 15 MIN AFTER THE PLT SWITCHED FROM THE LEFT TO THE RIGHT MAIN TANK & DESCENDED FROM A HIGHER ALTITUDE. SUBSEQUENTLY, THE PLANE WAS DAMAGED DURING A WHEELS UP LANDING ON HILLY TERRAIN. APRX 18 GAL OF FUEL WAS FOUND REMAINING IN THE RIGHT TANK. NO PREIMPACT/MECHANICAL MALFUNCTION OR FAILURE WAS FOUND. ALL APPLICABLE AIRWORTHINESS DIRECTIVES & SERVICE BULLETIN WERE COMPLIED WITH.

Brief of Accident (Continued)

File No. - 1007

7/04/83

SARATOGA, WY

A/C Reg. No. N2317S

Time (Lcl) - 0900 MDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 6978

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