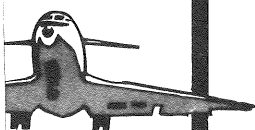


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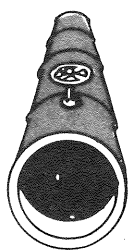
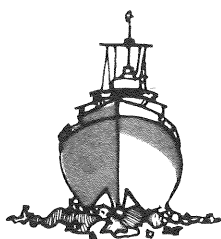
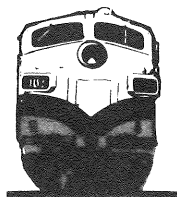


NATIONAL TRANSPORTATION SAFETY BOARD

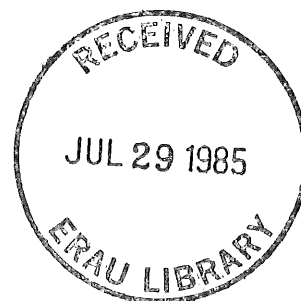
WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

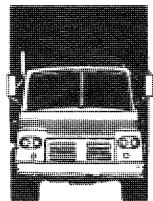
**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 7 OF 1983 ACCIDENTS**



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UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-85/08		2. Government Accession No. PB85-916908		3. Recipient's Catalog No.	
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15. Supplementary Notes					
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1983. The 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally seventeen times each year. The Brief Format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of operation and type of aircraft. File Numbers: 1201 through 1400					
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 cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "Substantial Damage" for the purpose of this part.

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

Flying by individuals in 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 7

CALENDAR YEAR 1983

File Order Listing - Issue No. 7, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1201	8379	070183	MORRIS, MN	GRUMMAN	G-164A	NONE	234
1203	7334L	022083	NACOGDOCHES, TX	PIPER	PA-31P	NONE	354
1204	1390A	021683	LAS CRUCES, NM	MONNETT	SONERAI II	NONE	278
1205	9981W	021783	WINSLOW, AR	PIPER	PA-28-140	SERIOUS	12
1206	6308S	021583	DALHART, TX	CESSNA	150G	NONE	352
1207	1139C	021383	HENNESSEY, OK	PIPER	PA-22	MINOR	316
1208	65MB	081483	OXFORD, IA	BURNETT	SONERAI 2	MINOR	112
1209	37799	080383	HALIFAX, MA	SIKORSKY	H-19D	NONE	170
1210	55461	110383	OSAGE BEACH, MO	CESSNA	172	NONE	244
1211	68556	071783	HOMESTEAD, FL	BELLANCA	7ACA	NONE	90
1212	62898	102483	CHILLICOTHE, MO	PIPER	PA31-350	NONE	242
1213	6951D	100583	DERBY, KS	PIPER	PA-22-150	NONE	150
1214	7412F	081283	DODGE CITY, KS	HUGHES	269C	NONE	146
1215	755RB	101283	BLAIRSTOWN, MO	CESSNA	172M	NONE	240
1216	853H	082083	RED OAK, IA	ARROW AIRCRA	ARROW SPOR	NONE	114
1217	2075T	072183	OAK BLUFFS, MA	PIPER	PA-28R-200	NONE	168
1218	43CA	072383	AURORA, CO	MOONEY	M20J	NONE	72
1219	6652Q	062883	PAGE, ND	GRUMMAN	G-164B	NONE	260
1220	8550E	050883	OLD BRIDGE, NJ	AERONCA	7AC	MINOR	272
1221	6596J	071683	BRANDON, FL	PIPER	PA-28-180	NONE	88
1222	4448P	103183	JUNEAU, AK	CESSNA	180	NONE	6
1223	401HA	100183	TENINO, WA	HILLER	UH12-E	NONE	382
1224	6BM	072883	FAIRFIELD, PA	BERKSHIRE	CONCEPT 70	NONE	324
1225	4862G	022383	PINEVILLE, LA	CESSNA	172N	FATAL	162
1226	5515N	022683	FLATONIA, TX	CESSNA	182R	NONE	358

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File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
1227	927BA	040283	MCKINNEY, TX	DEHAVILLAND	DHC-6	NONE	370
1228	51AG	033183	TOMBALL, TX	BELLANCA	51A	NONE	366
1229	2389Q	031483	ATHENS, LA	BEECHCRAFT	23	SERIOUS	164
1230	1739R	031383	SHEFFIELD, TX	CESSNA	182RG	NONE	364
1231	9331M	031083	LA GRANGE, TX	MOONEY	M20E	NONE	362
1232	2381K	030283	SHIRO, TX	PIPER	PA-38-112	NONE	360
1233	7535B	030283	LAKE CITY, AR	BELLANCA	7FC	NONE	14
1234	9591H	033183	ODESSA, TX	CESSNA	172M	NONE	368
1235	66730	022383	SUGARLAND, TX	CESSNA	152	NONE	356
1236	707CF	080683	ST. CLAIR, PA	CESSNA	150M	NONE	326
1237	104RE	070383	KIRKVILLE, NY	ROTEC/BOTSFO	RALLY 3	MINOR	282
1238	9975D	052683	ENNIS, MT	PIPER	PA-22-150	MINOR	246
1239	7642V	062583	ROLLA, ND	AERO COMMAND	CALLAIR A-	MINOR	258
1240	8449Q	091883	GARDEN PRAIRIE, IL	CESSNA	U206F	NONE	130
1241	2312	091883	HAMILTON, OH	WACO	AGC-8	NONE	306
1242	1264R	021183	PLAINVIEW, TX	BELLANCA	14-19-3A	SERIOUS	348
1243	6372S	052983	CANDO, ND	CESSNA	TR182	NONE	256
1244	8181V	061583	LEOLA, SD	CESSNA	A188	NONE	334
1245	4925P	061983	ERIE, CO	CESSNA	152	NONE	68
1246	313ZM	052283	CHESSON, AL	BEECH	V35B	FATAL	8
1247	68632	080683	MOULTRIE, GA	WORLD HELICO	47D1	MINOR	100
1248	63196	081183	WESTVILLE, NY	CESSNA	172P	NONE	288
1249	9978U	072783	DOYLESTOWN, PA	GRUMMAN	AA-1C	NONE	322
1250	1289B	072883	HUNTER, NY	LUSCOMBE	8A	NONE	284
1251	5333B	081683	MEDINA, NY	CESSNA	152	NONE	290

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1252	82W	102083	COOS BAY, OR	BELL	212	NONE	318
1253	722E	081483	BOUNTIFUL, UT	JODEL	D11S	NONE	374
1254	66098	080883	ATLANTIC CITY, NJ	CESSNA	172	NONE	274
1255	28019	061683	TODDVILLE, MD	PIPER	J3-C65	NONE	178
1256	2046W	041983	PEORIA, IL	BEECH	F33A	NONE	120
1257	181AA	062983	LOCKPORT, IL	PIPER	PA-44-180	NONE	126
1258	32360	072483	FREDERICKSBURG, PA	BLANIK	L-13	NONE	320
1259	3943F	080283	EASTON, NY	CESSNA	172	NONE	286
1260	5357P	072683	MILLINOCKET, ME	CESSNA	152	NONE	184
1261	5604Q	012983	ROANOKE, TX	MOONEY	M20E	NONE	344
1262	2465W	012983	HEMPSTEAD, TX	SCHWEIZER	SGS 1-26B	FATAL	346
1263	14Y	021283	LITTLEFIELD, TX	PRATT-READ	PRG-1	NONE	350
1264	59636	061083	GOLETA, CA	BELL	212	FATAL	52
1265	9906N	050383	ELY, MN	CESSNA	180J	NONE	224
1266	36193	071383	IONIA, MI	SCHWEIZER	1-36	MINOR	202
1267	3744W	072483	DEMOTTE, IN	PIPER	PA-32-260	NONE	142
1268	71SA	072483	CHARLOTTE, MI	PIPER	PA-28-140	NONE	206
1269	54967	092783	SANDWICH, IL	CESSNA	172P	NONE	134
1270	1533N	100983	DORR, MI	BALLOON WORK	FIREFLY 7	SERIOUS	216
1271	1388Q	101583	HAMILTON, OH	ALDERFER	GYROPLANE	MINOR	314
1272	180TC	100183	SILVERDALE, WA	CESSNA	180	NONE	380
1273	3525X	090383	SEATTLE, WA	MOONEY	M20-F	NONE	378
1274	1817M	100483	SEATTLE, WA	CESSNA	T210M	NONE	384
1275	N6G	072283	ELLENSBURG, WA	BREEZY RLU	1	MINOR	376
1276	1968Y	010583	LINDENWOOD, IL	MOONEY	M-20D	FATAL	118

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1277	5ER	082283	MARION, NC	CESSNA	414A	MINOR	252
1278	38855	022583	ELY, MN	PIPER	PA-32R-300	NONE	222
1279	96446	032883	INDIANAPOLIS, IN	MOONEY	M20-K	NONE	140
1280	5222R	050383	GAYLORD, MI	CESSNA	185	SERIOUS	192
1281	3885D	050483	RIVER FALLS, MN	HOLMES	XTC2	SERIOUS	226
1282	7449J	062283	TRACY, CA	PIPER	PA-28R-180	NONE	54
1283	8595H	061383	CROOKSTON, MN	GRUMMAN	G-164A	NONE	232
1284	2487M	061283	BLACKDUCK, MN	PIPER	PA-12	NONE	230
1285	53060	060983	LANSING, MI	CESSNA	177RG	NONE	198
1286	13HT	060583	MONTPELIER, OH	MONERA I	SAILPLANE	SERIOUS	298
1287	36804	051183	MORA, MN	PIPER	PA-28R	NONE	228
1288	1453U	102883	PORT HURON, MI	CESSNA	172M	MINOR	220
1289	756DM	101683	SOUTH FOX ISL., MI	CESSNA	U206G	NONE	218
1290	3069S	091883	SPRING BROOK, WI	CESSNA	150	NONE	388
1291	1443E	091883	CARTHAGE, IL	CESSNA	172	MINOR	132
1292	4880Y	080583	BARODA, MI	PIPER	PA-25	MINOR	210
1293	789MF	072683	ANN ARBOR, MI	CESSNA	152	NONE	208
1294	714PJ	071983	WILMOT, WI	CESSNA	150	NONE	386
1295	1515K	071683	UTICA, MI	BARNES	AX-7	NONE	204
1296	59BC	070983	FLYING CLOUD, MN	VIKING	DRAGONFLY	NONE	236
1297	1167E	070883	LESLIE, MI	BELLANCA	CITABRIA 7	NONE	200
1298	5782W	070583	KELLEYS ISLAND, OH	PIPER	PA-28-150	NONE	302
1299	51630	041783	YOUNG, AZ	MAULE	M-5-220C	NONE	20
1300	4060C	040383	HILMAR, CA	CESSNA	T310R	NONE	42
1301	5730P	011583	EL CAJON, CA	PIPER	PA-24-250	SERIOUS	34

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1302	46045	060783	RENO, NV	ICA	BRASOV	IS-29D2	NONE	280
1303	83721	060983	VALENCIA, CA	ROBINSON	R22		NONE	50
1304	69353	051083	CHICAGO, IL	CESSNA	152		NONE	122
1305	128KB	042683	ANN ARBOR, MI	TUK	GREGORY	QUICKIE Q-	NONE	190
1306	3019N	051583	GRANDVILLE, MI	CESSNA	120		MINOR	194
1307	5512Y	051383	EAST LIVERPOOL, OH	PIPER	PA-23-250		NONE	296
1308	69057	051083	SMITHFIELD, OH	CESSNA	152		NONE	294
1309	11279	081783	SAVANNA, IL	CESSNA	150		NONE	128
1310	75773	053183	SEBRING, FL	CESSNA	207		NONE	80
1311	5319	072383	MINDEN, NE	GRUMMAN	G-164A		MINOR	266
1312	75552	080483	AMES, IA	CESSNA	172 N		NONE	108
1313	3231B	073183	NICKERSON, NE	MONKE	ROTEC RALL		NONE	268
1314	67585	080183	SIDNEY, NE	CESSNA	152		NONE	270
1315	46188	091383	PLYMOUTH, MI	CESSNA	172		NONE	212
1316	9388H	080883	CAMDENTON, MO	CESSNA	172		NONE	238
1317	1259W	081283	AGENCY, IA	WEATHERLY	201B		MINOR	110
1318	7284V	061183	FLORALA, AL	AERO-COMMAND	CALLAIR A-		NONE	10
1319	6429F	060583	FRANKLIN, TN	CESSNA	172N		SERIOUS	340
1320	81410	061883	CAMBRIDGE, MD	PIPER	PA-32R-301		NONE	180
1321	3414S	072483	SIMPSONVILLE, KY	CESSNA	182G		NONE	158
1322	83UT	060183	DAYTON, TN	RAND	KR-2		NONE	338
1323	6982J	062683	RUSSELL, KY	PIPER	PA-28R-200		NONE	154
1324	13881	060683	KINGSTON, TN	CESSNA	172M		NONE	342
1325	1657E	060583	MITCHELLVILLE, MD	CESSNA	172N		MINOR	176
1326	8476K	053183	BLAKELY, GA	GRUMMAN	G-164B		NONE	94

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1327	9849E	053183	SENDIA, GA	SCHWEIZER	1-26B	NONE	96
1328	3705F	061883	ST. AUGUSTINE, FL	GREAT LAKES	2T-1A-2	NONE	82
1329	3719W	071383	JUPITER, FL	PIPER	PA-32	NONE	86
1330	300JT	062983	KAHULUI, HI	DOUGLAS	DC-4-C55B	NONE	106
1331	923CA	030583	HOPKINSVILLE, KY	CESSNA	310	FATAL	152
1332	7146S	050783	FORT VALLEY, GA	CESSNA	C-150H	FATAL	92
1333	4245F	081083	FOLKSTONE, NC	CESSNA	172	NONE	250
1334	3493T	072783	GREENSBORO, GA	CESSNA	177	SERIOUS	98
1335	8987N	083083	BLAIRSVILLE, GA	PIPER	PA-32-300	NONE	102
1336	4633Y	082983	FALKLAND, NC	PIPER	PA-25-235	NONE	254
1337	3437V	052983	PHELAN, CA	CESSNA	150M	NONE	44
1338	9324P	033183	HOLLISTER, CA	PIPER	PA-24-260	NONE	40
1339	9092Q	032983	LOST HILLS, CA	BEECH	A56TC	NONE	38
1340	3628Y	032783	HOLBROOK, AZ	CESSNA	210C	NONE	18
1341	9893V	032683	STANFIELD, AZ	CESSNA	188	NONE	16
1342	6239B	011783	DIXON, CA	AERO COMDR	500	NONE	36
1343	4573M	080883	WAGNER, SD	PIPER	PA-11	NONE	336
1344	714VP	071883	NEBRASKA CITY, NE	CESSNA	152	NONE	264
1345	9114G	071383	EDGAR, NE	CESSNA	A188B	NONE	262
1346	2045H	062483	YULEE, FL	ERCOUPE	415-C	NONE	84
1347	585C	051583	BUFFALO, WY	STINSON	108-3	NONE	396
1348	8253U	040483	SPARTANBURG, SC	CESSNA	172	SERIOUS	332
1349	67943	031883	GUNNISON, CO	CESSNA	421C	NONE	66
1350	533LD	031283	BAGGS, WY	HELIO	H-295	NONE	392
1351	21613	091683	WINKELMAN, AZ	CESSNA	188	SERIOUS	32

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1352	4451A	062983	CAMARILLO, CA	PIPER	PA-22-150	NONE	58
1353	3ZT	062083	MESA, AZ	PIPER	PA-34-200T	NONE	28
1354	42762	061283	TUBA CITY, AZ	PIPER	J3C-65	NONE	24
1355	31914	053083	MOLOKAI, HI	PIPER	PA-28-181	NONE	104
1356	315CC	050683	BUCKEYE, AZ	CESSNA	421B	NONE	22
1357	4119D	060583	CROTON, MI	HELIO	H-391B	NONE	196
1358	4395T	041083	LAKE, MI	PIPER	PA-28-140E	NONE	188
1359	5728T	100783	CINCINNATI, OH	CESSNA	172E	NONE	310
1360	63425	100483	LANCASTER, OH	CESSNA	172P	MINOR	308
1361	94500	101083	ELYRIA, OH	CESSNA	152	NONE	312
1362	4880P	021583	ALEXANDRIA, LA	CESSNA	P210	MINOR	160
1363	84563	062683	VIEQUES, PR	CESSNA	172K	NONE	328
1364	8254C	041383	HULETT, WY	PIPER	PA-18-150	NONE	394
1365	714NN	062183	WADSWORTH, OH	CESSNA	150	MINOR	300
1366	30168	100883	WONDER LAKE, IL	CESSNA	177	NONE	136
1367	22774	100183	NEENAH, WI	CESSNA	150	NONE	390
1368	5671S	092683	EATON RAPIDS, MI	BEECH	A23-19	NONE	214
1369	6714J	060683	CONCORD, CA	PIPER	PA-28-140	MINOR	48
1370	61202	072583	TRACY, CA	BOEING	1B75A	MINOR	60
1371	2077R	070683	WINSLOW, AZ	CESSNA	182G	NONE	30
1372	1526P	062283	JACKSON, CA	PIPER	PA-22	NONE	56
1373	8280S	060583	PORTERVILLE, CA	CESSNA	150F	MINOR	46
1374	7927L	061383	PRESCOTT, AZ	BEECH	A23-24	NONE	26
1375	8807T	082883	NEAR ELK RIVER, ID	CESSNA	182C	FATAL	116
1377	6866J	071283	CYNTHIANA, KY	PIPER	PA-32R-300	SERIOUS	156

File Order Listing - Issue No. 7, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1378	16270	052883	OCEAN CITY, MD	AERONCA	C3	SERIOUS	174
1379	6503G	010883	GREEN COVE SPGS, FL	CESSNA	150	FATAL	74
1380	761AU	062183	ENGLEWOOD, CO	CESSNA	T210M	NONE	70
1381	NONE	070583	BREWSTER, KS	MATTISON	MAC 300	SERIOUS	144
1382	1166U	032083	TAMPA, FL	MOONEY	M20J	SERIOUS	76
1383	29561	091183	PLAINVIEW, TX	PARTENAVIA	P68C	FATAL	372
1384	53700	052283	JOLIET, IL	CESSNA	172P	MINOR	124
1385	11196	070683	STOW, MA	CESSNA	150	NONE	166
1386	9673K	061983	LAYTONSVILLE, MD	STINSON	108-2	MINOR	182
1387	5324K	050983	GASTONIA, NC	CESSNA	172P	SERIOUS	248
1388	4548R	013083	JOHNS ISLAND, SC	PIPER	PA-28-140	MINOR	330
1389	8983C	052383	POMPANO BEACH, FL	PIPER	PA-22	FATAL	78
1390	91389	081383	WEST MILFORD, NJ	CESSNA	182P	NONE	276
1391	737UG	090483	TEWKSBURY, MA	CESSNA	172N	MINOR	172
1392	66937	101483	HARRISBURG, IL	CESSNA	152	NONE	138
1393	798G	082583	ATCHISON, KS	GRIEME	SKYBOLT	SERIOUS	148
1394	91774	020783	LEADVILLE, CO	NAVION	"G" RANGE	FATAL	62
1395	847OK	081883	TULLY, NY	STINSON	108-1	NONE	292
1396	39934	081583	RANGELEY, ME	PIPER	PA-34-200T	MINOR	186
1397	8974R	011683	ANCHORAGE, AK	CHAMPION	7HC	MINOR	2
1398	39196	013183	WHITE MOUNTAIN, AK	TAYLORCRAFT	BC-12-D	NONE	4
1399	33340	021583	ASPEN, CO	CESSNA	340A	FATAL	64
1400	4778W	080783	RICHMOND, OH	ROCKWELL	114	FATAL	304

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 7 OF 1983 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1397 1/16/83 ANCHORAGE, AK A/C Reg. No. N8974R Time (Lcl) - 1217 AST

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

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

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

Make/Model - CHAMPION 7HC	Eng Make/Model - LYCOMING O-290-D2B	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 - 135 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	TALKEETNA, AK	MERRILL
Wind Dir/Speed- 330/005 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4500 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - SNOW - 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 - 254
SE LAND	Months Since - 22	Last 24 Hrs - 0
	Aircraft Type - C-150	Make/Model- 65
		Instrument- 47
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO 3 PARKED ACFT DURING A TURN AFTER TAKEOFF. THE ACFT WENT OUT OF CONTROL DURING TAKEOFF AT 10-40 FT OFF THE GROUND. IT ROLLED TO THE LEFT AND THE LEFT LANDING GEAR HIT A SNOWBANK BETWEEN THE RWY AND THE TAXIWAY. IT LOST SPEED AND STRUCK THE TAXIWAY WHERE IT BOUNCED AND SLID INTO THE PARKED ACFT. THE ACFT WAS UNDER POWER WHEN THE CONTACTS OCCURRED. AFTER THE ACCIDENT THE WINGS WERE FOUND COVERED WITH FROST. THE LEFT WING WAS COVERED ON TOP AND BOTTOM. THE RIGHT WING HAD FROST ON THE BOTTOM.

Brief of Accident (Continued)

File No. - 1397

1/16/83

ANCHORAGE, AK

A/C Reg. No. N8974R

Time (Lc1) - 1217 AST

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

Finding(s)

1. WING, SKIN - ICE
 2. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

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

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. OBJECT - AIRCRAFT PARKED
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2
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. - 1398

1/31/83

WHITE MOUNTAIN, AK

A/C Reg. No. N39196

Time (Lc1) - 1000 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - TAYLORCRAFT BC-12-D
Landing Gear - SKI
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - CONTINENTAL C85-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 24

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3150	Last 24 Hrs - 1
Make/Model- 100	Last 30 Days- UNK/NR
Instrument- 190	Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS DEMONSTRATING SKI LANDINGS ON RIVER ICE. THE OAT WAS AT LEAST MINUS 20 DEG F. AFTER A PROLONGED POWER-OFF DESCENT HE RECOGNIZED A NEED FOR ADDITIONAL POWER BUT THE ENG WOULD NOT RESPOND. THE PLT ATTEMPTED TO STRETCH HIS GLIDE BUT THE ACFT STALLED & THE RIGHT SKI-GEAR COLLAPSED. THE PLT LATER STATED HE HAD NOT CONSIDERED THE EFFECT OF THE EXTREME COLD ON THE NON-WINTERIZED ENG. HE COULD NOT RECALL HAVING THE CARB HEAT CONTROL ON, NOR DID HE KNOW THAT THE HEAT WAS REQUIRED TO PRECLUDE A TOO-LEAN MIXTURE FOR THIS ENG.

Brief of Accident (Continued)

File No. - 1398

1/31/83

WHITE MOUNTAIN, AK

A/C Reg. No. N39196

Time (Lcl) - 1000 AST

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

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

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

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. LANDING GEAR, SKI 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1222 10/31/83 JUNEAU,AK A/C Reg. No. N4448P Time (Lcl) - 1420 PST

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

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-K	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	JUNEAU,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JUNEAU INTERNATIONAL
Wind Dir/Speed- 190/004 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8456/ 150
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4804
SE LAND,ME LAND,SE SEA	Months Since - 5	Last 24 Hrs - 7
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 2
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 69
		Multi-Eng - 58
		Rotorcraft - 84

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING THE PREFLT, HE THOUGHT THE FUEL GAUGES READ FULL. HE DID NOT VISUALLY CHECK THE FUEL TANKS. AFTER TAKEOFF, THE ACFT WAS APRX 2500 FT & 4 MI FROM THE ARPT, WHEN THE PLT REALIZE THE PLANE HAD VERY LITTLE FUEL ON BOARD. HE TURNED BACK TO LAND, HOWEVER, THE ENG LOST POWER BEFORE THE PLANE REACHED THE ARPT. DURING A FORCED LANDING IN A RIVER BOTTOM, THE LEFT MAIN GEAR STRUCK A DRAIN DITCH. THE LEFT MAIN GEAR, LEFT WING, ENG COWL & PROPELLER WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1222

10/31/83

JUNEAU, AK

A/C Reg. No. N4448P

Time (Lc1) - 1420 PST

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

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 TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1246

5/22/83

CHESSON,AL

A/C Reg. No. N313ZM

Time (Lcl) - 0945 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - BEECH V35B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-520-BA
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 170/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1500 FT OBSCURED
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HILTON HEAD,SC
Destination
MONTGOMERY,AL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 668
Make/Model- 58
Instrument- 162
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE THE ACFT WAS ON A X-COUNTRY FLT AT 4000 FT MSL, RADIO & RADAR CONTACT WERE LOST SOON AFTER A TURN WAS INITIATED. WRECKAGE OF THE AIRCRAFT WAS FOUND SCATTERED OVER A DISTANCE OF 2193 FT. AN EXAM OF THE WRECKAGE REVEALED THAT THE STABILIZERS/RUDDERVATORS, TAIL CONE, RIGHT WING & BOTH TIP TANKS HAD SEPARATED IN FLT. EVIDENCE OF DOWNWARD BENDING WAS FOUND ON BOTH RUDDERVATORS. EVIDENCE OF BOTH UPWARD BENDING & DOWNWARD BENDING WAS FOUND IN THE WINGS. THE INBOARD & OUTBOARD SECTIONS OF THE RIGHT WING HAD SEPARATED AS WELL AS ITS AILERON. THE ACFT GROSS WT WAS ESTIMATED TO BE NEAR ITS MAX LIMIT & THE CG WAS APRX 5.1 INCHES BEHIND ITS AFT LIMIT. THE CONTROL YOKE WAS FOUND POSITIONED TO THE RIGHT SIDE OF THE COCKPIT. THE PLT OF AN AIR FORCE ACFT REPORTED AN OVERCAST SKY CONDITION IN THAT AREA AT 1500 FT. A TEARDOWN OF THE ATTITUDE INDICATOR REVEALED SCRAPE MARKS ON THE GYRO & INSIDE THE CASE NEXT TO THE GYRO. THE AUTOPILOT SWITCH WAS FOUND IN THE OFF POSITION.

Brief of Accident (Continued)

File No. - 1246

5/22/83

CHESSON,AL

A/C Reg. No. N313ZM

Time (Lcl) - 0945 CDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. SUPERVISION - IMPROPER - PILOT IN COMMAND
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)

5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
6. FLIGHT CONTROL, RUDDER/VATOR - OVERLOAD
7. WING, SPAR - OVERLOAD

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1318

6/11/83

FLORALA, AL

A/C Reg. No. N7284V

Time (Lcl) - 1800 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -APPROACH

Fire
NONE

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

Make/Model - AERO-COMMANDER CALLAIR A-9

Eng Make/Model - LYCOMING O-540

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 3000

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 250 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 080/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FLORALA, AL

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FLORALA

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

SE LAND, ME LAND

HELICOPTER

Age - 35

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 7300 Last 24 Hrs - UNK/NR

Make/Model- 300 Last 30 Days- UNK/NR

Instrument- 600 Last 90 Days- UNK/NR

Multi-Eng - 750 Rotorcraft - 858

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT REPORTED THAT DURING TAKEOFF, THE ENG BEGAN TO LOSE POWER AT THE EDGE OF THE ARPT. HE NOTED THAT FUEL PRESSURE WAS LOST & REPORTED THAT HE WAS UNABLE TO REGAIN THE PRESSURE WITH THE ELECTRIC FUEL PUMP. HE SWITCHED THE FUEL SELECTOR TO THE FULLEST TANK, BUT A TOTAL LOSS OF POWER OCCURRED. DURING THE RESULTING FORCED LANDING, THE ACFT HIT 2 POWER LINES & SEVERAL TREES BEFORE CONTACTING THE GROUND. AN EXAM OF THE FUEL SYSTEM REVEALED THERE WAS AN OBSTRUCTION OF SOME KIND AT THE ELECTRIC FUEL PUMP. HOWEVER, THE MATERIAL THAT OBSTRUCTED THE FUEL WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 1318

6/11/83

FLORALA,AL

A/C Reg. No. N7284V

Time (Lc1) - 1800 CDT

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

Finding(s)
1. FUEL SYSTEM,PUMP - BLOCKED(TOTAL)
2. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
3. OBJECT - WIRE,TRANSMISSION
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

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. - 1205 2/17/83 WINSLOW, AR A/C Reg. No. N9981W Time (Lc1) - 1410 CST

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		Runway Ident - 18
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 1300 -UNK/NR
Wind Dir/Speed- 180/010 KTS	Type of Flight Plan - NONE	Runway Surface - DIRT
Visibility - 50.0 SM	Type of Clearance - NONE	Runway Status - SOFT
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - NONE	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4000
SE LAND,ME LAND	Months Since - 1	Make/Model- 400
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 600
		Multi-Eng - 300
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 25
		Rotorcraft - 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING DUAL INSTRUCTIONAL FLT, THE STUDENT PLT WAS PRACTICING A SHORT FIELD TAKEOFF. AFTER LIFTING OFF INTO GROUND EFFECT, HE ELECTED TO ABORT THE TAKEOFF WHEN HE DID NOT THINK THE ACFT WAS ACCELERATING FAST ENOUGH. THE INSTRUCTOR PILOT (CFI) STATED THAT HE FAILED TO CORRECT THE STUDENTS ERRORS. SUBSEQUENTLY, THE ACFT WENT OFF THE END OF THE 1300 FT RWY & COLLIDED WITH STUMPS.

Brief of Accident (Continued)

File No. - 1205

2/17/83

WINSLOW, AR

A/C Reg. No. N9981W

Time (Lcl) - 1410 CST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - DUAL STUDENT
2. ABORTED TAKEOFF - PERFORMED - DUAL STUDENT
3. IMPROPER DECISION, LACK OF FAMILIARITY WITH AIRCRAFT - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 ON GROUND 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) 1,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1233

3/02/83

LAKE CITY, AR

A/C Reg. No. N7535B

Time (Lc1) - 1050 CST

-----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 - BELLANCA 7FC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 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 - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAKE CITY, AR
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 25
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 157
Make/Model- 3
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING LEVEL FLT, THE ENG LOST POWER. HE TRIED TO LAND IN AN OPEN FIELD, BUT THE ACFT STRUCK A TREE TOP APRX 35 TO 40 FT AGL, THEN CRASHED ON THE GROUND, RIGHT WING FIRST. THE PLT SUSPECTED POSSIBLE CARBURETOR ICE. THE TEMP & DEN POINT WERE 58 & 53 DEG, RESPECTIVELY. ACCORDINGLY TO ICING PROBABILITY CHARTS, SERIOUS CARBURETOR ICING COULD OCCUR AT CRUISE POWER IN FLOAT TYPE CARBURETORS.

Brief of Accident (Continued)

File No. - 1233

3/02/83

LAKE CITY, AR

A/C Reg. No. N7535B

Time (Lc1) - 1050 CST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation 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) 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. - 1341 3/26/83 STANFIELD,AZ A/C Reg. No. N9893V Time (Lcl) - 1645 MST

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

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

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

Make/Model - CESSNA 188	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 345/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 378
SE LAND	Months Since - 7	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 9
		Instrument- 11
		Last 30 Days- UNK/NR
		Last 90 Days- 41

Instrument Rating(s) - NONE

-----Narrative-----

THE RATED COMMERCIAL PLT WAS ON A SOLO INSTRUCTIONAL FLT WHILE IN TRAINING FOR AERIAL APPLICATION. HE STATED THAT BEFORE THE ACCIDENT, HE HAD VISUALLY CHECKED THE FUEL LOAD & THOUGHT THERE WAS SUFFICIENT FUEL FOR THE FLT. HE TOOK OFF, SPRAYED A LOAD OF WATER, THEN RETURNED TO RELOAD & TOOK OFF AGAIN. WHEN HE PULLED UP FROM THE 4TH SWATH RUN, THE ENG LOST POWER FROM FUEL EXHAUSTION. DURING A FORCED LANDING, THE ACFT STRUCK A "CONCRETE DITCH."

Brief of Accident (Continued)

File No. - 1341

3/26/83

STANFIELD,AZ

A/C Reg. No. N9893V

Time (Lcl) - 1645 MST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
-

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

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

Finding(s)

5. TERRAIN CONDITION - DITCH
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1340

3/27/83

HOLBROOK, AZ

A/C Reg. No. N3628Y

Time (Lcl) - 1025 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 210C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470S
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 - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - 12000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

HOLBROOK
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 42

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE APPLIED POWER TO TAXI AFTER STARTING THE ENG. HE STATED THAT AFTER THE ACFT BEGAN MOVING, HE TRIED TO APPLY LEFT BRAKING ACTION TO NEGOTIATE A LEFT TURN. HOWEVER, ACCORDING TO HIM, THE LEFT BRAKE FAILED TO OPERATE & THE ACFT CONTINUED FORWARD TOWARD A CESSNA 172, N20636. HE STATED THAT HE THEN APPLIED BOTH BRAKES, BUT TO NO AVAIL. THE ACFT THEN COLLIDED WITH THE CESSNA 172. AN FAA INSPECTOR CHECKED THE ACFT & FOUND THAT THE PARKING BRAKE WAS INOPERATIVE, BUT THE NORMAL BRAKES FUNCTIONED PROPERLY. REPORTEDLY, THE PLT WAS NOT AWARE THAT THE NOSEWHEEL STEERING & RUDDER WERE INTERCONNECTED.

Brief of Accident (Continued)

File No. - 1340

3/27/83

HOLBROOK, AZ

A/C Reg. No. N3628Y

Time (Lcl) - 1025 MST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - 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) 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. - 1299 4/17/83 YOUNG,AZ A/C Reg. No. N51630 Time (Lcl) - 1400 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - MAULE M-5-220C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1600
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- 100/010 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WALDRIP
Runway Ident - 06
Runway Lth/Wid - 4200/ 60
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 35

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	790	Last 24 Hrs	-	1
Make/Model	-	207	Last 30 Days	-	UNK/NR
Instrument	-	62	Last 90 Days	-	5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE LANDING WAS NORMAL, & AS HE APPLIED BRAKES THE RIGHT BRAKE FAILED. HE INTENTIONALLY APPLIED HARD LEFT BRAKE TO NEGOTIATE A GROUND-LOOP TO AVOID TREES AT THE END OF THE RWY. DISASSEMBLY OF THE RIGHT MASTER BRAKE CYLINDER REVEALED THAT ONE OF THE O-RINGS WAS BROKEN IN TWO PIECES.

Brief of Accident (Continued)

File No. - 1299

4/17/83

YOUNG,AZ

A/C Reg. No. N51630

Time (Lc1) - 1400 MST

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

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL
 2. HYDRAULIC SYSTEM,SEAL - FAILURE,TOTAL
-

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

Finding(s)

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

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

Finding(s)

4. LANDING GEAR - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1356

5/06/83

BUCKEYE, AZ

A/C Reg. No. N315CC

Time (Lcl) - 2000 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire - NONE
Crew - 0
Pass - 0

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

Make/Model - CESSNA 421B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7450
No. of Seats - 8

Eng Make/Model - CONTINENTAL GTSIO-520-H
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 375 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 270/006 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HARQUAHALA STRIP
Runway Ident - 25
Runway Lth/Wid - 5000 -UNK/NR
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 52
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - BE-35

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

Total	- 15346	Last 24 Hrs	- UNK/NR
Make/Model-	284	Last 30 Days-	UNK/NR
Instrument-	1340	Last 90 Days-	110
Multi-Eng -	10847	Rotorcraft -	51

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD MADE 3 NIGHT LANDINGS AT THE STRIP DURING THE PAST 6 MTHS. THE PROCEDURE THAT HAD BEEN USED FOR LIGHTING THE STRIP WAS TO PLACE A VEHICLE AT THE WEST END WITH THE HEADLIGHTS FACING EAST DOWN THE CENTERLINE OF THE STRIP. HOWEVER, ON THE NIGHT OF THE ACCIDENT, THE VEHICLE WAS PARKED ON THE EAST END OF THE STRIP WITH THE HEADLIGHTS FACING EAST OUT IN A FIELD. WHEN APPROACHING FROM THE EAST, THE STRIP IS THE LAST IN A SERIES OF 3 SIMILARLY LOOKING FIELDS. WHEN THE PLT THOUGHT HE WAS AT THE NORMAL DISTANCE FROM THE VEHICLE HEADLIGHTS, HE REDUCED POWER AND LANDED SHORT.

Brief of Accident (Continued)

File No. - 1356

5/06/83

BUCKEYE, AZ

A/C Reg. No. N315CC

Time (Lcl) - 2000 MST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. INSTRUCTIONS, WRITTEN/VERBAL - NOT UNDERSTOOD - GROUND PERSONNEL
3. LIGHT CONDITION - NIGHT
4. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. DISTANCE - MISJUDGED - PILOT IN COMMAND
7. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

8. TERRAIN CONDITION - ROUGH/UNEVEN
9. LANDING GEAR, NOSE GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1354 6/12/83 TUBA CITY, AZ A/C Reg. No. N42762 Time (Lcl) - 1228 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

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

Make/Model - PIPER J3C-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/015 KTS
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
PAGE, AZ
Destination
PHOENIX, AZ

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2518
Make/Model- 923
Instrument- 480
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD LANDED IN A RIVER BED DUE TO AN ENCOUNTER WITH AND DOWNDRAFTS WHILE FLYING IN CANYONS. THEN A STORM AND FLASH FLOOD THREATENED SO HE DECIDED TO TAKEOFF. DURING TAKEOFF ROLL A WING STRUCK RIVER ROCKS.

Brief of Accident (Continued)

File No. - 1354

6/12/83

TUBA CITY, AZ

A/C Reg. No. N42762

Time (Lcl) - 1228 PDT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - DOWNDRAFT
3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
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) 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. - 1374

6/13/83

PRESCOTT, AZ

A/C Reg. No. N7927L

Time (Lcl) - 2058 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BEECH A23-24
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A2B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 310/007 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
HEMET, CA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LOVE FIELD
Runway Ident - 29
Runway Lth/Wid - 4402/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 38

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	147	Last 24 Hrs -	3
Make/Model-	40	Last 30 Days-	UNK/NR	
Instrument-	8	Last 90 Days-	32	

Instrument Rating(s) - NONE

-----Narrative-----

THE CROSS COUNTRY FLT WAS MADE LATER THAN THE PILOT INTENDED. THE PILOT HAD NEVER LANDED THIS MODEL ACFT ON A DARK NIGHT AT A HIGH DENSITY ALT ARPT. THE PILOT REPORTED THAT THINGS WERE HAPPENING A LOT FASTER THAN HE WAS ACCUSTOMED TO. BY THE TIME HE SAW THE RWY IT WAS TOO LATE TO FLARE. THE ACFT LANDED HARD AND THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1374

6/13/83

PRESCOTT,AZ

A/C Reg. No. N7927L

Time (Lc1) - 2058 MST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. LEVEL OFF - IMPROPER - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
-

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

Finding(s)

5. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
 6. LANDING GEAR,TIRE - FAILURE,PARTIAL
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1353 6/20/83 MESA, AZ A/C Reg. No. N3ZT Time (Lcl) - 1840 MST

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

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

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

Make/Model - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TS10-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4570	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	CHANDLER,AZ	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FALCON FIELD
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 30.0 SM	Type of Flight Plan - COMPANY(VFR)	Runway Lth/Wid - 4300/ 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 - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4230
SE LAND,ME LAND	Months Since - 7	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 221
		Last 30 Days- UNK/NR
		Last 90 Days- 251
		Rotorcraft - 50
		Multi-Eng - 1377

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEFT MAIN LANDING GEAR COLLAPSED DURING LANDING. THE PILOT HAD DIFFICULTY GETTING ALL THE LANDING GEAR WARNING LIGHTS TO FUNCTION PROPERLY IN THE PATTERN. AFTER 1 RECYCLE THE GEAR INDICATED DOWN BUT ON ROLLOUT THE LEFT GEAR COLLAPSED. THE PILOT FEATHERED THE LEFT ENGINE AND POSITIONED THE PROPELLER BEFORE THE GEAR FULLY COLLAPSED. THE WARNING HORN DID NOT BLOW ON FINAL WITH POWER OFF BUT DID SOUND ON THE RWY BEFORE COLLAPSE. ON JACKS THE NEXT DAY THE LANDING GEAR WAS CYCLED ABOUT 20 TIMES WITHOUT MALFUNCTION.

Brief of Accident (Continued)

File No. - 1353

6/20/83

MESA, AZ

A/C Reg. No. N3ZT

Time (Lc1) - 1840 MST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

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. - 1371

7/06/83

WINSLOW, AZ

A/C Reg. No. N2077R

Time (Lcl) - 1230 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	4

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

Fire NONE
Crew
Pass

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

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

Eng Make/Model - CONTINENTAL O-470L
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- 230/007 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BAKERSFIELD, 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

WINSLOW MUNI
Runway Ident - 29
Runway Lth/Wid - 7102/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 47
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 73
Make/Model- 33
Instrument- 1
Last 24 Hrs - 6
Last 30 Days- 13
Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS BLOWN OFF THE SIDE OF THE RWY DURING A GO-AROUND ATTEMPT AFTER A HIGH BOUNCE DURING LANDING. THE WEATHER REPORT CONTAINED WINDS FROM 230 DEGREES AT 7 KTS GUSTING TO 15 KTS. ACCORDING TO CESSNA ACFT THE FACTORY DEMONSTRATED CROSSWIND COMPONENT FOR THE C-182 DURING LANDING IS 15 KTS.

Brief of Accident (Continued)

File No. - 1371

7/06/83

WINSLOW, AZ

A/C Reg. No. N2077R

Time (Lcl) - 1230 MST

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

Finding(s)

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

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

Finding(s)

4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
 5. GO-AROUND - INITIATED - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1351

9/16/83

WINKELMAN,AZ

A/C Reg. No. N21613

Time (Lcl) - 0615 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 188

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4200

No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-D

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GLOBE,AZ

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,ME LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - B-75

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1580

Make/Model- 700

Instrument- 20

Multi-Eng - 45

Last 24 Hrs - 10

Last 30 Days- UNK/NR

Last 90 Days- 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RIGHT WING COLLIDED WITH WIRES AT THE END OF A SWATH RUN AND THE ACFT WAS PULLED TO THE GROUND ABOUT 300 FT FROM THE WIRES.

Brief of Accident (Continued)

File No. - 1351

9/16/83

WINKELMAN,AZ

A/C Reg. No. N21613

Time (Lc1) - 0615 PDT

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

Finding(s)

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1301

1/15/83

EL CAJON, CA

A/C Reg. No. N5730P

Time (Lcl) - 0802 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
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 - FSS
Method - TELEPHONE
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 25.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 16000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

TUCSON, AZ

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

GILLESPIE

Runway Ident - 27R

Runway Lth/Wid - 5341/ 100

Runway Surface - UNK/NR

Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 58

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - PA-24

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 5542

Make/Model- 2352

Instrument- 508

Multi-Eng - 385

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 33

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, AT AN ALTITUDE OF APRX 300 FT AGL, THE ENG LOST POWER. THE PLT TURNED & LANDED WHEELS-UP ON AN UNIMPROVED GRASS AREA ON THE SOUTHWEST CORNER OF THE ARPT. AN EXAM OF THE ENG & FUEL SYSTEMS REVEALED NO EVIDENCE OF A PREIMPACT/MECHANICAL MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 1301

1/15/83

EL CAJON, CA

A/C Reg. No. N5730P

Time (Lcl) - 0802 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

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

Finding(s)
2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1342 1/17/83 DIXON,CA A/C Reg. No. N6239B Time (Lcl) - 1825 PST

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

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

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

Make/Model	- AERO COMDR 500	Eng Make/Model	- LYCOMING O-540-A2B	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 7	Rated Power	- 250 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	RENO,NV			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- IMC	HAYWARD,CA		TRAVIS AFB	
Wind Dir/Speed	- 120/008 KTS	ATC/Airspace		Runway Ident	- 21L
Visibility	- 1.750 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 11000 -UNK/NR
Lowest Sky/Clouds	- PART OBS	Type of Clearance	- IFR	Runway Surface	- UNK/NR
Lowest Ceiling	- 400 FT OVERCAST	Type Apch/Lndg	- PAR	Runway Status	- DRY
Obstructions to Vision	- FOG				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP	Current	Total	- 1750
SE LAND,ME LAND	Months Since	Make/Model	- UNK/NR
	Aircraft Type	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
			Last 24 Hrs - UNK/NR
			Last 30 Days- UNK/NR
			Last 90 Days- UNK/NR
			Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

REPORTEDLY, THE ACFT WAS ON AN AIR TAXI CARGO FLT, OPERATED BY AIR EXPRESS, HAYWARD, CA. THE ACFT REPORTEDLY DEPARTED RENO, NV WITHOUT A FLT PLAN FOR A FLT TO SACRAMENTO & HAYWARD, CAL. WHILE EN ROUTE, THE ACFT HAD AN ELECTRICAL FAILURE. THE PLT STATED THAT HE TURNED OFF ALL UNNECESSARY ELECTRICAL EQUIPMENT & WHEN HE WAS APPROACHING TRAVIS AFB, HE TURNED ON 1 RADIO & REQUESTED A PART APPROACH TO LAND. HOWEVER, WHILE RECEIVING VECTORS, HE LOST RADIO CONTACT & ELECTED TO LAND ON A ROAD. DURING THE LANDING, A WING OF THE ACFT HIT A TELEPHONE POLE. THE WX AT TRAVIS WAS 400 FT OVERCAST, VISIBILITY 1 3/4 MI WITH FOG. AN INVESTIGATION REVEALED THAT THE RIGHT GENERATOR ARMATURE LEAD HAD BEEN REMOVED & WAS INSULATED FROM ELECTRICAL CONTACT. THE LEFT GENERATOR ARMATURE LEAD HAD BROKEN LOOSE & THE BATTERY HAD BECOME DISCHARGED. THE OPERATOR DID NOT SUBMIT AN ACCIDENT REPORT, SO THE TYPE OF OPERATION IS PRESUMED.

Brief of Accident (Continued)

File No. - 1342

1/17/83

DIXON,CA

A/C Reg. No. N6239B

Time (Lcl) - 1825 PST

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

Finding(s)

1. MAINTENANCE - INADEQUATE -
2. ELECTRICAL SYSTEM, GENERATOR - INOPERATIVE
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
4. ELECTRICAL SYSTEM, ELECTRIC WIRING - FAILURE, TOTAL
5. ELECTRICAL SYSTEM, BATTERY - LOW LEVEL
6. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
7. ELECTRICAL SYSTEM - FAILURE, TOTAL

Occurrence #2 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation UNKNOWN

Finding(s)

8. LIGHT CONDITION - DARK NIGHT
9. WEATHER CONDITION - LOW CEILING
10. WEATHER CONDITION - FOG

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

Finding(s)

11. OBJECT - UTILITY POLE

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,6,8,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1339 3/29/83 LOST HILLS, CA A/C Reg. No. N9092Q Time (Lcl) - 1520 PST

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

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

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

Make/Model - BEECH A56TC	Eng Make/Model - LYCOMING TIO-541-E1B4	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5990	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 380 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BAKERSFIELD, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LOST HILLS
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1731
SE LAND, ME LAND, SE SEA	Months Since - 4	Make/Model- 29
GLIDER	Aircraft Type - UNK/NR	Instrument- 82
		Multi-Eng - 58
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 59

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DURING THE LANDING ROLL-OUT, THE LEFT MAIN TIRE BLEW OUT AND BEFORE THE PLANE WAS STOPPED, THE LEFT MAIN GEAR COLLAPSED. REPORTEDLY, HE HAD MADE A NORMAL APPROACH AND DID NOT USE HEAVY BRAKING ACTION. THE 2 PASSENGERS AND A WITNESS CORROBORATED HIS ACCOUNT OF THE OCCURRENCE.

Brief of Accident (Continued)

File No. - 1339

3/29/83

LOST HILLS, CA

A/C Reg. No. N9092Q

Time (Lc1) - 1520 PST

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

Finding(s)

1. LANDING GEAR, TIRE - FAILURE, TOTAL

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

Finding(s)

2. LANDING GEAR, MAIN GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1338 3/31/83 HOLLISTER, CA A/C Reg. No. N9324P Time (Lcl) - 1900 PST

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

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

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

Make/Model - PIPER PA-24-260	Eng Make/Model - LYCOMING IO-540-D4A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(BRIGHT)	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 HOLLISTER Runway Ident - 23 Runway Lth/Wid - 4350/ 200 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 524	Last 24 Hrs - 2
SE LAND	Months Since - 1	Make/Model- 524	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 11	Last 90 Days- 9
		Multi-eng - 0	Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APCH TO LAND AT NIGHT, THE RIGHT MAIN GEAR OF THE ACFT STRUCK A SEMI-TRAILER TRUCK AS THE ACFT CROSSED OVER A HIGHWAY. THE CENTERLINE OF THE HIGHWAY WAS LOCATED APRX 102 FT FROM THE APCH END OF THE RWY. THE PLT CONTINUED THE LANDING & THE RIGHT MAIN GEAR COLLAPSED DURING THE LANDING ROLL. AN INVESTIGATION REVEALED THAT THE RIGHT MAIN GEAR HIT THE TOP OF THE TRUCK CAB, 9 FT 7 INCHES ABOVE GROUND LEVEL, DAMAGING THE CAB, WINDSHIELD & VERTICLE EXHAUST STACK. THE RWY WAS 4350 FT LONG & HAD A 750 FT DISPLACED THRESHOLD. NO VASI LIGHTS WERE INSTALLED.

Brief of Accident (Continued)

File No. - 1338

3/31/83

HOLLISTER,CA

A/C Reg. No. N9324P

Time (Lc1) - 1900 PST

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

Finding(s)

1. LIGHT CONDITION - NIGHT
2. AIRPORT FACILITIES,VISUAL APCH SLOPE IND(VASI) - UNAVAILABLE
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - VEHICLE

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

Finding(s)

6. LANDING GEAR,MAIN GEAR - OVERLOAD

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

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

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. - 1300

4/03/83

HILMAR, CA

A/C Reg. No. N4060C

Time (Lcl) - 1610 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
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 T310R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5500
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-B
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 330/012 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BURMUDA DUNES, CA
Destination
MODESTO, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

Pilot-In-Command

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - C-T310

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

Total	- 976	Last 24 Hrs	- 3
Make/Model-	67	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	33
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LOST POWER ON THE ENGINES. POWER WAS RESTORED ON ONLY ONE ENGINE AND A PRECAUTIONARY LANDING WAS MADE OFF ARPT IN A FIELD OF ALFALFA. THE GEAR WAS NOT EXTENDED PRIOR TO GROUND CONTACT. THE PILOT SAID HE SWITCHED THE FUEL SELECTOR FOR POWER RESTORATION BUT WAS UNSUCCESSFUL. THE ACFT HAD ABOUT 25 GALLONS OF FUEL ON BOARD AFTER THE ACCIDENT AND NO MALFUNCTION IN THE ACFT SYSTEMS WAS FOUND.

Brief of Accident (Continued)

File No. - 1300

4/03/83

HILMAR, CA

A/C Reg. No. N4060C

Time (Lc1) - 1610 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation CRUISE - NORMAL

Finding(s)

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

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

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

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

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. - 1337

5/29/83

PHELAN, CA

A/C Reg. No. N3437V

Time (Lcl) - 0935 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HESPERIA, CA
Destination
APPLE VALLEY, CA

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 - 63
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 300
Make/Model- 7
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 13
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT DEPARTED RAMONA, CA ON A FLT TO PALOMAR, CA WHERE HE PLANNED TO REFUEL. HE REPORTED THAT HE MISSED THE "PALOMAR TURN OFF", AND THEREAFTER, FLEW TO HESPERIA, CA & LANDED. NO FUEL WAS AVAILABLE AT HESPERIA. THE FUEL GAUGES INDICATED THERE STILL WAS FUEL REMAINING, SO HE TOOK OFF FOR THE BARSTOW-DAGGETT ARPT, LOCATED 40 MI NORTHEAST. HOWEVER, AFTER FLYING 14 MI NORTHWEST, HE OBSERVED GEORGE AFB & INCORRECTLY IDENTIFIED IT AS HIS DESTINATION. WHEN HE REALIZED HIS MISTAKE, HE TURNED BACK TOWARD HESPERIA. WHILE ENROUTE, THE ENG LOST POWER FROM FUEL EXHAUSTION. REPORTEDLY, THE FUEL GAUGES WERE STILL INDICATING APRX 1/4 FULL. AN EMERGENCY LANDING WAS MADE IN ROUGH DESERT TERRAIN WHERE THE ACFT WAS SUBSTANTIALLY DAMAGED. DURING THE LANDING, THE ACFT HIT A JOSHUA TREE & THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1337

5/29/83

PHELAN,CA

A/C Reg. No. N3437V

Time (Lc1) - 0935 PDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
6. FLUID,FUEL - EXHAUSTION
7. 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)

8. OBJECT - TREE(S)

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

Finding(s)

9. TERRAIN CONDITION - ROUGH/UNEVEN
10. 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) 1,4,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1373

6/05/83

PORTERVILLE, CA

A/C Reg. No. N8280S

Time (Lcl) - 1330 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 280/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COALINGA, CA
Destination
PORTERVILLE, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 568
Make/Model- 300
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 6
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING AN OFF ARPT FORCED LANDING AFTER POWER LOSS. THE PILOT STATED THAT THEY WERE IN FLT CRUISE AT 3500 FT MSL WHEN THE ENGINE LOST POWER. FULL CARBURETOR HEAT WAS APPLIED AND POWER INCREASED AFTER 5 SECONDS FROM 700 RPM TO 2500 RPM. THE PILOT THEN SET THE CARBURETOR HEAT CONTROL AT 20 PERCENT OF ITS LENGTH PULLED OUT. THE OAT WAS 62 DEGREES F. AFTER ABOUT 20 MINUTES THE ENGINE LOST ALL POWER. THE CARBURETOR HEAT WAS PLACED FULL ON BUT POWER WAS NOT RESTORED. A FORCED LANDING WAS MADE IN A CORN FIELD. AFTER THE ACCIDENT THE ENGINE WAS EXAMINED AND NO DISCREPANCIES OR MALFUNCTIONS NOTED. WHEN THE POWER LOSSES OCCURRED THE ACFT WAS OPERATING IN CONDITIONS WHICH ARE KNOWN TO BE FAVORABLE TO THE FORMATION OF INDUCTION SYSTEM ICING.

Brief of Accident (Continued)

File No. - 1373

6/05/83

PORTERVILLE,CA

A/C Reg. No. N8280S

Time (Lc1) - 1330 PDT

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

Finding(s)

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

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

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

Finding(s)

4. TERRAIN CONDITION - CROP
 5. 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) 1,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1369 6/06/83 CONCORD, CA A/C Reg. No. N6714J Time (Lcl) - 1054 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew Pass
NONE 0 0

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

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/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- CALM
Visibility - 30.0 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
OROVILLE, CA

Airport Proximity
ON AIRPORT

Airport Data

BUCHANAN FIELD
Runway Ident - 01R
Runway Lth/Wid - 2768/ 75
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)

ATP
SE LAND, ME LAND

Age - 59

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 15003	Last 24 Hrs	- UNK/NR
Make/Model-	25	Last 30 Days-	UNK/NR
Instrument-	500	Last 90 Days-	2
Multi-Eng	- 10000	Rotorcraft	- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A FORCED LANDING ON THE ARPT AFTER THE ENGINE LOST POWER AT 150-200 FT AGL ON TAKEOFF. THE PILOT SAID ALL PREFLT CHECKS WERE NORMAL. POST ACCIDENT EXAMINATION REVEALED NO REASON FOR A LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1369

6/06/83

CONCORD, CA

A/C Reg. No. N6714J

Time (Lc1) - 1054 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

-----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. - 1303

6/09/83

VALENCIA, CA

A/C Reg. No. N83721

Time (Lcl) - 1130 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

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

Make/Model - ROBINSON R22

Landing Gear - SKID

Max Gross Wt - 1300

No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2C

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- 210/004 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - 300 -UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 64

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 821

Make/Model- 81

Instrument- 2

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 81

Rotorcraft - 81

Instrument Rating(s) - NONE

-----Narrative-----

THE RATED AIRPLANE PLT WAS ON A SOLO INSTRUCTIONAL FLT IN A ROBINSON R22 HELICOPTER. DURING HIS 3RD LANDING, THE HELICOPTER BEGAN TO ROTATE AT APRX 3 FT AGL. AFTER COMPLETING ABOUT 1 1/2 REVOLUTIONS, THE STUDENT ALLOWED THE ACFT TO IMPACT ON THE LANDING AREA & THE HELICOPTER WAS DAMAGED. THE STUDENT STATED THAT HE LOST HIS CONCENTRATION DURING THE LANDING, THEN PANICKED & FAILED TO APPLY PROPER ANTITORQUE PEDDLE CORRECTION TO STOP THE ROTATION.

Brief of Accident (Continued)

File No. - 1303

6/09/83

VALENCIA, CA

A/C Reg. No. N83721

Time (Lc1) - 1130 PDT

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

Finding(s)

1. TAIL ROTOR - IMPROPER USE OF - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 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) 1,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1264 6/10/83 GOLETA, CA A/C Reg. No. N59636 Time (Lcl) - 0018 PDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage				
Name of Carrier	-ROTOR AIDS, INC.	SUBSTANTIAL				
Type of Operation	-NON SCHED, DOMESTIC, PAX/CARGO	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor
Accident Occurred During	-DESCENT			2	0	1
					0	0
						None
						0

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

Make/Model	- BELL 212	Eng Make/Model	- P&W PT6T-3B	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 11200	Engine Type	- TURBOSHAFT		
No. of Seats	- 14	Rated Power	- 900 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	
Wind Dir/Speed	- 360/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

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

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current	- UNK/NR	Total - 6328
SE LAND, ME LAND	Months Since	- UNK/NR	Make/Model - 460
HELICOPTER	Aircraft Type	- UNK/NR	Instrument - 279
			Multi-Eng - 217
			Last 24 Hrs - 1
			Last 30 Days - UNK/NR
			Last 90 Days - 112
			Rotorcraft - 5868

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT STATED THAT AS HE APPROACHED THE OIL RIG & REDUCED POWER TO START HIS DESCENT FROM 500 FT, THE TAIL ROTOR (T/R) PEDALS BEGAN TO VIBRATE. THE VIBRATIONS BECAME WORSE WITH A FURTHER REDUCTION OF POWER TO REDUCE AIRSPEED. THE PLT THEN PLANNED A DESCENT SO AS TO BE CLOSER TO THE WATER IN CASE OF A COMPLETE T/R FAILURE. HOWEVER, THE ACFT UNEXPECTEDLY STRUCK THE WATER BEFORE THE PLT ARMED THE AUTOMATICALLY ACTUATED EMERGENCY FLOTATION BAGS. THE ACFT IMMEDIATELY ROLLED OVER. THE M/R ASSEMBLY, T/R ASSEMBLY AFT OF THE 42 DEG GEAR BOX, VERTICAL FIN & UPPER TRANSMISSION WERE NOT RECOVERED. THE OPERATOR DID NOT HAVE A CFR 135 EXEMPTION ALLOWING SINGLE PILOT OPERATIONAL OF A BELL 212 OVER WATER.

Brief of Accident (Continued)

File No. - 1264

6/10/83

GOLETA, CA

A/C Reg. No. N59636

Time (Lc1) - 0018 PDT

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL - VIBRATION
 2. UNDETERMINED
-

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

Occurrence #3 ROLL OVER
Phase of Operation DESCENT

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1282 6/22/83 TRACY, CA

A/C Reg. No. N7449J

Time (Lc1) - 1900 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	2
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - APPROACH

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

Make/Model - PIPER PA-28R-180

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 2500

No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-B1E

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

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- 220/010 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAN JOSE, CA

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

SIMULATED FORCED LNDG

Airport Proximity

ON AIRPORT

Airport Data

TRACY MUNI

Runway Ident - 25

Runway Lth/Wid - 3418/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND, SE SEA

GLIDER

Age - 63

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6433

Make/Model- 203

Instrument- 502

Multi-Eng - 115

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 43

Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A HARD LANDING WHILE ON AN INSTRUCTIONAL FLT. ON THE SEVENTH APPROACH FOR LANDING THE NOSE GEAR GREEN LIGHT DID NOT COME ON. THE CFI CONTINUED THE APPROACH WHILE TAPPING ON THE BULB. WHEN HE DECIDED TO GO AROUND THE ACFT HAD DESCENDED SO LOW THAT IT IMPACTED THE RWY HARD ENOUGH TO BEND THE LEFT WING MAIN SPAR. A GO-AROUND AND LANDING WAS MADE AND THE ACFT RECEIVED NO FURTHER DAMAGE. THE NOSE GEAR LIGHT DID NOT ILLUMINATE FOR THE FINAL LANDING.

Brief of Accident (Continued)

File No. - 1282

6/22/83

TRACY, CA

A/C Reg. No. N7449J

Time (Lcl) - 1900 PDT

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

Finding(s)

1. LANDING GEAR, GEAR INDICATING SYSTEM - FAILURE, PARTIAL
-

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

Finding(s)

2. ABORTED LANDING - PERFORMED - PILOT IN COMMAND(CFI)
 3. GO-AROUND - DELAYED - PILOT IN COMMAND(CFI)
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND(CFI)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1372

6/22/83

JACKSON, CA

A/C Reg. No. N1526P

Time (Lcl) - 1000 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	2

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

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-22
Landing Gear - TAILWHEEL-ALL 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/NO
Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/009 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

WESTOVER FIELD
Runway Ident - 19
Runway Lth/Wid - 3400/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 52

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 480

Make/Model- 305

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 46

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WENT OFF THE RWY AND COLLIDED WITH A DITCH DURING LANDING. THE TAILWHEEL ACFT TOUCHED DOWN ON RWY 19 ABOUT 200 FT PAST THE THRESHOLD AND BOUNCED. THE PILOT APPLIED POWER TO RECOVER AND LOST CONTROL OF THE ACFT. THE ACFT VEERED OFF THE RWY TO THE WEST, GROUNDLOOPEED AND FELL INTO A CULVERT.

Brief of Accident (Continued)

File No. - 1372

6/22/83

JACKSON, CA

A/C Reg. No. N1526P

Time (Lc1) - 1000 PDT

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

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - DITCH
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1352

6/29/83

CAMARILLO, CA

A/C Reg. No. N4451A

Time (Lcl) - 0650 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries
Fatal Serious Minor None

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

Fire
NONE

Crew 0
Pass 0
0 0 0 1
0 0 0 1

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

Make/Model - PIPER PA-22-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1840
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-B2B
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 4.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1000 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SANTA PAULA, 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

CAMARILLO
Runway Ident - 26
Runway Lth/Wid - 6000/ 150
Runway Surface - CONCRETE
Runway Status - DRY

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

Pilot-In-Command

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

Age - 41

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 189
Make/Model- 40
Instrument- 2
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT GROUNDLOOPED AND COLLIDED WITH A RWY LIGHT DURING LANDING. THE ACFT HAD BEEN CONVERTED TO A TAILDRAGGER.

Brief of Accident (Continued)

File No. - 1352

6/29/83

CAMARILLO, CA

A/C Reg. No. N4451A

Time (Lcl) - 0650 PDT

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

Finding(s)

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

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

Finding(s)

3. OBJECT - RUNWAY LIGHT
-

----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. - 1370 7/25/83 TRACY, CA A/C Reg. No. N61202 Time (Lcl) - 0530 PDT

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

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

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

Make/Model	- BOEING B75A	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	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 450 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 280/007 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAWN</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">33 STRIP</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 1600/ 30</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 58</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 13</p> <p style="padding-left: 20px;">Aircraft Type - 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 - 14700</td> <td>Last 24 Hrs - 3</td> </tr> <tr> <td>Make/Model- 13000</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- UNK/NR</td> <td>Last 90 Days- 90</td> </tr> <tr> <td>Multi-Eng - UNK/NR</td> <td>Rotorcraft - UNK/NR</td> </tr> </table>	Total - 14700	Last 24 Hrs - 3	Make/Model- 13000	Last 30 Days- UNK/NR	Instrument- UNK/NR	Last 90 Days- 90	Multi-Eng - UNK/NR	Rotorcraft - UNK/NR
Total - 14700	Last 24 Hrs - 3									
Make/Model- 13000	Last 30 Days- UNK/NR									
Instrument- UNK/NR	Last 90 Days- 90									
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR									

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE OPERATOR, THE PILOT LOST DIRECTIONAL CONTROL ABOUT 1200 FT DOWN THE RWY, LIFTED OFF PREMATURELY AND WAS UNABLE TO CLEAR TREES IN AN ALMOND ORCHARD AT THE END OF THE RWY. INITIAL IMPACT OCCURRED 120 FT NORTH OF THE RWY CENTERLINE.

Brief of Accident (Continued)

File No. - 1370

7/25/83

TRACY, CA

A/C Reg. No. N61202

Time (Lc1) - 0530 PDT

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

Finding(s)

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

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

Finding(s)

3. OBJECT - TREE(S)
4. LIFT-OFF - PREMATURE - 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. - 1394

2/07/83

LEADVILLE, CO

A/C Reg. No. N91774

Time (Lc1) - 1330 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

Crew
Pass

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

Make/Model - NAVION "G" RANGE MASTER
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3150
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-H
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 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- 020/004 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 6000 FT THIN BKN
Lowest Ceiling - 4000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - SNOW SHOWER
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ASPEN, CO
Destination
COLORADO SPRING, CO

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1050	Last 24 Hrs - UNK/NR
Make/Model- 1050	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-----

AT 1000 THE PLT RECEIVED A WX BRIEFING FROM EAGLE FSS WHO ADVISED THAT VFR FLT WAS NOT RECOMMENDED. AT 1014 HE RECEIVED A WX BRIEFING FROM DENVER FSS. THE PLT WAS ADVISED OF REPORTED SNOW SHOWERS ALL QUADRANTS AROUND ASPEN. THE FORECAST CALLED FOR MOUNTAIN OBSCUREMENT & OCCASIONAL MODERATE RIME ICE BELOW 18,000 FT. JUST BEFORE DEPARTURE THE PLT WAS TOLD THAT A LOCAL PLT HAD TO RETURN TO ASPEN BECAUSE THERE WAS NO WAY OUT OF THE VALLEY (DUE TO WX). THE PLT DEPARTED ASPEN & LATER CONTACTED ASPEN TOWER AT 16,000 FT & REQUESTED A FIX. HE WAS ADVISED TO CONTACT DENVER CENTER BUT THERE IS NO RECORD OF TWO-WAY COMMUNICATION BEING ESTABLISHED. THE ACFT CRASHED IN DEEP SNOW AT THE 12,000 FT LEVEL OF GALENA MTN, 25 MI NE OF ASPEN. THE TERRAIN BETWEEN ASPEN & DENVER IS MOUNTAINOUS WITH ELEVATIONS THAT EXCEED 14,000 FT MSL.

Brief of Accident (Continued)

File No. - 1394

2/07/83

LEADVILLE, CO

A/C Reg. No. N91774

Time (Lc1) - 1330 MST

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. WEATHER CONDITION - OBSCURATION
3. WEATHER CONDITION - SNOW
4. WEATHER CONDITION - ICING CONDITIONS
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

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

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

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. TERRAIN CONDITION - HIGH TERRAIN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1399

2/15/83

ASPEN, CO

A/C Reg. No. N33340

Time (Lcl) - 0813 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation - PERSONAL

Fire

Crew

2

0

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

2

0

0

0

Accident Occurred During -CLIMB

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

Make/Model - CESSNA 340A

Eng Make/Model - CONTINENTAL TS10-520-N

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 5990

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 310 HP

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 180/010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 1500 FT SCATTERED

Lowest Ceiling - 3000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SOUTH BEND, IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SARDY FIELD

Runway Ident - 33

Runway Lth/Wid - 6001/ 80

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - SPECIAL VFR

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 61

Biennial Flight Review

Current - YES

Months Since - 27

Aircraft Type - C-340A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3193

Make/Model- UNK/NR

Instrument- 387

Multi-Eng - 2558

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO DEPARTURE THE FLT WAS GIVEN AN IFR CLEARANCE WHICH BEGAN AT HERLS INTERSECTION (16 MI NNE) & TO CROSS HERLS AT OR ABOVE 16,000 FT MSL. DEPARTURE ARPT FIELD ELEV IS 7,793 FT. FLTS ARE REQUIRED TO PROCEED VFR TO THE INITIAL FIX OF THE IFR CLEARANCE. AFTER TAKEOFF THE ACFT WAS OBSERVED HEADING NE TOWARD THE MOUNTAINS. ACFT DEPARTING ASPEN USUALLY FLY A NORTHERN HEADING, THEN TURN NE AFTER CLEARING THE MOUNTAINS. WITNESSES STATED THAT THE WEATHER WAS GOOD IN THE VALLEY NORTH OF THE ARPT, BUT THE MOUNTAIN TOPS EAST OF THE ARPT WERE OBSURED BY LOW CLOUDS. THE ACFT CRASHED 3-1/2 MI NE OF THE ARPT AT THE 9,000 FT LEVEL OF AN 11,000 FT MOUNTAIN. THE LAST TIME THE PLT HAD FLOWN INTO ASPEN WAS IN 1980.

Brief of Accident (Continued)

File No. - 1399

2/15/83

ASPEN, CO

A/C Reg. No. N33340

Time (Lc1) - 0813 MST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. VFR PROCEDURES - NOT FOLLOWED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. WEATHER CONDITION - CLOUDS
5. WEATHER CONDITION - OBSCURATION
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - HIGH TERRAIN
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. TERRAIN CONDITION - RISING

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

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

Factor(s) relating to this accident is/are finding(s) 3,4,5,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1349

3/18/83

GUNNISON, CO

A/C Reg. No. N67943

Time (Lc1) - 1645 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	6

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

Fire
NONE

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

Make/Model - CESSNA 421C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7450
No. of Seats - 8

Eng Make/Model - CONTINENTAL IO-520-N
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 365 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- 190/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 5000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - SNOW

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GUNNISON, CO

Destination

NORMAN, OK

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - NONE

Airport Proximity

ON AIRSTRIP

Airport Data

GUNNISON

Runway Ident - 06

Runway Lth/Wid - 7198/ 100

Runway Surface - ASPHALT

Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 32

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2117

Make/Model- 348

Instrument- 347

Multi-Eng - 359

Last 24 Hrs - 9

Last 30 Days- UNK/NR

Last 90 Days- 59

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT BEGAN TAKING OFF ON RWY 06 WITH A WIND FROM 190 DEG AT 8 KTS. HE STATED THAT MAX POWER & RPM WERE OBTAINED. HE NOTED THAT HE OBTAINED 39 INCHES OF MANIFOLD PRESSURE & 2235 RPM AT 100 KTS IAS. REPORTEDLY, THE ACFT ROTATED PROPERLY, BUT BEGAN TO VIBRATE & SHUDDER & WOULD NOT LIFT OFF. THE PLT THEN LOWERED THE NOSE & ACCELERATED TO 110 KTS IAS. HOWEVER, AGAIN, THE ACFT WOULD ONLY VIBRATE & SHUDDER & WOULD NOT LIFT OFF. THE PLT THEN BEGAN ABORTING THE TAKEOFF. THE ACFT WENT OFF THE END OF THE RWY AT 70 TO 80 KTS & BECAME AIRBORNE FOR APRX 75 FT AS IT WENT OVER A DROP OFF IN THE TERRAIN. SUBSEQUENTLY, THE ACFT LANDED IN SOFT SOIL & HIGH GRASS WHERE THE GEAR COLLAPSED. AN INVESTIGATION REVEALED THAT THE TEMP WAS 30 DEG & SNOW WAS FALLING. THE PLT BELIEVED THE ACCIDENT RESULTED FROM COLD TEMPS ALONG WITH WATER BLOWN ONTO THE TAIL SURFACES OF THE ACFT. HE DID NOT DESCRIBE THE SURFACE CONDITION ON THE WINGS. STALL SPEED FOR THIS ACFT WAS 86 KTS AT THE MAX GROSS WT & WAS WITH WT & BALANCE LIMITS.

Brief of Accident (Continued)

File No. - 1349

3/18/83

GUNNISON, CO

A/C Reg. No. N67943

Time (Lcl) - 1645 MST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
2. WEATHER CONDITION - SNOW
3. WEATHER CONDITION - TAILWIND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

Occurrence #2 GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

7. TERRAIN CONDITION - SOFT
8. TERRAIN CONDITION - HIGH VEGETATION

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1245 6/19/83 ERIE, CO A/C Reg. No. N4925P Time (Lcl) - 1430 MDT

-----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
			0	0	1
			0	0	0

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	CHEYENNE, WY	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TRI-COUNTY
Wind Dir/Speed- 040/008 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5280/ 75
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 32
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 32
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT REPORTED THAT AFTER HE RETURNED FROM A X-COUNTRY PLT, HE "SCOOPED" THE ACFT DURING THE FLARE, IT STALLED, THEN BOUNCED ON THE RWY. HE THEN MADE A GO-AROUND, AND SUBSEQUENTLY, LANDED FROM A NORMAL APCH. AN EXAM OF THE ACFT REVEALED THAT THE NOSEWHEEL TIRE HAD BLOWN OUT, THE NOSE GEAR WAS DAMAGED & THE ENG MOUNTS WERE BENT. THE HARD LANDING OCCURRED AFTER THE STUDENT HAD BECOME DISORIENTED ON THE LAST LEG OF THE X-COUNTRY FLT, BUT WAS ABLE TO REORIENT HIMSELF & FIND HIS WAY TO THE DESTINATION.

Brief of Accident (Continued)

File No. - 1245

6/19/83

ERIE,CO

A/C Reg. No. N4925P

Time (Lcl) - 1430 MDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SELF-INDUCED PRESSURE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1380

6/21/83

ENGLEWOOD, CO

A/C Reg. No. N761AU

Time (Lcl) - 1634 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - CESSNA T210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-520-R
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 - FSS
Method - TELEPHONE
Completeness - FULL
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
ENGLEWOOD, CO
Destination
TAOS, NM

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 476	Last 24 Hrs -	0
Make/Model-	34	Last 30 Days-	UNK/NR
Instrument-	75	Last 90 Days-	11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A FORCED LANDING AFTER THE ENGINE LOST POWER DURING TAKEOFF CLIMB. THE PILOT HAD LEANED THE MIXTURE PRIOR TO TAKEOFF. THE CHECKLIST CALLS FOR FULL RICH. WHEN THE PILOT REDUCED POWER AFTER TAKEOFF THE ENGINE STARTED DETONATING AND LOST POWER. DURING THE EMERGENCY LANDING THE LANDING GEAR COLLAPSED. DURING THE EXAMINATION OF THE ENGINE AFTER THE ACCIDENT EVIDENCE OF DETONATION AND ABNORMAL HEAT WAS FOUND. DURING A TEST RUN OF THE ENGINE CONDITIONS WERE USED TO SIMULATE THE ACCIDENT TAKEOFF. THE RESULTS WERE THE SAME. THE PILOT WAS QUERIED ABOUT THE USE OF THE MIXTURE CONTROL. HE REPEATED HIS METHODS WHICH HE SAID WAS THE WAY HE WAS TAUGHT BY A CFI WHO WAS NOT FOUND FOR COMMENT. THE PILOT NEVER MENTIONED THAT THE CHECKLIST CALLS FOR FULL RICH MIXTURE FOR THE TURBOCHARGED ENGINE. DENSITY ALTITUDE WAS ABOUT 9,300 FT.

Brief of Accident (Continued)

File No. - 1380

6/21/83

ENGLEWOOD, CO

A/C Reg. No. N761AU

Time (Lcl) - 1634 MDT

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

Finding(s)

1. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
 4. CHECKLIST - NOT USED - PILOT IN COMMAND
-

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

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1218

7/23/83

AURORA, CO

A/C Reg. No. N43CA

Time (Lcl) - 0815 MDT

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

Fire
NONE

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

Make/Model - MOONEY M20J
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/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 - 15.0 SM
Lowest Sky/Clouds - 1800 FT SCATTERED
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
OBERLIN, KS

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

COLUMBINE
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 51

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2020

Make/Model- 1800

Instrument- 294

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 46

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ARPT HAD ONE ASPHALT RWY THAT WAS CLOSED & ANOTHER DIRT RWY THAT WAS MUDDY. THEREFORE, THE PLT ELECTED TO TAKEOFF ON THE PARKING RAMP WHICH WAS ORIENTED IN A NORTH/SOUTH DIRECTION & WAS 1700 FT LONG. THE PLT DID NOT CONSULT THE TAKEOFF CHARTS IN HIS OPERATING HANDBOOK. HE CONCLUDED THAT THERE WAS SUFFICIENT ROOM TO TAKEOFF SINCE THE ACFT NORMALLY USED ONLY 1500 FT AT HIS HOME ARPT IN OBERLIN, KS. HOWEVER, FOR TAKEOFF AT AURORA, CO, THE DENSITY ALT WAS APRX 7300 FT. ALSO, THE PLT USED SOFT FIELD PROCEDURES FOR TAKEOFF. SPECIFICALLY, BACK PRESSURE WAS USED ON THE CONTROL WHEEL FOR ALL OF THE TAKEOFF ROLL, THE NOSEWHEEL WAS LIFTED OFF EARLY & THE PLT TOOK OFF AT 60 KTS, THEN LOWERED THE NOSE TO STAY IN GROUND EFFECT. BEYOND THE END OF THE RAMP, THE ACFT HIT UNEVEN, RISING TERRAIN IN A WHEAT FIELD. FOR A SHORT FIELD TAKEOFF ON HARD SURFACE, NOSE-UP ELEVATOR INPUT IN NOT NORMALLY USED UNTIL ROTATION SPEED.

Brief of Accident (Continued)

File No. - 1218

7/23/83

AURORA, CO

A/C Reg. No. N43CA

Time (Lcl) - 0815 MDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - IMPROPER USE OF - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
6. TERRAIN CONDITION - ROUGH/UNEVEN
7. TERRAIN CONDITION - RISING

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1379 1/08/83 GREEN COVE SPGS,FL A/C Reg. No. N6503G Time (Lcl) - 1134 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass	0	0	0	0

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

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1675
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 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- 360/007 KTS
Visibility - 6.0 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
ON AIRPORT

Airport Data

HALLER AIRPORT
Runway Ident - 18
Runway Lth/Wid - 2700/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 65

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5000	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED IN A SPIN AFTER THE ENGINE QUIT DURING TAKEOFF. THIS WAS ONE OF A SERIES OF TOUCH AND GO LANDINGS. THE ACFT REACHED AN ALT OF ABOUT 150 FT WHEN THE ENGINE SPUTTERED AND QUIT. THE ACFT THEN STARTED A 180 DEGREE TURN WHICH STEEPENED INTO A SPIN AS AIRSPEED WAS LOST. THE MINIMUM ALT FOR A NO POWER 180 DEGREE TURN IS 250 FT. ALSO THE AMOUNT OF FUEL ON BOARD THE ACFT (ABOUT TWO AND ONE-HALF GALLONS) WAS SUFFICIENT ONLY FOR STRAIGHT AND LEVEL FLT.

Brief of Accident (Continued)

File No. - 1379

1/08/83

GREEN COVE SPGS, FL

A/C Reg. No. N6503G

Time (Lcl) - 1134 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION

2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Occurrence #3 LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

5. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1382 3/20/83 TAMPA, FL

A/C Reg. No. N1166U

Time (Lc1) - 0620 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire NONE
Crew 0
Pass 0

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

Make/Model - MOONEY M20J
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A3B6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 130/004 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- GROUND FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
TAMPA, FL
Destination
MONTGOMERY, AL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TAMPA INTL
Runway Ident - 36R
Runway Lth/Wid - 8300/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 54
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - M20J

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

Total	- 1692	Last 24 Hrs	- UNK/NR
Make/Model-	1462	Last 30 Days-	UNK/NR
Instrument-	337	Last 90 Days-	103
Multi-Eng	- 3		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT OCCURRED DURING AN INSTRUMENT TAKEOFF IN IMC. THE SKY WAS OBSCURED & VISIBILITY ZERO. AFTER LIFT-OFF THE ACFT BEGAN TO SETTLE. THE PLT STATED HE AGGRAVATED THE SITUATION BY ADVANCING DOWN TRIM WHICH WAS HIS ROUTINE TO ESTABLISH A 5 DEG CLIMB PITCH. HE FURTHER AGGRAVATED THE SITUATION BY ENGAGING THE AUTOPILOT. ON "HDG" MODE THE AUTOPILOT HOLDS THE ACTIVE TRIM WHICH WAS STILL DOWN. THE PLT ALSO THOUGHT HE SET THE HSI BUG TO THE RWY HEADING OF 360 DEG. AFTER THE ACCIDENT HE FOUND THE "HDG" BUG ON 330 DEG.

Brief of Accident (Continued)

File No. - 1382

3/20/83

TAMPA, FL

A/C Reg. No. N1166U

Time (Lc1) - 0620 EST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - OBSCURATION
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
7. AUTOPILOT - IMPROPER - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1389

5/23/83

POMPANO BEACH, FL

A/C Reg. No. N8983C

Time (Lcl) - 0855 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	1	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-22
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1850
No. of Seats - 2

Eng Make/Model - LYCOMING O-290
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 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- 170/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ST. PETERSBURG, FL
Destination
FT. LAUDERDALE, FL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FT. LAUDERDALE
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 68

Biennial Flight Review

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

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

Total	- 221	Last 24 Hrs -	2
Make/Model-	21	Last 30 Days-	8
Instrument-	0	Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

THE SURVIVING PAX STATED THAT ABOUT 1 MI FROM THE RWY THEIR ALT WAS 1,000 FT & "LOTS OF SPEED." THE PLT WAS CLEARED TO LAND ON RWY 13. THE PLT THEN REPORTED "WE GO AROUND AGAIN..." HE WAS ADVISED BY THE TOWER TO MAKE LEFT TRAFFIC. HE WAS THEN OBSERVED SPIRALING TO THE GROUND.

Brief of Accident (Continued)

File No. - 1389

5/23/83

POMPANO BEACH, FL

A/C Reg. No. N8983C

Time (Lc1) - 0855 EDT

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

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 APPROACH - GO-AROUND (VFR)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1310

5/31/83

SEBRING, FL

A/C Reg. No. N75773

Time (Lcl) - 0530 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 207
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3800
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520F
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
ORLANDO, FL
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

SEBRING
Runway Ident - 18
Runway Lth/Wid - 5000/ 300
Runway Surface - CONCRETE
Runway Status - DRY

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)

ATP
SE LAND, ME LAND

Age - 41

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	- 11730	Last 24 Hrs -	6
Make/Model-	6	Last 30 Days-	UNK/NR
Instrument-	1096	Last 90 Days-	260
Multi-Eng -	10780		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, HE HEARD A "THUMP" WHEN HE WAS TAKING OFF FROM ORLANDO WEST ARPT, BUT ATTRIBUTED IT TO THE GRASS STRIP. WHEN HE LANDED AT SEBRING ARPT, HE HEARD A SCRAPING SOUND AS HE LOWERED THE NOSE & ELECTED TO GO AROUND. HE DECIDED THE NOSEWHEEL WAS GONE, SO ON THE NEXT LANDING, THE ENG WAS SHUT DOWN. HE THEN ALLOWED THE NOSE TO SETTLE & SLID TO A STOP. REPORTEDLY, THE NOSEWHEEL WAS LOST SOMETIME PRIOR TO THE LANDING, THE STRUT WAS BENT AFT & THE TIPS OF THE PROPELLER BLADES WERE BENT. ALSO, THE SHERIFF'S INVESTIGATOR'S REPORTED THAT THE PLT'S DOOR APPEARED TO HAVE COME OFF IN FLT, ALL OF THE SEATS WERE MISSING EXCEPT THE PLT'S & MARIJUANA RESIDUE WAS FOUND IN THE ACFT.

Brief of Accident (Continued)

File No. - 1310

5/31/83

SEBRING, FL

A/C Reg. No. N75773

Time (Lcl) - 0530 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, NOSE GEAR - LOSS, TOTAL
-

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1328 6/18/83 ST. AUGUSTINE, FL A/C Reg. No. N3705F Time (Lcl) - 1315 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - GREAT LAKES 2T-1A-2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING IO-360
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 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- 030/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ST. AUGUSTINE
Runway Ident - 06
Runway Lth/Wid - UNK/NR-00060
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 - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 70
Make/Model- 26
Instrument- 2
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING SPOT LANDINGS. ON THE 9TH APCH, HE WAS HIGH & SLIPPED THE ACFT WITH THE LEFT WING LOW. PRIOR TO TOUCHDOWN, HE LEVELED THE WINGS, BUT FAILED TO ARREST THE RATE OF DESCENT. THE PLT STATED THAT HE APPLIED POWER TO GO AROUND, BUT THE ACFT TOUCHED DOWN HARD & BOUNCED. REPORTEDLY POWER WAS NOT EFFECTIVE. HE THEN LEVELED THE WINGS & LET THE ACFT SETTLE TO THE RWY. ON ROLL-OUT, THE RIGHT MAIN GEAR COLLAPSED. THE PLT REPORTED THAT THE WIND WAS FROM 030 DEG AT 10 TO 15 KTS WITH GUSTS TO 18 KTS. APRX 26 MI NORTHWEST AT JACKSONVILLE, FL, THE WIND WAS FROM 080 DEG AT 8 KTS.

Brief of Accident (Continued)

File No. - 1328

6/18/83

ST. AUGUSTINE, FL

A/C Reg. No. N3705F

Time (Lc1) - 1315 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. FLARE - IMPROPER - PILOT IN COMMAND

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

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

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. - 1346 6/24/83 YULEE, FL A/C Reg. No. N2045H Time (Lc1) - 1915 EDT

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

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

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

Make/Model	- ERCOUE 415-C	Eng Make/Model	- CONTINENTAL C-75	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1260	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 75 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- 100/007 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination FERNANDINA BCH., FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>FLYING A RANCH</p> <p>Runway Ident - 23</p> <p>Runway Lth/Wid - 2000/ 100</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>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 23</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-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 636</p> <p>Make/Model- 9</p> <p>Instrument- 125</p> <p>Multi-Eng - 66</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 43</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DURING TAKEOFF, THE ACFT ENTERED A "RIGHT TURN" AFTER IT HAD CLIMBED APPX 25 FT ABOVE THE RWY. REPORTEDLY, FULL CONTROL INPUTS TO THE LEFT FAILED TO CORRECT THE RIGHT BANK. WHEN THE PLT SAW THE ACFT HEADING FOR TREES TO THE RIGHT, HE CLOSED THE THROTTLE. HOWEVER, THE ACFT COLLIDED WITH THE TREES. A POST CRASH INSPECTION OF THE FLT CONTROLS REVEALED NO EVIDENCE OF A PREIMPACT PROBLEM. THE ACFT WAS ESTIMATED TO BE 67 LBS OVER ITS MAX ALLOWABLE GROSS WEIGHT LIMIT. THE OWNER STATED THAT THE PLT DID NOT HAVE PERMISSION TO FLY THE ACFT.

Brief of Accident (Continued)

File No. - 1346

6/24/83

YULEE, FL

A/C Reg. No. N2045H

Time (Lc1) - 1915 EDT

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
 2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

4. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
 5. OBJECT - TREE(S)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1329

7/13/83

JUPITER, FL

A/C Reg. No. N3719W

Time (Lcl) - 1200 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				
		Crew			
		Pass			
		0	0	0	1
		0	0	0	0

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

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

Eng Make/Model - LYCOMING O-540
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 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- 030/013 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - 30000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EXHUMA IS.
Destination
FT. PIERCE, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 41
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 200
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 7
Last 30 Days- UNK/NR
Last 90 Days- 23
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE WAS RETURNING FROM THE BAHAMAS WHEN HE EXPERIENCED A LOSS OF ENG POWER & LANDED IN A VACANT FIELD. THE POWER LOSS OCCURRED FOLLOWING FUEL STARVATION. THE PLT STATED THAT THE ACFT WAS RECENTLY PURCHASED & THE FUEL GAUGES WERE INACCURATE & NEEDED REPAIR.

Brief of Accident (Continued)

File No. - 1329

7/13/83

JUPITER, FL

A/C Reg. No. N3719W

Time (Lcl) - 1200 EDT

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

Finding(s)

1. PLANNING-DECISION - 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 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1221 7/16/83 BRANDON, FL A/C Reg. No. N6596J Time (Lc1) - 2350 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

Eng Make/Model - LYCOMING O-36-A40
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- 300/005 KTS
Visibility - 14.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
BRANDON, FL
Destination
W. PALM BEACH

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BRANDON AIRPORT
Runway Ident - 09
Runway Lth/Wid - 2300 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 24

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 148	Last 24 Hrs	- 3
Make/Model-	84	Last 30 Days-	UNK/NR
Instrument-	27	Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE ABORTED THE TAKEOFF AFTER LIFT-OFF FROM RWY 09. DURING THE SEQUENCE, THE MAIN GEAR CONTACTED A BARBED WIRE FENCE, THEN THE ACFT WAS LANDED IN A FIELD & SUBSEQUENTLY NOSED OVER IN A POND. THE PLT REPORTED THAT HE WAS USING SOFT FIELD PROCEDURES FOR TAKEOFF, BUT BELIEVED HE HAD NOT CORRECTED FOR THE P-FACTOR SUFFICIENTLY AFTER TAKEOFF.

Brief of Accident (Continued)

File No. - 1221

7/16/83

BRANDON, FL

A/C Reg. No. N6596J

Time (Lc1) - 2350 EDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
6. OBJECT - FENCE

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

Finding(s)

7. TERRAIN CONDITION - SOFT
8. TERRAIN CONDITION - WET

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1211 7/17/83 HOMESTEAD, FL A/C Reg. No. N68556 Time (Lcl) - 2034 EDT

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

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

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

Make/Model - BELLANCA 7ACA	Eng Make/Model - FRANKLIN 2A-120-A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 60 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MARATHON, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HOMESTEAD GNRL., FL	Runway Ident - N/A
Wind Dir/Speed- 120/007 KTS	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 - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 230
SE LAND	Months Since - 4	Make/Model- 17
	Aircraft Type - UNK/NR	Instrument- 26
		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 "TOPPED OFF" HIS FUEL TANK WITH 12 GAL OF FUEL AT HOMESTEAD, FL. HE THEN FLEW TO THE PORT LARGO ARPT AT KEY LARGO, FL AND TO THE MARATHON ARPT, MARATHON, FL, BUT DID NOT REPORT OBTAINING ADDITIONAL FUEL. WHILE EN ROUTE BACK TO HOMESTEAD, THE ENG LOST POWER. DURING A LANDING IN A CYPRESS SWAMP, THE LANDING GEAR SUNK IN DEEP MUD & THE ACFT NOSED OVER, AN EXAM OF THE ENG REVEALED NO PREIMPACT/MECHANICAL MALFUNCTION OR FAILURE, EXCEPT THAT THE CABLE FROM THE BATTERY TO THE STARTER WAS BROKEN THRU 70% OF THE WIRES. THE PLT NOTED THAT THE STARTER WOULD NOT TURN THE PROPELLER WHEN HE ATTEMPTED TO RESTART THE ENG. ALSO, THE ELT BATTERY WAS OVERDUE FOR A CHANGE & THE ELT DID NOT WORK. HOWEVER, THE DOWNED ACFT WAS SPOTTED BY ANOTHER PLT & AN AIR FORCE HELICOPTER WAS DISPATCHED TO EVACUATE THE PLT & PASSENGER. THE ENG WOULD CONSUME APRX 3.7 GAL/HR AT 75% POWER.

Brief of Accident (Continued)

File No. - 1211

7/17/83

HOMESTEAD, FL

A/C Reg. No. N68556

Time (Lcl) - 2034 EDT

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

Finding(s)

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

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
5. TERRAIN CONDITION - WET
6. MISC EQPT/FURNISHINGS, SURVIVAL EQUIPMENT - INOPERATIVE
7. MAINTENANCE - INADEQUATE - COMPANY/OPERATOR MGMT

-----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) 4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1332

5/07/83

FORT VALLEY, GA

A/C Reg. No. N7146S

Time (Lcl) - 1600 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/013 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
WARNER ROBINS, GA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MIAMI VALLEY FARM
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 - TOUCH AND GO

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 47
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-----

AFTER A TOUCH-AND-GO LANDING, THE AIRCRAFT WAS OBSERVED TO TURN AFTER TAKEOFF, ENTER A STEEP CLIMP, THEN GO INTO A STEEP NOSE DOWN DESCENT & CRASH. WITNESSES REPORTED HEARING THE ENG OPERATING UNTIL JUST PRIOR TO IMPACT. AN EXAM OF THE ACFT & ENG REVEALED NO EVIDENCE OF A PREIMPACT, MECHANICAL FAILURE OR MALFUNCTION. APRX 20 MI WEST SOUTHWEST AT MACON, GA, THE WIND WAS FROM 130 DEG AT 13, GUSTING 20 KTS.

Brief of Accident (Continued)

File No. - 1332

5/07/83

FORT VALLEY,GA

A/C Reg. No. N7146S

Time (Lc1) - 1600 EDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
 3. MANEUVER - PERFORMED - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1326 5/31/83 BLAKELY,GA A/C Reg. No. N8476K Time (Lc1) - 2015 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED		Injuries			
Type of Operation -TEST	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 - GRUMMAN G-164B	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</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 - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>EARLY CITY</p> <p>Runway Ident - 23</p> <p>Runway Lth/Wid - 3200/ 60</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</p> <p>SE LAND</p>	<p>Age - 26</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2048</p> <p>Make/Model- 700</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 14</p>
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Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE ENG SPUTTERED, LOST POWER & BELCHED BLACK & GRAY SMOKE. THE PLT WAS UNABLE TO GET THE ACFT TO MAINTAIN ALTITUDE. ALSO, HE WAS UNABLE TO REACH AN OPEN FIELD, SO HE LANDED ON THE TOPS OF TREES. AN INVESTIGATION REVEALED THAT THE FRONT BEARING OF THE SUPERCHARGER HAD FAILED. ALSO, THE INVESTIGATION REVEALED THAT ON THE PREVIOUS DAY, AN OIL SCAVENGE LINE HAD BECOME CRACKED WHILE THE AIRCRAFT WAS BEING TAXIED. IT WAS REPAIRED PRIOR TO FLT. NO RELATIONSHIP CONCERNING THE SCAVENGE LINE & THE SUPERCHARGER WAS VERIFIED.

Brief of Accident (Continued)

File No. - 1326

5/31/83

BLAKELY,GA

A/C Reg. No. N8476K

Time (Lcl) - 2015 EDT

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

Finding(s)

1. ENGINE ASSEMBLY,BLOWER/IMPELLER - FAILURE,TOTAL

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

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. - 1327 5/31/83 SENOIA,GA A/C Reg. No. N9849E Time (Lcl) - 1600 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
					None 1 0

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

Make/Model - SCHWEIZER 1-26B	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - BODY GEAR	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 700	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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2220
SE LAND	Months Since - 2	Make/Model- 1752
GLIDER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 28
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

APRX 2 HRS AFTER TAKEOFF, THE GLIDER PLT RAN OUT OF LIFTING ACTION & SELECTED A HAY FIELD FOR A LANDING PLACE. FROM THE AIR, THE FIELD APPEARED TO BE A SUITABLE LANDING AREA. HOWEVER, AFTER TOUCHDOWN, THE RIGHT WING ENCOUNTERED A CLUMP OF HIGHER HAY (APRX 3 FT HIGH) ON A SMALL RISE OF THE TERRAIN. SUBSEQUENTLY, THE GLIDER TURNED SIDWAYS & THE TAILWHEEL HIT ROCKS, DAMAGING THE FUSELAGE.

Brief of Accident (Continued)

File No. - 1327

5/31/83

SENOIA,GA

A/C Reg. No. N9849E

Time (Lcl) - 1600 EDT

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

Finding(s)

1. WEATHER CONDITION - WEATHER CONDITION
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. TERRAIN CONDITION - HIGH VEGETATION
-

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

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

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. - 1334 7/27/83 GREENSBORO, GA A/C Reg. No. N3493T Time (Lc1) - 1125 EDT

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

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

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

Make/Model	- CESSNA 177	Eng Make/Model	- LYCOMING O-320-E2D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2350	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

<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- 130/006 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point GREENSBORO, GA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data GREENE COUNTY</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 3300/ 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>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 47</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 - NON-VALID MEDICAL</p> <p>Flight Time (Hours)</p> <p>Total - 1059</p> <p>Make/Model- 513</p> <p>Instrument- 112</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 7</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT-IN-COMMAND REPORTED THAT THE ACFT WAS VERY LOW ON FUEL & HE HAD 10 GALLONS ADDED TO EACH WING TANK BEFORE DEPARTING MADISON, GA. FROM MADISON, HE FLEW TO GREENSBORO, GA FOR SALES DEMONSTRATION FLTS. DURING THE 1ST DEMONSTRATION FLT, THE ACFT PERFORMED WELL, EXCEPT THE CARBURETOR HEAT CONTROL BECAME JAMMED AT THE "ON" POSITION DURING THE LANDING. THE CARBURETOR HEAT CONTROL WAS FINALLY MOVED TO THE "OFF" POSITION & A 2ND DEMONSTRATION FLT WAS BEGUN. DURING TAKEOFF ON THE 2ND FLT, THE ENG LOST POWER AT APRX 100 TO 150 FT AGL. SUBSEQUENTLY, THE ACFT HIT TREES DURING AN EMERGENCY LANDING. DURING AN INVESTIGATION, VIRTUALLY NO FUEL WAS FOUND IN THE ENG DRIVEN FUEL PUMP, CARBURETOR, ELECTRIC BOOST PUMP, MAIN FUEL STRAINER, FUSELAGE HEADER TANK OR ASSOCIATED LINES.

Brief of Accident (Continued)

File No. - 1334

7/27/83

GREENSBORO,GA

A/C Reg. No. N3493T

Time (Lcl) - 1125 EDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

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

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

Finding(s)

4. 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. - 1247 8/06/83 MOULTRIE,GA A/C Reg. No. N68632 Time (Lcl) - 1630 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -MANEUVERING

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

Make/Model - WORLD HELICOPTER 47D1

Eng Make/Model - LYCOMING VO-435-A1F

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 - 265 HP

-----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 - 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

MOULTRIE,GA

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 - 37

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - 47D1

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 708

Make/Model- 280

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 280

Instrument Rating(s) - NONE

-----Narrative-----

AFTER COMPLETING A SWATH RUN, THE PLT PULLED UP, MADE A TURN, THEN STARTED A LET DOWN FOR ANOTHER PASS. AS HE INCREASED POWER, THE ENG RPM WENT FROM 3000 TO 3100. AT THE SAME TIME, THE PLT HEARD A WHINING NOISE AND NOTED THAT THE ROTOR RPM WAS DECREASING. THE PLT WAS UNABLE TO STOP THE DESCENT BEFORE THE HELICOPTER STRUCK THE GROUND. AFTER IMPACTING THE GROUND, THE HELICOPTER BOUNCED, THEN ROLLED OVER. AN EXAM OF THE CENTRIFUGAL CLUTCH ASSEMBLY, PN 47-620-609-1, REVEALED IT HAD AN ESTIMATED 60% CONTACT BETWEEN THE SHOE LININGS AND THE DRUM FACE. A MINIMUM OF 85% CONTACT WAS REQUIRED. THE CLUTCH DID NOT CONFORM TO THE TOE-IN REQUIREMENTS AND NONE OF THE HEELS OF THE CLUTCH SHOES WERE MAKING CONTACT WITH THE DRUM, THE HELICOPTER HAD FLOWN 220 HRS SINCE THE LAST ANNUAL INSPECTION WHEN THE CLUTCH SHOES WERE DEGLAZED & THE CLUTCH DRUM WAS CHECKED, AND IT HAD FLOWN APPRX 13 HRS SINCE THE LAST 100 HR INSPECTION.

Brief of Accident (Continued)

File No. - 1247

8/06/83

MOULTRIE, GA

A/C Reg. No. N68632

Time (Lc1) - 1630 EDT

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

Finding(s)

1. ROTOR DRIVE SYSTEM, CLUTCH ASSEMBLY - INCORRECT
2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
3. ROTOR DRIVE SYSTEM, CLUTCH ASSEMBLY - WORN
4. ROTOR DRIVE SYSTEM, CLUTCH ASSEMBLY - OTHER
5. ROTOR RPM - NOT POSSIBLE -

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

Finding(s)

6. LEVEL OFF - NOT POSSIBLE -

Occurrence #3 ROLL OVER
Phase of Operation OTHER

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1335 8/30/83 BLAIRSVILLE, GA A/C Reg. No. N8987N Time (Lcl) - 1245 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	1

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

Fire
NONE

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

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 5

Eng Make/Model - LYCOMING TIO-540-K1A5
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 - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Itinerary

Last Departure Point
ORLANDO, FL
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

BLAIRSVILLE
Runway Ident - 25
Runway Lth/Wid - 3000/ 40
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 310/005 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

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)
PRIVATE
SE LAND

Age - 46

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - PA-32

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

Total	- 850	Last 24 Hrs	- 3
Make/Model-	70	Last 30 Days-	UNK/NR
Instrument-	20	Last 90 Days-	70

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING THE RUN-UP BEFORE TAKEOFF, HE NOTED THAT THE RIGHT BRAKE WAS NOT FIRM, BUT HE ELECTED TO CONTINUE THE FLT. WHILE CRUISING, HE CHECKED THE BRAKE & REPORTEDLY, NO PRESSURE WAS AVAILABLE. THE REMAINDER OF THE FLT WAS ROUTINE UNTIL LANDING. DURING THE FLARE TO LAND, HE ROUNDED OUT HIGH WITH FULL FLAPS & REDUCED HIS POWER. SUBSEQUENTLY, THE ACFT TOUCHED DOWN HARD & WAS SUBSTANTIALLY DAMAGED. IN HIS ACCIDENT REPORT, THE PLT SUGGESTED THAT HE SHOULD NOT HAVE FLOWN WITH FAULTY BRAKES & COULD HAVE HAD MORE PRACTICE IN SHORT FIELD AND/OR SLOW APCHS WITH FULL FLAPS.

Brief of Accident (Continued)

File No. - 1335

8/30/83

BLAIRSVILLE,GA

A/C Reg. No. N8987N

Time (Lcl) - 1245 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - LOSS,PARTIAL
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SELF-INDUCED PRESSURE - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INATTENTIVE - PILOT IN COMMAND
 5. FLARE - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1355 5/30/83 MOLOKAI, HI A/C Reg. No. N31914 Time (Lcl) - 1800 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/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- 070/020 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KAHULUI, MAUI, HI
Destination
HONOLULU, HI

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MOLOKAI
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 29
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 113 Last 24 Hrs - 1
Make/Model- 5 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD JUST BEEN CHECKED OUT IN A C-172 WHICH HE HAD BEEN FLYING THE PAST 3 DAYS. HE THEN SWITCHED ACFT AND THIS FLT WAS IN A PA-28. THE C-172 TANK SELECTOR HAS A BOTH TANKS POSITION AND THE PA-28 DOES NOT. THE TANK SELECTOR WAS ON LEFT TANK WHEN THE ENGINE QUIT. THE PILOT SWITCHED TO ANOTHER POSITION BUT DID NOT CHECK IT VISUALLY DUE TO LOW ALTITUDE. AFTER THE LANDING THE SELECTOR WAS FOUND TO BE BETWEEN THE LEFT AND RIGHT TANK. THE LEFT TANK WAS EMPTY, THE RIGHT TANK WAS FULL.

Brief of Accident (Continued)

File No. - 1355

5/30/83

MOLOKAI, HI

A/C Reg. No. N31914

Time (Lc1) - 1800 HST

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

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

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

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
 6. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1330 6/29/83 KAHULUI, HI A/C Reg. No. N300JT Time (Lcl) - 0210 HST

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

Type Operating Certificate	AIR CARRIER - ALL CARGO	Aircraft Damage					
Name of Carrier	-PACIFIC AIR EXPRESS	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation	-SCHEDULED	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	None
Accident Occurred During	-LANDING						3
							0

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

Make/Model	- DOUGLAS DC-4-C55B	Eng Make/Model	- P&W R2000	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- NO
Max Gross Wt	- 73800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 5	Rated Power	- 1450 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	HILO, HI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	KAHULUI
Wind Dir/Speed- 060/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 7200
SE LAND, ME LAND	Months Since - 4	Make/Model- 375
HELICOPTER	Aircraft Type - DC-4	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-----

DURING ARRIVAL, A DESCENT WAS BEGUN FROM 8000 TO 7000 FT MSL AT 0151 HST. AT 0155 HST, THE AIRCREW WAS CLEARED FOR A VISUAL APCH FROM 7000 FT MSL & A RAPID DESCENT WAS STARTED WITH 20 DEG OF FLAPS & APRX 25 INCHES MAP (MANIFOLD PRESSURE). THE ACFT WAS MANEUVERED TO INTERCEPT THE ILS LOCALIZER & GLIDE SLOPE AS A REFERENCE. AFTER INTERCEPTING THE GLIDE SLOPE AT ABOUT 3000 FT, THE PILOT-IN-COMMAND (PIC) CALLED FOR 2250 RPM & GEAR EXTENSION. WHILE DESCENDING THRU APRX 2000 FT, HE NOTICED THE ACFT SLOWING DOWN & DESCENDING BELOW THE GLIDE SLOPE, SO HE CALLED FOR A POWER INCREASE TO 27 INCHES MAP. AT ABOUT THAT TIME, THE AIRCREW NOTED THAT THE ENGS WERE NOT RESPONDING & HAD LOST POWER. SUBSEQUENTLY, A FORCED LANDING WAS MADE IN A SUGAR CANE FIELD WITH THE GEAR IN A TRANSIENT POSITION. THE FUEL SELECTORS WERE FOUND POSITIONED TO FUEL TANKS CONTAINING FUEL, BUT THE POSITIONING DURING THE DESCENT WAS NOT VERIFIED. THE TEMP & DEW POINT WERE 72 & 65 DEG. THIS WOULD HAVE BEEN BARELY WITHIN THE ENVELOPE FOR CARB ICE ON ICING PROBABILITY CHARTS.

Brief of Accident (Continued)

File No. - 1330

6/29/83

KAHULUI, HI

A/C Reg. No. N300JT

Time (Lc1) - 0210 HST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 3. FUEL SYSTEM, CARBURETOR - ICE
 4. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE
-

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

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

Finding(s)

5. LIGHT CONDITION - NIGHT
 6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1312 8/04/83 AMES,IA A/C Reg. No. N75552 Time (Lcl) - 1300 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries				
Type of Operation	-BUSINESS	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 172 N	Eng Make/Model	- LYCOMING O-320-H	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-----

<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- 130/006 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 DES MOINES,IA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>MUNICIPAL</p> <p>Runway Ident - 13</p> <p>Runway Lth/Wid - 3500/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 323
SE LAND	Months Since - 3	Make/Model- 323
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 35
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING THE LANDING, HE CAME IN TOO FAST & OVER RAN THE RWY, THEN THE ACFT RAN INTO A DITCH & TURNED OVER. REPORTEDLY, HE LANDED ON THE LAST 20% OF THE RWY.

Brief of Accident (Continued)

File No. - 1312

8/04/83

AMES, IA

A/C Reg. No. N75552

Time (Lc1) - 1300 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)
4. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1317 8/12/83 AGENCY,IA A/C Reg. No. N1259W Time (Lc1) - 1045 CDT

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

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

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

Make/Model	- WEATHERLY 201B	Eng Make/Model	- P&W R-985-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 450 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/008 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 FARSON,IA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3445
SE LAND,ME LAND	Months Since - 21	Make/Model- 183
	Aircraft Type - B-18	Instrument- 135
		Multi-Eng - 166

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ENGAGED IN AERIAL APPLICATION OVER A SMALL 9 ACRE BEAN FIELD THAT WAS SURROUNDED ON 3 SIDES BY HEDGE ROWS. HE REPORTED THAT AS HE DESCENDED ON THE LEEWARD SIDE OF A HEDGE ROW TO BEGIN A SWATH RUN, THE ACFT ENCOUNTERED TURBULENCE & MUSHED INTO THE GROUND. SUBSEQUENTLY, THE LEFT WING CONTACTED THE BEANS & THE ACFT CARTWHEELED.

Brief of Accident (Continued)

File No. - 1317

8/12/83

AGENCY,IA

A/C Reg. No. N1259W

Time (Lcl) - 1045 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 2. WEATHER CONDITION - TURBULENCE
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 6. TERRAIN CONDITION - CROP
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1208

8/14/83

OXFORD,IA

A/C Reg. No. N65MB

Time (Lcl) - 1935 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - BURNETT SONERAI 2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - VOLKSWAGEN AIR COOLED
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 52 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GREEN CASTLE
Runway Ident - 15
Runway Lth/Wid - 2400/ 60
Runway Surface - GRAVEL
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 42

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 180	Last 24 Hrs	- UNK/NR
Make/Model-	100	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	16

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF, THE PLT TURNED TO A X-WIND LEG OF THE TRAFFIC PATTERN & THEN THE ENGINE LOST POWER. HE MADE A FORCED LANDING IN AN OAT FIELD, BUT REPORTED THAT DURING THE APPROACH, HE MISJUDGED HIS HEIGHT & DID NOT FLARE IN TIME. SUBSEQUENTLY, THE ACFT LANDED HARD, THE GEAR COLLAPSED & THE PLANE NOSED OVER. DIRT WAS FOUND IN THE CARBURETOR & FIREWALL FUEL FILTER. ALSO, A FIBROUS MATERIAL WAS FOUND IN THE CARBURETOR MIXTURE CONTROL PASSAGE. THE HOME BUILT ACFT HAD A TOTAL FLT TIME OF 119 HRS.

Brief of Accident (Continued)

File No. - 1208

8/14/83

OXFORD,IA

A/C Reg. No. N65MB

Time (Lc1) - 1935 CDT

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

Finding(s)

1. FLUID,FUEL - CONTAMINATION
 2. FUEL SYSTEM,CARBURETOR - BLOCKED(TOTAL)
 3. FLUID,FUEL - STARVATION
-

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

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

Finding(s)

4. FLARE - IMPROPER - PILOT IN COMMAND
-

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD
-

Occurrence #5 NOSE OVER
Phase of Operation LANDING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1216

8/20/83

RED OAK, IA

A/C Reg. No. N853H

Time (Lcl) - 1100 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - ARROW AIRCRAFT ARROW SPORT
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1270
No. of Seats - 2

Eng Make/Model - KINNER K-5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CRESTON, IA
Destination
COZAD, NE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - UNK/NR

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - UNK/NR

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

Total	-	583	Last 24 Hrs	-	4
Make/Model	-	87	Last 30 Days	-	UNK/NR
Instrument	-	24	Last 90 Days	-	50

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT, THERE WAS A PROGRESSIVE LOSS OF ENG POWER. THE PLT WAS UNABLE TO REACH THE ARPT & MADE A CRASH LANDING IN A SOYBEAN FLD. AN INVESTIGATION REVEALED THAT THE #4 CYLINDER FAILED IN THE AREA OF THE EXHAUST VALVE ROCKER BOX.

Brief of Accident (Continued)

File No. - 1216

8/20/83

RED OAK, IA

A/C Reg. No. N853H

Time (Lcl) - 1100 CDT

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

Finding(s)
1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL

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

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

Finding(s)
2. TERRAIN CONDITION - CROP

-----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. - 1375 8/28/83 NEAR ELK RIVER, ID A/C Reg. No. N8807T Time (Lcl) - 1030 MDT

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

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

-----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 - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAINT MARIES, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 191
SE LAND	Months Since - 4	Make/Model- 24
	Aircraft Type - 152	Instrument- 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES AND CRASHED INTO HEAVILY WOODED AREA AT ABOUT 4000 FT MSL. THE PURPOSE OF FLIGHT WAS TO LOOK FOR GAME OR AREAS FOR HUNTING IN A PRE-HUNTING GAME SPOTTING TRIP. THE ACFT FIRST IMPACTED A LARGE 200 FT TREE ABOUT 85 FT BELOW ITS TOP. THE ACFT PROPELLER CUT ABOUT HALF WAY THROUGH THE TREE AT ABOUT 120 FT AGL. THE ACFT CRASHED ON THE WEST SIDE OF A DRAW ON A NORTHWEST HEADING TOWARD RISING TERRAIN.

Brief of Accident (Continued)

File No. - 1375

8/28/83

NEAR ELK RIVER, ID

A/C Reg. No. N8807T

Time (Lc1) - 1030 MDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. TERRAIN CONDITION - RISING
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
4. IMPROPER DECISION, DIVERTED ATTENTION - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1276

1/05/83

LINDENWOOD, IL

A/C Reg. No. N1968Y

Time (Lcl) - 0349 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

Crew
Pass

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

Make/Model - MOONEY M-20D
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/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- 300/008 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds -
Lowest Ceiling - 400 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
COLORADO SPRING, CO
Destination
ROCKFORD, IL

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 - UNK/NR
Type Apch/Lndg - VOR/TVOR

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

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

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

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	- 6500	Last 24 Hrs - UNK/NR
Make/Model-	0	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- UNK/NR
Multi-eng -	0	Rotorcraft - 1400

Instrument Rating(s) - HELICOPTER

-----Narrative-----

AT 0306 THE PLT CONTACTED ROCKFORD FSS REQUESTING LOCAL WX. HE THEN REQUESTED AN ILS APCH TO ROCKFORD & STATED HE HAD NO APPROACH PLATES. AFTER BEING CLEARED FOR AN ILS APCH TO RWY 36, THE PLT REPORTED HE WAS UNABLE TO PICK UP THE ILS & WAS LOW ON FUEL. ARTCC THEN ATTEMPTED TO SET THE ACFT UP FOR A VOR APCH. AT 0346 THE PLT REPORTED HE WAS OUT OF FUEL. THE ACFT CRASHED IN A NEAR VERTICAL ANGLE ABOUT 7 MI SSE OF THE ARPT. ABOUT 1/4 INCH OF ICE WAS FOUND ON THE LEADING EDGES OF BOTH STABILIZERS.

Brief of Accident (Continued)

File No. - 1276

1/05/83

LINDENWOOD, IL

A/C Reg. No. N1968Y

Time (Lcl) - 0349 CST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - FOG
7. WEATHER CONDITION - ICING CONDITIONS

Occurrence #4 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

8. HORIZONTAL STABILIZER SURFACE - ICE
9. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
10. LIGHT CONDITION - DARK NIGHT

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,9

Factor(s) relating to this accident is/are finding(s) 5,6,7,8,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1256 4/19/83 PEORIA, IL A/C Reg. No. N2046W Time (Lcl) - 2212 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXECUTIVE/CORPORATE
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
0

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

Make/Model - BEECH F33A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-520-BB
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
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 - NIGHT(DARK)

Itinerary

Last Departure Point
ROCKFORD, IL
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

MT. HAWLEY
Runway Ident - 17
Runway Lth/Wid - 2812/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 53
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

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

Total - 721 Last 24 Hrs - UNK/NR
Make/Model- 644 Last 30 Days- UNK/NR
Instrument- 129 Last 90 Days- 99

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT FORGOT TO LOWER LANDING GEAR.

Brief of Accident (Continued)

File No. - 1256

4/19/83

PEORIA, IL

A/C Reg. No. N2046W

Time (Lcl) - 2212 CST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
 3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1304

5/10/83

CHICAGO, IL

A/C Reg. No. N69353

Time (Lcl) - 1223 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

MINOR

Fatal

Injuries

Serious

Minor

None

Type of Operation -INSTRUCTIONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING D-235-L2C

ELT Installed/Activated - UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 110 HP

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

Weather Data

Wx Briefing - FSS

Method - ACFT RADIO

Completeness - PARTIAL,LMTD BY PILOT

Basic Weather - VMC

Wind Dir/Speed- 130/010 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - 25000 FT THIN OVC

Lowest Ceiling - UNK/NR

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

MIDWAY

Runway Ident - 22R

Runway Lth/Wid - 5508/ 175

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-WAIVERS/LIMIT

Flight Time (Hours)

Total - 35

Last 24 Hrs - UNK/NR

Make/Model- 35

Last 30 Days- UNK/NR

Instrument- 1

Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT TOOK OFF FROM MIDWAY ARPT, FLEW TO ANOTHER ARPT TO PRACTICE LANDINGS, THEN RETURNED TO MIDWAY TO LAND. WHILE HE WAS ON AN APPROACH TO LAND ON RWY 22R, THE TOWER CONTROLLER REQUESTED THAT THE STUDENT MAKE A SHORT APPROACH DUE TO OTHER TRAFFIC. WHILE LANDING WITH A WIND FROM 130 DEG AT 10 KTS, THE ACFT BOUNCED ON THE 1ST TOUCHDOWN, THEN LANDED NOSEWHEEL 1ST. SUBSEQUENTLY, THE NOSE GEAR ASSEMBLY WAS DAMAGED & A FUEL TANK WAS RUPTURED.

Brief of Accident (Continued)

File No. - 1304

5/10/83

CHICAGO,IL

A/C Reg. No. N69353

Time (Lcl) - 1223 CDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. 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) 2,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1384 5/22/83 JOLIET, IL A/C Reg. No. N53700 Time (Lcl) - 1000 CDT

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

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

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

Make/Model	- CESSNA 172P	Eng Make/Model	- LYCOMING O-320-D2J	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2220	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	NEW LENOX, IL	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	WILHELMI
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 27
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- 2546/ 150
Obstructions to Vision	Type of Clearance	Runway Surface
- FOG	- NONE	- GRASS/TURF
Precipitation	Type Apch/Lndg	Runway Status
- DRIZZLE	- FORCED LANDING	- UNK/NR
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current	Total	- 13050
SE LAND,ME LAND,SE SEA	Months Since	Make/Model	- 3000
GLIDER	Aircraft Type	Instrument	- 1450
	- UNK/NR	Multi-Eng	- 8000
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 250
		Rotorcraft	- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A HARD LANDING AND NOSED OVER DURING A FORCED LANDING AFTER ENGINE FAILURE ON THE BASE LEG. THE FLT WAS ON THE BASE LEG WITH POWER AT IDLE AND CARBURETOR HEAT ON WHEN THE ENGINE LOST POWER. THE PILOT WAS UNABLE TO RESTART THE ENGINE. THE PILOT STATED THAT HE WAS SO TROUBLED BY GUSTS ON THE FINAL APPROACH HE ABANDONED RESTART ATTEMPTS. ACCORDING TO HIM A GUST THAT STOPPED LEFT HIM AT 10 FT AGL DURING FLARE. HE ALSO SAID THE MUDDY FIELD THAT WAS FRESHLY PLOWED CAUSED THE NOSE OVER. PICTURES, A WITNESS AND THE INSURANCE REPRESENTATIVE STATE THE FIELD WAS NOT MUDDY. GROUND VEHICLE DROVE TO THE SCENE WITHOUT DIFFICULTY. GROUND SCARS IN THIS UNPLOWED FIELD SHOW EVIDENCE OF A NOSE WHEEL ONLY FIRST GROUND CONTACT. THE FLAPS WERE AT 10 DEGREES. THE ENGINE WAS STARTED AFTER THE ACCIDENT AND OPERATED NORMALLY. THE RELATIVE HUMIDITY ON THE DAY OF THE ACCIDENT WAS 90 PERCENT WITH TEMPERATURE AT 61 DEGREES F AND DEW POINT AT 58 DEGREES F. ACCORDING TO ICING PROBABILITY CURVES THIS IS IN THE SERIOUS ICING RANGE FOR GLIDE AND CRUISE POWER.

Brief of Accident (Continued)

File No. - 1384

5/22/83

JOLIET,IL

A/C Reg. No. N53700

Time (Lc1) - 1000 CDT

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

Finding(s)

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

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

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

Finding(s)

4. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
5. FLARE - IMPROPER - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1257 6/29/83 LOCKPORT,IL A/C Reg. No. N181AA 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 -

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-44-180
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-E1A6D
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - TV WX
Method - TV/RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 255/020 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 3500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DOWNERS GROVE,IL
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
LOCKPORT

Runway Ident - 09
Runway Lth/Wid - 3000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 42

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	599	Last 24 Hrs	-	0
Make/Model	-	328	Last 30 Days	-	UNK/NR
Instrument	-	119	Last 90 Days	-	11
Multi-Eng	-	328			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED A COMPANY ACFT LANDED 2-5 MIN AHEAD OF HIM ON RWY 9 WITH LIGHT WINDS OUT OF THE EAST. PRIOR TO PATTERN ENTRY THE PLT NOTICED DARK CLOUDS TO THE WEST WITH RAIN. AFTER LANDING HE COULD NOT STOP THE ACFT & WENT OFF THE END OF THE RWY. THE ACFT GROUNDDLOPED & ALL THREE GEAR COLLAPSED. ACCORDING TO THE PLT, OBSERVERS ON THE GROUND NOTED A 180 DEG WING SHIFT & A WIND VELOCITY INCREASE TO 20-30 KTS WHILE THE PLT WAS ON FINAL APPROACH.

Brief of Accident (Continued)

File No. - 1257

6/29/83

LOCKPORT, IL

A/C Reg. No. N181AA

Time (Lc1) - 1715 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - TAILWIND
 3. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
-

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1309

8/17/83

SAVANNA, IL

A/C Reg. No. N11279

Time (Lcl) - 1300 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 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/NO
Stall Warning System - YES

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

STRANSKY MEM.
Runway Ident - 14
Runway Lth/Wid - 2950/ 60
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 270/012 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 18

Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - 150

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

Total	-	76	Last 24 Hrs -	0
Make/Model-	76	Last 30 Days-	UNK/NR	
Instrument-	4	Last 90 Days-	45	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THE WINDS WERE FROM 160 DEG AT 7 KTS & THAT HE BACK TAXIED ON RWY 14 TO TAKEOFF. HE REPORTED THAT DURING THE TAKEOFF ROLL, HE ENCOUNTERED A RIGHT X-WIND, & WHEN HE WAS APRX 2/3 OF THE WAY DOWN THE RWY, THE ACFT VEERED TO THE LEFT. AFTER DEPARTING THE RWY, THE PLT REDUCED THE POWER TO ABOUT THE TAKEOFF. FEARING THAT TOO MUCH BRAKING WOULD FLIP THE ACFT OVER, HE GENTLY APPLIED THE BRAKES. AFTER SLOWING TO ABOUT 10 KTS, THE ACFT "NOSED INTO A SMALL CULVERT" & WENT OVER ON ITS TOP. APRX 35 MI NORTHWEST AT DUBUQUE, IA, THE 1252 CDT WIND WAS FROM 270 DEG AT 12 KTS.

Brief of Accident (Continued)

File No. - 1309

8/17/83

SAVANNA, IL

A/C Reg. No. N11279

Time (Lc1) - 1300 CDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

7. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
8. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1240 9/18/83 GARDEN PRAIRIE,IL A/C Reg. No. N8449Q Time (Lcl) - 0930 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA U206F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/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- 225/020 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 10000 FT
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PLAINFIELD,IL

Destination
MADISON,WI

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND

Age - 49

Biennial Flight Review

Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5000	Last 24 Hrs -	6
Make/Model-	200	Last 30 Days-	UNK/NR
Instrument-	450	Last 90 Days-	240
Multi-Eng -	1400		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE, THE FUEL PRESSURE DROPPED, AND SUBSEQUENTLY, THE ENG LOST POWER COMPLETELY. DURING A LANDING IN A CORN FIELD, THE ACFT WAS DAMAGED. AN INVESTIGATION REVEALED THAT THE FUEL LINE HAD SEPARATED AT THE FLOW DIVIDER. REPORTEDLY, THE ENG HAD BEEN RECENTLY INSTALLED BY THE PILOT/MECHANIC & THE FUEL LINE HAD NOT BEEN PROPERLY TORQUED.

Brief of Accident (Continued)

File No. - 1240

9/18/83

GARDEN PRAIRIE, IL

A/C Reg. No. N8449Q

Time (Lcl) - 0930 CDT

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

Finding(s)

1. FUEL SYSTEM, LINE - UNDERTORQUED
 2. MAINTENANCE, INSTALLATION - IMPROPER - PILOT IN COMMAND
 3. FUEL SYSTEM, LINE - LEAK
 4. FLUID, FUEL - STARVATION
-

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

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

Finding(s)

5. TERRAIN CONDITION - CROP
-

----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. - 1291 9/18/83 CARTHAGE, IL A/C Reg. No. N1443E Time (Lcl) - 0830 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	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During	-LANDING					

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

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320-H2AD	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2220	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 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- 180/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>BOWEN, IL</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>KIRCHNER</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 1900/ 50</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 625
SE LAND	Months Since - 21	Make/Model- 625
	Aircraft Type - UNK/NR	Instrument- 94
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A DITCH DURING LANDING. THE ACFT BOUNCED AND FLOATED DURING LANDING. THE PILOT SAID HE THOUGHT HE WAS TOO FAR DOWN THE RWY FOR A GO-AROUND SO HE APPLIED THE BRAKES. THE ACFT SKIDDED OFF THE RWY END INTO A DITCH. THE PILOT THOUGHT A GUST OF WIND "CARRIED THE PLANE" AFTER THE BOUNCE.

Brief of Accident (Continued)

File No. - 1291

9/18/83

CARTHAGE, IL

A/C Reg. No. N1443E

Time (Lcl) - 0830 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. ABORTED LANDING - NOT SELECTED - 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. - 1269

9/27/83

SANDWICH, IL

A/C Reg. No. N54967

Time (Lc1) - 1325 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - PATWAS
Method - ACFT RADIO
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed - 200/010 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AURORA, IL
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SANDWICH
Runway Ident - 26
Runway Lth/Wid - 3000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - UNK/NR

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

Total	- 95	Last 24 Hrs	- UNK/NR
Make/Model	- 15	Last 30 Days	- UNK/NR
Instrument	- 2	Last 90 Days	- 3

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING THE PLT USED FORWARD SLIP, & AFTER TOUCHDOWN THE ACFT WENT OFF THE RIGHT SIDE OF THE RWY STRIKING A TAXIWAY. THE JAR OF HITTING THE TAXIWAY RESULTED IN THE PLT UNINTENTIONALLY ADVANCING THE THROTTLE & THE ACFT BECAME AIRBORNE. THE PLT RETARDED THE THROTTLE & THE ACFT SETTLED & STRUCK ANOTHER TAXIWAY RESULTING IN THE ACFT BECOMING AIRBORNE A SECOND TIME. THE ACFT AGAIN SETTLED, THE RIGHT WING STRUCK AN OUTHUSE & THE ACFT VEERED INTO DITCH & FLIPPED OVER.

Brief of Accident (Continued)

File No. - 1269

9/27/83

SANDWICH, IL

A/C Reg. No. N54967

Time (Lcl) - 1325 CDT

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

Finding(s)

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

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - BUILDING(NONRESIDENTIAL)
-

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) 1

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. - 1366 10/08/83 WONDER LAKE, IL A/C Reg. No. N30168 Time (Lcl) - 1420 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

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

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

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/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- 021/005 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 2600 FT SCATTERED

Lowest Ceiling - 5000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHICAGO, IL

Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

GALT

Runway Ident - 09

Runway Lth/Wid - 2642/ 36

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 31

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - C-177

Medical Certificate -

Flight Time (Hours)

Total - 149

Make/Model- 12

Instrument- 4

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED OFF THE RWY AND INTO A FENCE DURING A CROSSWIND LANDING. THE LANDING WAS ON RWY 9 AND THE WIND WAS FROM 021 DEGREES AT 5 KTS GUSTING TO 22 KTS. THE PILOT HAD APPLIED POWER FOR A GO-AROUND BUT NOT IN TIME TO PREVENT THE TOUCHDOWN. THEN THE ACFT VEERED LEFT AND COLLIDED WITH THE FENCE.

Brief of Accident (Continued)

File No. - 1366

10/08/83

WONDER LAKE, IL

A/C Reg. No. N30168

Time (Lcl) - 1420 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
5. GO-AROUND - INITIATED - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1392 10/14/83 HARRISBURG,IL A/C Reg. No. N66937 Time (Lcl) - 1830 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
0

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 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/NO
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

HARRISBURG
Runway Ident - 24
Runway Lth/Wid - 3800/ 75
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-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 25 Last 24 Hrs - 1
Make/Model- 25 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING TAKEOFF ROLL WHILE ON A SOLO TRAINING FLT. THE PILOT APPLIED TOO MUCH RIGHT RUDDER THEN OVER COMPENSATED WITH LEFT RUDDER AND BRAKE. THE ACFT WENT OFF THE LEFT SIDE OF THE RWY INTO SOFT MUD AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1392

10/14/83

HARRISBURG,IL

A/C Reg. No. N66937

Time (Lc1) - 1830 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - SOFT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1279 3/28/83 INDIANAPOLIS, IN A/C Reg. No. N96446 Time (Lcl) - 1200 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 - MOONEY M20-K
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 300/015 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds -
Lowest Ceiling - 900 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MINNEAPOLIS, MN
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS - COMPLETE

Airport Proximity
ON AIRPORT

Airport Data

INDIANAPOLIS
Runway Ident - 31
Runway Lth/Wid - 7600/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 61
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

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

Total	- 1630	Last 24 Hrs	- 3
Make/Model-	407	Last 30 Days-	UNK/NR
Instrument-	337	Last 90 Days-	58

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED HARD AND BOUNCED ENOUGH TO MAKE THE PROPELLER HIT THE RWY DURING LANDING. THE PILOT HAD MADE AN ILS APPROACH AND WHEN THE ACFT BROKE OUT OF THE CLOUDS IT CROSSED THE RWY THRESHOLD AT ABOUT 70 KTS. AT 10 FT AGL THE PILOT CUT THE POWER, FLARED, AND THE ACFT LANDED HARD. THE PILOT WAS ABLE TO KEEP DIRECTION RELATIVELY STRAIGHT THROUGH SEVERAL BOUNCES AFTER THE INITIAL TOUCHDOWN. THE PILOT SAID THE ACCIDENT WOULD NOT HAVE HAPPENED IF HE HAD MAINTAINED SOME POWER ON THE ACFT UNTIL TOUCHDOWN.

Brief of Accident (Continued)

File No. - 1279

3/28/83

INDIANAPOLIS, IN

A/C Reg. No. N96446

Time (Lc1) - 1200 EST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1267 7/24/83 DEMOTTE, IN A/C Reg. No. N3744W Time (Lcl) - 1150 EST

-----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	4

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

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

Make/Model - PIPER PA-32-260
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 7

Eng Make/Model - LYCOMING O-540-E4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Itinerary

Last Departure Point
CHAMPAIGN, IL
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Basic Weather - VMC

Wind Dir/Speed- 020/010 KTS
Visibility - 7.0 SM

Lowest Sky/Clouds - 20000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Data

DEMOTTE

Runway Ident - 18

Runway Lth/Wid - 3390/ 150'

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 49

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total - 1012

Make/Model- 852

Instrument- 44

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE OVERFLEW THE UNFAMILIAR ARPT & LANDED TO THE SOUTH (DOWNWIND) BECAUSE OF POWER LINES ON THE APPROACH TO THE NORTH. HE WAS HIGH ON FINAL DUE TO A TREE IN THE APPROACH PATH. THE ACFT FLOATED DURING THE FLARE. HE THEN RAISED THE NOSE & THE RIGHT WING DROPPED "INDICATING STALL." POWER WAS THEN ADDED AS THE NOSE WAS LOWERED. THE ACFT WAS THEN APPROACHING THE END OF THE RWY & STILL 5 FT AGL. THE PLT ELECTED TO REDUCE POWER & LAND. HE TURNED INTO A CORN FIELD TO AVOID A DITCH & OTHER OBSTACLES.

Brief of Accident (Continued)

File No. - 1267

7/24/83

DEMOTTE,IN

A/C Reg. No. N3744W

Time (Lc1) - 1150 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

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

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

Finding(s)

6. TERRAIN CONDITION - CROP
-

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

Finding(s)

7. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1381 7/05/83 BREWSTER,KS A/C Reg. No. NONE Time (Lcl) - 1915 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - MATTISON MAC 300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 600
No. of Seats - 1

Eng Make/Model - KAWASAKI TA340A-F202
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 30 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/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
OFF AIRPORT/STRIP

Airport Data

HUTTON
Runway Ident - 14
Runway Lth/Wid - 4000/ 200
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
NONE

Age - 54
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- 330	Last 24 Hrs	- UNK/NR
Make/Model-	20	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT WENT OUT OF CONTROL AND DOVE IN A COCKSCREW SPIRAL TO THE GROUND. THE VEHICLE DID NOT MOVE AFTER IMPACT. THE ACFT WAS AT ABOUT 200 FT AGL WHEN WITNESSES SAW IT DIP THE RIGHT WING AND START A SPIN WHICH WAS DESCRIBED AS A CORKSCREW. IT MADE 4 OR 5 REVOLUTIONS BEFORE HITTING THE GROUND. THE SHERIFF TOOK A PICTURE WHICH SHOWS THAT THE UPPER HINGE CLEVIS ON THE RUDDER POST IS NOT CONNECTED TO THE RUDDER SUPPORT POST. THE PIN IS IN THE SUPPORT POST CLEVIS. THE VEHICLE WAS HANGERED IN A SHED THAT REQUIRED THE RUDDER BE REMOVED TO HANGER IT. THE PILOT SAID HE INSTALLED THE RUDDER BEFORE THE ACCIDENT FLT.

Brief of Accident (Continued)

File No. - 1381

7/05/83

BREWSTER,KS

A/C Reg. No. NONE

Time (Lc1) - 1915 CDT

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

Finding(s)

1. FLIGHT CONTROL, RUDDER - DISCONNECTED
 2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
 3. RUDDER - NOT CORRECTED - PILOT IN COMMAND
 4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - CROP
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1214 8/12/83 DODGE CITY,KS A/C Reg. No. N7412F Time (Lcl) - 0745 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	-DESCENT					

-----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	- NO
Max Gross Wt	- 1670	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 190 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- 045/003 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>WRIGHT,KS</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1313
SE LAND	Months Since - 7	Make/Model- 513
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 13
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 190
		Rotorcraft - 511

Instrument Rating(s) - UNK/NR

-----Narrative-----

AFTER DISPENSING A LOAD OF CHEMICALS, THE PLT WAS RETURNING TO LAND WHEN HE FELT A VIBRATION IN THE TAIL BOOM. THIS WAS FOLLOWED BY A LOUD NOISE & THE HELICOPTER BEGAN TURNING. THE PLT LOWERED THE COLLECTIVE & THE POWER. SUBSEQUENTLY, THE HELICOPTER LANDED HARD & THE TAIL ROTOR BLADES SEVERED THE TAIL BOOM. AT SOME POINT DURING THE ACCIDENT SEQUENCE, THE TAIL ROTOR GEAR BOX SEPARATED. AN INVESTIGATION REVEALED THAT THE TAIL ROTOR BOOM CENTER SUPPORT FITTING, PN 269A2324-7, HAD FAILED AFTER 511 HRS OF FLT TIME.

Brief of Accident (Continued)

File No. - 1214

8/12/83

DODGE CITY, KS

A/C Reg. No. N7412F

Time (Lc1) - 0745 CDT

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

Finding(s)
1. MISC ROTORCRAFT, TAIL BOOM - FAILURE, TOTAL

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

Finding(s)
2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT

Finding(s)
3. AUTOROTATION - PERFORMED - 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

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. - 1393

8/25/83

ATCHISON,KS

A/C Reg. No. N798G

Time (Lcl) - 1220 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - GRIEME SKYBOLT
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LYCOMING IO-540 G1C5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 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- 230/013 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FT. MADISON,IA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

AMELIA EARHART
Runway Ident - 16
Runway Lth/Wid - 3000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 46

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 10000	Last 24 Hrs - 4
Make/Model- 140	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 190
Multi-Eng - 9000	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT ON SHORT FINAL HE TRIED TO APPLY POWER TO REACH THE RWY BUT THE ENG WOULD NOT RESPOND. THE ACFT CRASHED ABOUT 200 FT SHORT OF THE RWY COLLIDING WITH A FENCE, SMALL TREES & A DIRT BANK. THE ENG WAS INSTALLED IN A VERY TIGHTLY CLOSED PRESSURE COWLING SYSTEM. THE FUEL TANK IS FITTED JUST BEHIND THE FIREWALL. THE PLT STATED THAT THE ENG HAD QUIT ON AN EARLIER DATE DUE TO VAPOR LOCK.

Brief of Accident (Continued)

File No. - 1393

8/25/83

ATCHISON,KS

A/C Reg. No. N798G

Time (Lc1) - 1220 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL SYSTEM - INADEQUATE
2. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - MANUFACTURER
3. WEATHER CONDITION - TEMPERATURE EXTREMES
4. FUEL SYSTEM - OVERTEMPERATURE
5. FLUID, FUEL - STARVATION

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

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

Finding(s)

6. OBJECT - FENCE
7. OBJECT - TREE(S)

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

8. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1213 10/05/83 DERBY,KS A/C Reg. No. N6951D Time (Lc1) - 1615 CDT

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

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

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

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320-AIA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1840	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	COOK AIRFIELD
Wind Dir/Speed- 250/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2490/ 40
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 200
SE LAND	Months Since - 2	Make/Model- 70
	Aircraft Type - PA-22	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 6
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING LANDINGS & STOPPED AFTER EACH TOUCHDOWN. AFTER APRX THE 5TH LANDING, THE BRAKES FAILED TO OPERATE & THE ACFT CONTINUED OFF THE END OF THE RWY. BEFORE STOPPING, THE NOSE GEAR WENT IN A DITCH & COLLAPSED, AND THE ACFT NOSED OVER. THE PLT STATED THAT HE COULD NOT SEE THE DITCH BEFORE THE ENCOUNTER SINCE IT WAS COVERED WITH VEGETATION (GRASS). AN INVESTIGATION REVEALED THAT THE LEFT BRAKE BLEEDER PORT O-RING WAS IMPROPERLY SEATED ALLOWED HYDRAULIC FLUID TO LEAK WITH EACH APPLICATION OF THE BRAKES. THE HYDRAULIC RESERVOIR WAS FOUND TO BE EMPTY.

Brief of Accident (Continued)

File No. - 1213

10/05/83

DERBY,KS

A/C Reg. No. N6951D

Time (Lc1) - 1615 CDT

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

Finding(s)

1. HYDRAULIC SYSTEM, SEAL - OTHER
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. LANDING GEAR, NORMAL BRAKE SYSTEM - LEAK
4. FLUID, HYDRAULIC - EXHAUSTION
5. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

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

Finding(s)

6. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
7. TERRAIN CONDITION - DITCH

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

Finding(s)

8. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #5 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1331 3/05/83 HOPKINSVILLE,KY A/C Reg. No. N923CA Time (Lcl) - 2252 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE
Pass

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

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

Make/Model - CESSNA 310
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5500
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-M
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 180/016 KTS
Visibility - .750 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 800 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN SHOWERS
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
BOWLING GREEN,KY
Destination
PADUCAH,KY

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - C-310

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1000
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 PLT OBTAINED A WX BRIEFING & FILED A FLT PLAN FROM LEXINGTON TO PADUCAH,KY WITH A 15 MIN EN ROUTE STOP AT BOWLING GREEN, KY. WHILE INBOUND TO BOWLING GREEN, HE REPORTED THAT THE CLOUD BASE WAS AT APRX 6000 FT & THAT THERE WAS LIGHTNING TO THE WEST. AFTER A QUICK STOP AT BOWLING GREEN, THE PLT DEPARTED WITH AN IFR CLEARANCE FOR PADUCAH. AT 2231 CST, MEMPHIS CENTER ADVISED THE PLT OF A WX SYS THAT WOULD HAVE TO BE PENETRATED IF HE CONTINUED TO PADUCAH. THE PLT AFFIRMED THE TRANSMISSION. THAT WAS THE LAST RADIO COMMUNICATION WITH THE ACFT. AT 2252 CST, RADAR CONTACT WAS LOST & THE ACFT CRASHED APRX 17 MI NORTHEAST OF HOPKINSVILLE, KY. AN INVESTIGATION REVEALED THE ACFT HAD CRASHED IN A STEEP NOSEDOWN DESCENT & WAS DEMOLISHED. AN EXAM OF THE WRECKAGE FAILED TO DISCLOSE ANY MATERIAL OR SYS FAILURE OR MALFUNCTION. A SIGMET HAD BEEN ISSUED TO WARN OF AN AREA OF THUNDERSTORMS WITH A FEW EMBEDDED CELLS IN THE VICINITY OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1331

3/05/83

HOPKINSVILLE, KY

A/C Reg. No. N923CA

Time (Lc1) - 2252 CST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - THUNDERSTORM
 3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

4. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1323 6/26/83 RUSSELL,KY A/C Reg. No. N6982J Time (Lcl) - 1534 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2600
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 270/004 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
HILTON HEAD,SC
Destination
COLUMBUS,OH

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 53

Biennial Flight Review

Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 199	Last 24 Hrs - 3
Make/Model-	59	Last 30 Days- UNK/NR
Instrument-	23	Last 90 Days- 37
Multi-Eng -	3	

Instrument Rating(s) - NONE

-----Narrative-----

APRX 3 HRS & 19 MIN AFTER TAKEOFF, THE PLT MADE A RADIO TRANSMISSION, STATING THAT HE HAD RUN OUT OF FUEL. REPORTEDLY, HE HAD TAKEN OFF WITH 43 GAL OF FUEL ON BOARD. DURING AN EMERGENCY LANDING, THE ACFT WAS SUBSTANTIALLY DAMAGED. AFTER LANDING, THE PLT REPORTEDLY FOUND SIGNS OF A BIRD STRIKE IN THE AIR SCOOP.

Brief of Accident (Continued)

File No. - 1323

6/26/83

RUSSELL, KY

A/C Reg. No. N6982J

Time (Lc1) - 1534 EDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

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

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

Finding(s)

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) 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. - 1377 7/12/83 CYNTHIANA, KY A/C Reg. No. N6866J Time (Lcl) - 1011 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	2	0	0
Pass		0	2	0	0

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

Fire NONE

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

Make/Model - PIPER PA-32R-300
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540
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 - NWS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 300/007 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SALEM, MI
Destination
KNOXVILLE, TN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CYNTHIANA
Runway Ident - UNK/NR
Runway Lth/Wid - 3200/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

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

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

Age - 54
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-32R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 709
Make/Model- 190
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- 2
Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING A FORCED LANDING AFTER AN ENGINE FAILURE. THE ACFT WAS CRUISING AT 6000 FT MSL WHEN THE ENGINE QUIT. THE PILOTS SET UP A GLIDE FOR CYNTHIANA/HARRISON ARPT WHILE TRYING TO RESTART THE ENGINE. WHEN IT BECAME APPARENT THAT THEY COULD NOT REACH THE ARPT THEY HEADED FOR AN OPEN AREA. THE ACFT WENT BETWEEN 2 TREES WHICH TOOK OFF BOTH WINGS AND THE FUSELAGE HIT THE GROUND HARD. THE ACFT THEN SLID TO A STOP. WHEN THE ENGINE WAS EXAMINED THE FUEL SERVO WAS FOUND INOPERATIVE. THIS ASSEMBLY P/N 2539806 WAS THE SUBJECT OF A BENDIX SERVICE BULLETIN # RS-85 ISSUED 6/20/83. ACTION RECOMMENDED WAS TO REPLACE THE DIAPHRAGM WITH A NEW ONE P/N 2541803. SERVICE BULLETINS ARE NOT MANDATORY. THIS BULLETIN WAS MADE AN AIRWORTHINESS DIRECTIVE IN 8/83.

Brief of Accident (Continued)

File No. - 1377

7/12/83

CYNTHIANA,KY

A/C Reg. No. N6866J

Time (Lc1) - 1011 EDT

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

Finding(s)

1. FUEL SYSTEM,FUEL CONTROL - FAILURE,TOTAL
2. AIRCRAFT/EQUIPMENT INADEQUATE - MANUFACTURER
3. FLUID,FUEL - STARVATION

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

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

Finding(s)

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. - 1321 7/24/83 SIMPSONVILLE,KY A/C Reg. No. N3414S Time (Lc1) - 2210 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 320/004 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

BLACKSBURG,VA

Destination

JEFFERSONVILLE,IN

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 - 49

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1655

Make/Model- 37

Instrument- 47

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 20

Rotorcraft - 1317

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER BEGINNING THE INITIAL DESCENT FOR A LANDING AT THE DESTINATION, THE ENG LOST POWER, BUT CONTINUED TO RUN INTERMITTENTLY. THE PLT WAS UNABLE TO RESTORE FULL POWER & MADE AN EMERGENCY LANDING ON A HIGHWAY. DURING THE LANDING ROLL, THE LEFT WING STRUCK 2 HIGHWAY SIGNS & WAS SUBSTANTIALLY DAMAGED. A VISUAL EXAM OF THE FUEL TANKS WAS MADE. NONE WAS VISIBLE IN THE LEFT TANK & ONLY AN ESTIMATED 3 TO 4 GAL WAS IN THE RIGHT TANK. THE ENG WAS STARTED AFTER THE ACFT WAS LEVELED & RAN FOR ABOUT 10 MIN. SIX GAL OF THE FUEL FOR THIS ACFT IS CONSIDERED UNUSABLE.

Brief of Accident (Continued)

File No. - 1321

7/24/83

SIMPSONVILLE, KY

A/C Reg. No. N3414S

Time (Lc1) - 2210 EDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

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

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

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1362

2/15/83

ALEXANDRIA, LA

A/C Reg. No. N4880P

Time (Lcl) - 1610 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation - PERSONAL

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

1

0

Accident Occurred During -LANDING

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

Make/Model - CESSNA P210

Eng Make/Model - CONTINENTAL TSIO-520-P

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 4000

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 310 HP

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

Weather Data

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 - BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MAURICE, LA

Destination

JAME, LA

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

Age - 35

Medical Certificate - EXPIRED

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - NO

Total - 350

Last 24 Hrs - UNK/NR

ME LAND

Months Since - UNK/NR

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE EXCESSIVELY STEEP TURNS AT LOW ALTITUDE AND THE ENGINE LOST POWER. DURING THE FORCED LANDING THAT FOLLOWED THE ACFT STRUCK A TREE AND ROLLED INVERTED. IT STRUCK THE GROUND IN A NEAR VERTICAL NOSE DOWN ATTITUDE. FROM THE AMOUNT OF FUEL ABOARD AT TAKEOFF AND THE FLT TIME THE FUEL IN THE TANK BEING USED WAS DOWN TO ABOUT 1/4 OF A TANK. THE HANDBOOK STATES THAT AT THIS FUEL LEVEL FUEL OUTLETS CAN BE UNCOVERED IN UNCOORDINATED SLIPS OR SKIDS WHICH WILL CAUSE FUEL STARVATION.

Brief of Accident (Continued)

File No. - 1362

2/15/83

ALEXANDRIA, LA

A/C Reg. No. N4880P

Time (Lc1) - 1610 CST

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. FLUID,FUEL - STARVATION
3. AIRCRAFT HANDLING - EXCESSIVE - PILOT IN COMMAND
4. MANEUVER - EXCESSIVE - PILOT IN COMMAND

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

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

Finding(s)

5. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1225 2/23/83 PINEVILLE, LA A/C Reg. No. N4862G Time (Lcl) - 0247 CST

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

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

-----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	PANAMA CITY, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	ALEXANDRIA, LA	ESLER REGIONAL
Wind Dir/Speed- 300/006 KTS	ATC/Airspace	Runway Ident - 26
Visibility - .750 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 600 FT OVERCAST	Type Apch/Lndg - ILS - COMPLETE	Runway Status - WET
Obstructions to Vision- FOG	FULL STOP	
Precipitation - UNK/NR		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 925
SE LAND	Months Since - 8	Last 24 Hrs - 10
	Aircraft Type - 172	Make/Model- 155
		Instrument- 86
		Last 30 Days- 23
		Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE OWNER, AN INSTRUCTOR PLT (CFI), WAS IN THE RIGHT FRONT SEAT & A PRIVATE PLT WITH NO INSTRUMENT RATING WAS IN THE LEFT FRONT SEAT. DURING ARRIVAL, THE AIRCREW HAD INQUIRED ABOUT THE WX AT THE ESLER REGIONAL ARPT, HOWEVER, THE FSS & THE UNICOM HAD CLOSED EARLIER THAT NIGHT & CURRENT WX OBSERVATIONS WERE NOT AVAILABLE. AT THAT TIME, THE ENGLAND AFB WX WAS CLEAR, VISIBILITY 3 MI WITH FOG. THE AIRCREW ELECTED TO MAKE AN APCH TO "SEE WHAT IT LOOKS LIKE." DURING AN ILS APCH AT NIGHT, THE ACFT COLLIDED WITH TREES. INITIAL IMPACT OCCURRED WITH A TREE LIMB APRX 40 FT AGL. AT APRX 0247 CDT, 2 WITNESSES HEARD THE ACFT FLYING LOW OVER THEIR HOMES, JUST BEFORE CRASHING. THEY REPORTED THE ENG SOUNDED NORMAL PRIOR TO IMPACT. ONE WITNESS, A HIGHWAY PATROLMAN LESS THAN 150 YARDS FROM THE CRASH SITE, REPORTED THE ACCIDENT & INITIATED A SEARCH, BUT WAS DELAYED IN FINDING THE ACFT DUE TO DARKNESS & FOG. THE 0300 CDT WX AT ENGLAND AFB WAS 600 FT OVERCAST, PARTIAL OBSCURATION WITH FOG. THE CFI HAD BEEN AWAKE SINCE 0400 THE PREV DAY, CONTD TRIP TO GET BACK TO WORK.

Brief of Accident (Continued)

File No. - 1225

2/23/83

PINEVILLE, LA

A/C Reg. No. N4862G

Time (Lcl) - 0247 CST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

6. DECISION HEIGHT - DISREGARDED - PILOT IN COMMAND(CFI)
7. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND(CFI)
8. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND(CFI)
9. IMPROPER USE OF PROCEDURE, FATIGUE - PILOT IN COMMAND(CFI)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1229

3/14/83

ATHENS, LA

A/C Reg. No. N2389Q

Time (Lcl) - 1610 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - BEECHCRAFT 23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/008 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

ATC/Airspace

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

Runway Ident - 36
Runway Lth/Wid - 2000/ 100
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 66
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

JUST PRIOR TO THE FLT, A MECHANIC PERFORMED SOME MINOR UPKEEP FUNCTIONS ON THE ACFT & KNEW OF NO MECHANICAL PROBLEMS. HE WAS UNAWARE THAT THE OWNER WAS NOT A RATED PLT. THE MECHANIC ACCOMPANIED THE OWNER ON A LOCAL FLT. SUBSEQUENTLY, THE ACFT CRASHED ON THE OWNER'S 3RD ATTEMPT TO LAND. THE 1ST PASS WAS HIGH & THE OWNER INITIATED A GO-AROUND. AFTER THE 2ND APCH, THE ACFT LANDED HARD & BOUNCED, AND THE OWNER MADE A 2ND GO-AROUND. THE MECHANIC REPORTED THAT ON THE 3RD APCH, THE ACFT WAS LOW & SLOW. THE ACFT COLLIDED WITH A TREE APRX 200 FT FROM THE RWY & CRASHED. AT SHREVEPORT, LA, THE WIND WAS FROM 170 DEG AT 8 KTS. AN INVESTIGATION REVEALED THAT THE OWNER OF THE ACFT HAD APPLIED FOR A COMBINATION STUDENT PLT LICENSE & CLASS III MEDICAL CERTIFICATE ON 4/5/78. HOWEVER, ON THE SAME DATE, HE FAILED TO PASS THE MEDICAL EXAM DUE TO A DIABETIC CONDITION. THEREFORE, HIS STUDENT PILOT CERTIFICATE WAS NEVER VALIDATED.

Brief of Accident (Continued)

File No. - 1229

3/14/83

ATHENS, LA

A/C Reg. No. N23890

Time (Lcl) - 1610 CST

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, IMPROPER TRAINING - PILOT IN COMMAND
 4. WEATHER CONDITION - TAILWIND
 5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 6. DISTANCE - NOT OBTAINED - PILOT IN COMMAND
 7. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 8. AIRSPEED - MISJUDGED - PILOT IN COMMAND
-

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

Finding(s)

9. OBJECT - TREE(S)
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1385 7/06/83 STOW, MA

A/C Reg. No. N11196

Time (Lc1) - 2030 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

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

NONE
Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - UNK/NR
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
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

MINUTEMAN
Runway Ident - UNK/NR
Runway Lth/Wid - 2800 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 31

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 424	Last 24 Hrs	- 3
Make/Model	- 373	Last 30 Days	- UNK/NR
Instrument	- 57	Last 90 Days	- 44

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT PROPELLER STRUCK A PASSENGER WHO WAS WALKING AROUND THE ACFT IN PREPARATION FOR BOARDING. THE ACFT HAD BEEN TAXIED IN FROM LANDING AND STOPPED NEAR THE COFFEE SHOP. THE WIFE OF THE PASSENGER ON BOARD THE ACFT APPROACHED THE ACFT PRIOR TO ENGINE SHUT DOWN. SEEING HER HUSBAND TURNING IN HIS SEAT AS THOUGH TO DEPLANE SHE WALKED TOWARD THE FRONT OF THE ACFT TO TAKE HIS PLACE IN THE ACFT AND WAS STRUCK BY THE PROPELLER.

Brief of Accident (Continued)

File No. - 1385

7/06/83

STOW, MA

A/C Reg. No. N11196

Time (Lc1) - 2030 EDT

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. PASSENGER BRIEFING - INADEQUATE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1217 7/21/83 OAK BLUFFS,MA A/C Reg. No. N2075T Time (Lcl) - 1045 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C11C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 5.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling -
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAWRENCE,MA
Destination
OAK BLUFFS,MA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TRADE WINDS
Runway Ident - 31
Runway Lth/Wid - 1900/ 150
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI
SE LAND,SE SEA
HELICOPTER

Age - UNK/NR

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1197	Last 24 Hrs	- 3
Make/Model-	193	Last 30 Days-	UNK/NR
Instrument-	106	Last 90 Days-	45
Multi-Eng -	75	Rotorcraft -	56

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORT THAT DURING THE LANDING ROLL, HE ENCOUNTERED A BUMP ON THE RWY & THE ACFT BECAME AIRBORNE APRX 5 TO 10 FT. HE ELECTED TO GO AROUND RATHER THAN CONTINUE THE LANDING SINCE THERE WAS NOT ENOUGH ROOM TO RECOVER & STOP SAFELY. WHILE ATTEMPTING TO GO-AROUND, THE ACFT HIT THE VERTICAL STABILIZER OF ANOTHER PLANE PARKED NEAR THE LEFT SIDE OF THE RWY. THE ACFT THEN SLID ALONG A PARKING LOT & HIT A PARKED CAR & A 2ND PARKED ACFT.

Brief of Accident (Continued)

File No. - 1217

7/21/83

OAK BLUFFS,MA

A/C Reg. No. N2075T

Time (Lc1) - 1045 EDT

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

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. GO-AROUND - INITIATED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - AIRCRAFT PARKED

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

Finding(s)

6. OBJECT - VEHICLE
7. OBJECT - AIRCRAFT PARKED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1209

8/03/83

HALIFAX, MA

A/C Reg. No. N37799

Time (Lcl) - 1932 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - SIKORSKY H-19D
Landing Gear - BODY GEAR
Max Gross Wt - 7900
No. of Seats - 2

Eng Make/Model - WRIGHT R-1300-30
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 700 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- 245/005 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
HANSON, MA
Destination
HALIFAX, MA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 62
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - H-34

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

Total	- 9377	Last 24 Hrs	- 6
Make/Model-	1117	Last 30 Days-	UNK/NR
Instrument-	80	Last 90 Days-	321
Multi-Eng -	30	Rotorcraft -	1121

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER ARRIVING AT THE FIELD TO BE SPRAYED, THE PLT INITIATED A DESCENT TO BEGIN AERIAL APPLICATION. AT APRX 40 FT AGL & 50 KTS, THE ENG FAILED. THE PLT ENTERED AN AUTOROTATION, BUT COULD NOT AVOID TELEPHONE WIRES. HE WAS ABLE TO AVOID HITTING A DIKE, BUT IN DOING SO, HE FLARED IN A NOSE HIGH ATTITUDE. SUBSEQUENTLY, THE TAIL SKID & ROTOR IMPACTED THE TERRAIN. AN INVESTIGATION REVEALED THAT THE #1 EXHAUST VALVE HAD FAILED.

Brief of Accident (Continued)

File No. - 1209

8/03/83

HALIFAX, MA

A/C Reg. No. N37799

Time (Lc1) - 1932 EDT

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL
-

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

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. OBJECT - WIRE, TRANSMISSION
-

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

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
5. MANEUVER - INITIATED - PILOT IN COMMAND
6. TERRAIN CONDITION - OPEN FIELD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1391

9/04/83

TEWKSBURY, MA

A/C Reg. No. N737UG

Time (Lcl) - 1100 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Pass	0	0	2	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

SUBSTANTIAL
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES-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- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FITCHBURG, MA
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

TEW MAC
Runway Ident - 21
Runway Lth/Wid - 2830/ 24
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 29
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 - 150
Make/Model- 76
Instrument- 16
Last 24 Hrs - 0
Last 30 Days- 0
Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD JUST COMPLETED A GO-AROUND AND WAS TRYING A 2ND TIME. THE ACFT FLOATED AND BOUNCED UNTIL A GO-AROUND WAS STARTED ABOUT 100 FT BEFORE THE DEPARTURE END OF THE RWY. THE PILOT STALLED OVER A FENCE AND MINIATURE GOLF COURSE. THE ACFT WAS ABOUT 100 LBS OVER MAX GROSS WEIGHT.

Brief of Accident (Continued)

File No. - 1391

9/04/83

TEWKSBURY, MA

A/C Reg. No. N737UG

Time (Lc1) - 1100 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND
 4. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
 5. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
 6. GO-AROUND - DELAYED - PILOT IN COMMAND
 7. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6

Factor(s) relating to this accident is/are finding(s) 1,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1378 5/28/83 OCEAN CITY, MD A/C Reg. No. N16270 Time (Lcl) - 0930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	1	0	0
Accident Occurred During	-TAKEOFF		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - AERONCA C3	Eng Make/Model - AERONCA E-113-C	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1006	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 36 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- 190/011 KTS</p> <p>Visibility - 6.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>OCEAN</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 3200/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - UNK/NR	Total - 1084
SE LAND, ME LAND, SE SEA	Months Since - 24	Make/Model- 5
GLIDER	Aircraft Type - PA-23	Instrument- 69
		Multi-Eng - 66
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 13
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ABOUT 150 FT AGL AFTER TAKEOFF THE ACFT STALLED. THE PLT PREVIOUSLY HAD AN ACCIDENT WITH THE ACFT ON 6/13/82. SINCE THAT DATE HE HAD RECORDED 17 HRS OF FLT TIME WITH LESS THAN 1 HR IN A J-3 CUB. THE J-3 IS SIMILAR TO THE AERONCA C3 IN SIZE BUT WITH TWICE AS MUCH HORSEPOWER.

Brief of Accident (Continued)

File No. - 1378

5/28/83

OCEAN CITY, MD

A/C Reg. No. N16270

Time (Lcl) - 0930 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1325 6/05/83 MITCHELLVILLE, MD A/C Reg. No. N1657E Time (Lcl) - 1915 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	1	1

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2407
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 150/009 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FREDERICK, MD
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

FREEWAY
Runway Ident - 18
Runway Lth/Wid - 2150/ 30
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 58
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 264
Make/Model- 23
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 10
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHEN HE WAS ON FINAL APCH TO LAND, HIS SPEED WAS A LITTLE FAST. AFTER TOUCHING DOWN, THE ACFT BOUNCED & BEGAN DRIFTING TO THE RIGHT. ONCE THE RIGHT WHEEL WENT OFF THE RWY, THE RIGHT TURN INCREASED & THE ACFT STRUCK A RWY EDGE LIGHT. FULL POWER WAS APPLIED TO AVOID SEVERAL PARKED ACFT, BUT THE FLAPS WERE NOT RAISED. AT ABOUT 50 TO 60 FT AGL, THE PLT MADE A SHARP LEFT TURN TO AVOID SOME TREES. AT ABOUT THAT TIME, THE ACFT STALLED & CRASHED INTO A SMALL TREE & A PILE OF LOGS.

Brief of Accident (Continued)

File No. - 1325

6/05/83

MITCHELLVILLE, MD

A/C Reg. No. N1657E

Time (Lc1) - 1915 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - RUNWAY LIGHT

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

5. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
6. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
8. MANEUVER - PERFORMED - PILOT IN COMMAND
9. AIRSPEED - INADEQUATE - PILOT IN COMMAND
10. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

11. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6,10

Factor(s) relating to this accident is/are finding(s) 4,5,7,8,9,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1255 6/16/83 TODDVILLE, MD A/C Reg. No. N28019 Time (Lcl) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER J3-C65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65
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 - 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 - DAYLIGHT

Itinerary

Last Departure Point
CAMBRIDGE, MD
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR Last 24 Hrs - UNK/NR
Make/Model- UNK/NR Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- UNK/NR
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE AN EMERGENCY LANDING WHILE SKIDDING AFTER THE AILERON CONTROL JAMMED. THE PILOT IN THE REAR SEAT AND THE OWNER IN THE FRONT SEAT SAID THAT AFTER A COUPLE OF STEEP TURNS THE AILERON CONTROL COULD NOT BE MOVED. THE ACFT WAS IN A LEFT WING DOWN ATTITUDE AND WAS CONTROLLED WITH THROTTLE, RUDDER AND ELEVATOR. IT SKIDDED LEFT UNTIL IMPACT WITH MARSHY TERRAIN. THE ACFT WAS MOVED TO GET IT OUT OF TIDAL WATER. WHEN A MECHANIC INSPECTED THE ACFT LATER A WRENCH WAS FOUND IN THE FUSELAGE WHICH WAS SUSPECT BUT BECAUSE THE ACFT WAS MOVED THE WRENCH COULD NOT BE POSITIVELY IDENTIFIED AS THE JAMMING DEVICE.

Brief of Accident (Continued)

File No. - 1255

6/16/83

TODDVILLE, MD

A/C Reg. No. N28019

Time (Lc1) - 1700 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. FLT CONTROL SYST,AILERON CONTROL - JAMMED
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1320

6/18/83

CAMBRIDGE, MD

A/C Reg. No. N81410

Time (Lcl) - 0745 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	2
Crew	0	0	0	0
Pass	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 - PIPER PA-32R-301T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540-S1AD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 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- CALM
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
CAMBRIDGE, MD
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

HORN POINT
Runway Ident - 09
Runway Lth/Wid - 2285/ 75
Runway Surface - GRASS/TURF
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	6000	Last 24 Hrs - UNK/NR
Make/Model-	UNK/NR	Last 30 Days- UNK/NR
Instrument-	550	Last 90 Days- UNK/NR
Multi-Eng -	UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE OWNER/STUDENT PLT & HIS INSTRUCTOR (CFI) WERE ON A DUAL INSTRUCTIONAL FLT & PROCEED TO AN ARPT WITH A WET GRASS RWY TO PRACTICE LANDINGS. THE RWY WAS 2200 FT LONG & HAD 50 TO 60 FT TREES AT THE APCH END THAT HAD BEEN CUT TO APRX 25 FT AGL. THE 1ST APCH (FOR A TOUCH-AND-GO LANDING) WAS HIGH, SO A GO-AROUND WAS MADE. THE 2ND APCH WAS BETTER, BUT THE STUDENT STILL TOUCHED DOWN APRX 1050 FT DOWN THE RWY. AT THAT POINT, THE CFI TOLD THE STUDENT TO MAKE A FULL STOP LANDING RATHER THAN A TOUCH-AND-GO. THE STUDENT APPLIED BRAKES, BUT FELT LITTLE REDUCTION IN GROUND SPEED. THE CFI THEN TOOK CONTROL & APPLIED HARD BRAKING. HE STARTED S-TURNS BUT COULD NOT STOP ON THE REMAINING RWY. EVENTUALLY, THE ACFT DEPARTED THE RWY IN A SKID, HIT A DITCH & THE RIGHT MAIN GEAR COLLAPSED. NO EVIDENCE OF A PREIMPACT MALFUNCTION OR FAILURE OF THE BRAKES WAS FOUND. ACCORDING TO THE ACFT HANDBOOK, 1650 FT WAS REQUIRED TO STOP ON DRY PAVEMENT WHEN LANDING OVER A 50 FT OBSTACLE.

Brief of Accident (Continued)

File No. - 1320

6/18/83

CAMBRIDGE, MD

A/C Reg. No. N81410

Time (Lc1) - 0745 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND(CFI)
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND(CFI)
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
5. GO-AROUND - NOT PERFORMED -

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. 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) 3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1386 6/19/83 LAYTONSVILLE, MD A/C Reg. No. N9673K Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	1	0
NONE	Pass	0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - STINSON 108-2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2230
No. of Seats - 3

Eng Make/Model - FRANKLIN 6A4-165-B-3
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

DAVIS
Runway Ident - 08
Runway Lth/Wid - 2000/ 30
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - 108-2

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 655
Make/Model- 340
Instrument- 7
Last 24 Hrs - 0
Last 30 Days- 0
Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LOST POWER AT ABOUT 200 FT AGL DURING TAKEOFF. THE PILOT HAD JUST ABORTED A TAKEOFF BECAUSE THE POWER WENT TO IDLE WITH THROTTLE OPEN. AFTER A RUN-UP OF 30 SECONDS HE DECIDED TO TRY AGAIN. THE POWER LOSS OCCURRED AT ABOUT 200 FT AGL AND THE PILOT TRIED TO MAKE A 180 DEGREE TURN. THE ACFT HORIZONTAL STABILIZER CAUGHT A TREE LIMB NEAR THE RWY AND THE ACFT HIT HARD ON THE RIGHT MAIN LANDING GEAR. THE ACFT WAS NOT TOPPED OFF AFTER ITS PREVIOUS FLT. THE RIGHT FUEL TANK AT SOME TIME HAD BEEN CAPPED TO PREVENT LEAKING SO FUEL SAMPLES COULD NOT BE TAKEN FROM THIS TANK DURING PRE-FLT. TEN GALLONS OF FUEL WAS ADDED TO EACH TANK PRIOR TO THE ACCIDENT FLT. THE TANK SELECTOR WAS ON THE RIGHT TANK FOR TAKEOFF. AFTER THE ACCIDENT NO WATER OR CONTAMINATES WERE FOUND IN THE FUEL SYSTEM. NO REASON FOR THE ENGINE MALFUNCTION WAS FOUND. THE ACFT HAD NOT FLOWN SINCE 10/82.

Brief of Accident (Continued)

File No. - 1386

6/19/83

LAYTONSVILLE, MD

A/C Reg. No. N9673K

Time (Lcl) - 1700 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1260 7/26/83 MILLINOCKET, ME A/C Reg. No. N5357P Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage		Injuries		
ON-DEMAND AIR TAXI	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					None

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PORTLAND, ME	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MILLINOCKET
Wind Dir/Speed- VARIABLE/004 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 25.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5000/ 150
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- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 42
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 42
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A SOLO X-COUNTRY FLT, THE PLT MISJUDGED THE LANDING FLARE & LANDED ON THE NOSE WHEEL. THE ACFT BOUNCED AT LEAST TWICE. THE PROP, NOSEWHEEL & CRANKSHAFT WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1260

7/26/83

MILLINOCKET, ME

A/C Reg. No. N5357P

Time (Lcl) - 1030 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

----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. - 1396 8/15/83 RANGELEY, ME A/C Reg. No. N39934 Time (Lcl) - 1245 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-AZTEC AIR EAST	SUBSTANTIAL									
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	Serious	0	Minor	0	None	2
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2	0			
Accident Occurred During	-LANDING										

-----Aircraft Information-----

Make/Model	- PIPER PA-34-200T	Eng Make/Model	- CONTINENTAL TS10-360EB1A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4570	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 360/005 KTS	RANGELEY	
Visibility	- 20.0 SM	Runway Ident	- 32
Lowest Sky/Clouds	- CLEAR	Runway Lth/Wid	- 2700/ 75
Lowest Ceiling	- NONE	Runway Surface	- ASPHALT
Obstructions to Vision	- NONE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 1600	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 5	Make/Model - 300	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 240	Last 90 Days - 170
		Multi-Eng - 500	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT A DOWNDRAFT WAS ENCOUNTERED ON THE APPROACH AND IN ADDING POWER TO COUNTERACT, THE AIRSPEED INCREASED OVER THE THRESHOLD AS THE DOWNDRAFT SUBSIDED. THE ACFT FLOATED 1/3 DOWN THE 2700 FT RWY AND THE REMAINING 1800 FT WAS INSUFFICIENT TO STOP THE ACFT. THE ACFT CONTINUED OFF THE END OF THE RWY INTO SMALL TREES SHEARING THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 1396

8/15/83

RANGELEY, ME

A/C Reg. No. N39934

Time (Lc1) - 1245 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD
7. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1358 4/10/83 LAKE, MI

A/C Reg. No. N4395T

Time (Lcl) - 1700 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	-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 - PIPER PA-28-140E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed - 090/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
SCOTT

Runway Ident - 09
Runway Lth/Wid - 2800/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 56

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 289	Last 24 Hrs	- 2
Make/Model	- 202	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THE WIND SHIFTED AT ABOUT 50 FT AGL AND THE ACFT STOPPED CLIMBING AND MUSHED DOWN AND COLLIDED WITH A FENCE.

Brief of Accident (Continued)

File No. - 1358

4/10/83

LAKE,MI

A/C Reg. No. N4395T

Time (Lc1) - 1700 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. OBJECT - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1305

4/26/83

ANN ARBOR, MI

A/C Reg. No. N128KB

Time (Lcl) - 0710 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 -TEST

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Crew
Pass

-----Aircraft Information-----

Make/Model - TUK GREGORY QUICKIE Q-2

Eng Make/Model - REVMaster 2100D

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - UNK/NR

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 70 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 320/006 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

ANN ARBOR, MI

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ANN ARBOR

Runway Ident - UNK/NR

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 - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Age - 27

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 150

Last 24 Hrs - 0

SE LAND

Months Since - 5

Make/Model- 0

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 0

Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE HOME BUILT ACFT WAS ON ITS 1ST TEST FLT. ACCORDING TO THE PLT, THE THROTTLE BECAME BOUND WHEN HE ATTEMPTED TO ADD POWER AFTER CHECKING THE STALL CHARACTERISTICS. REPORTEDLY, THE ENG LOST POWER AT ABOUT THIS TIME WHEN A RAPID THROTTLE MOVEMENT WAS MADE. SUBSEQUENTLY, THE ACFT STRUCK A TREE DURING A FORCED LANDING. THE ENG WAS EQUIPPED WITH A POSA TYPE CARBURETOR WHICH HAD NO ACCELERATION PUMP.

Brief of Accident (Continued)

File No. - 1305

4/26/83

ANN ARBOR, MI

A/C Reg. No. N128KB

Time (Lcl) - 0710 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. THROTTLE/POWER LEVER - BINDING(MECHANICAL)
2. MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) - OTHER MAINTENANCE PSNL
3. THROTTLE/POWER LEVER - MOVEMENT RESTRICTED
4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

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. - 1280

5/03/83

GAYLORD,MI

A/C Reg. No. N5222R

Time (Lcl) - 2030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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 -LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 185
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3300
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520D
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- 360/005 KTS
Visibility - 20.0 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
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

GAYLORD
Runway Ident - 36
Runway Lth/Wid - 3600/ 235
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,SE SEA

Age - 60

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1560	Last 24 Hrs	- 1
Make/Model	- 502	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 4
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER IMMEDIATELY UPON LANDING ON A TURF RWY. AN INSPECTION OF THE RWY REVEALED TWO SKID MARKS IN THE TURF ABOUT 75 FT LONG AND 900 FT FROM THE APPROACH END OF RWY 36.

Brief of Accident (Continued)

File No. - 1280

5/03/83

GAYLORD,MI

A/C Reg. No. N5222R

Time (Lc1) - 2030 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1306

5/15/83

GRANDVILLE, MI

A/C Reg. No. N3019N

Time (Lc1) - 1745 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 120
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 080/010 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
GRAND RAPIDS, MI
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

SHOEMAKER
Runway Ident - 09
Runway Lth/Wid - 2250/ 170
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 57

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	514	Last 24 Hrs -	1
Make/Model-	384		Last 30 Days-	UNK/NR
Instrument-	6		Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE PLT INCREASED THE BANK ANGLE DURING A TURN TO ALIGN THE ACFT ON FINAL APCH. THEN THE PLANE LOST SPEED & STALLED. SUBSEQUENTLY, THE ACFT IMPACTED THE GROUND APRX 480 FT SOUTHWEST OF THE RWY THRESHOLD. APRX 10 MI EAST AT GRAND RAPIDS, MI, THE 1700 EDT WIND WAS FROM 080 DEG AT 10, GUSTING 15 KTS. THE PLT REPORTED THAT THE WIND AT THE ARPT WAS FROM THE NORTH NORTHWEST WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 1306

5/15/83

GRANDVILLE,MI

A/C Reg. No. N3019N

Time (Lcl) - 1745 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1357

6/05/83

CROTON, MI

A/C Reg. No. N4119D

Time (Lc1) - 1830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

-----Aircraft Information-----

Make/Model - HELIO H-391B
Landing Gear - AMPHIBIAN
Max Gross Wt - UNK/NR
No. of Seats - 4

Eng Make/Model - LYCOMING G0-480
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 280/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 9000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BIG RAPIDS, MI
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 - VISUAL STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, SE SEA

Age - 37
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 697	Last 24 Hrs -	1
Make/Model-	200	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH WIRES ON AN APPROACH TO A LAKE.

Brief of Accident (Continued)

File No. - 1357

6/05/83

CROTON, MI

A/C Reg. No. N4119D

Time (Lcl) - 1830 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----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. - 1285 6/09/83 LANSING, MI A/C Reg. No. N53060 Time (Lc1) - 1149 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	2

-----Aircraft Information-----

Make/Model	- CESSNA 177RG	Eng Make/Model	- CONTINENTAL IO-360	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point	ON AIRPORT	
Method	- UNK/NR	CUMBERLAND, WI		
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	CAPITAL CITY	
Wind Dir/Speed	- 200/015 KTS		Runway Ident	- 24
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid	- 5001/ 120
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- UNK/NR			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 418
SE LAND	Months Since - 10	Make/Model- 299
	Aircraft Type - UNK/NR	Instrument- 113
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 33

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A FORCED LANDING WHEN THE ENGINE QUIT DURING THE TURN TO FINAL APPROACH. JUST PRIOR TO ENGINE FAILURE THE PILOT STATED THAT HE CHANGED THE FUEL SELECTOR TO WHAT HE BELIEVED TO BE THE BOTH TANKS POSITION BUT HE ACTUALLY TURNED IT TO THE OFF POSITION. THE ACFT LANDED 125 FT SHORT OF THE RWY IN A ROAD.

Brief of Accident (Continued)

File No. - 1285

6/09/83

LANSING,MI

A/C Reg. No. N53060

Time (Lc1) - 1149 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1297

7/08/83

LESLIE,MI

A/C Reg. No. N11675

Time (Lcl) - 0930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	1

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

-----Aircraft Information-----

Make/Model - BELLANCA CITABRIA 7ECA

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1650

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 115 HP

ELT Installed/Activated - YES/NO

Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/008 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

Airport Proximity

ON AIRSTRIP

Airport Data

TAYLOR FIELD

Runway Ident - 18

Runway Lth/Wid - 1650 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 51

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	- 18	Last 24 Hrs	- 2
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Make/Model-	18	Last 30 Days-	UNK/NR
-------------	----	---------------	--------

Instrument-	0	Last 90 Days-	18
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED HARD AND BOUNCED. THE ACFT DRIFTED LEFT OFF THE RWY AND NOSED OVER IN A PLOWED AREA. THE LANDING WAS ON RWY 18 AND THE WIND WAS FROM 270 DEGREES AT 8 KTS. THE STUDENT PILOT SAID HE NEEDED MORE DUAL TIME IN CROSSWIND LANDINGS. HE HAD 11 HOURS DUAL.

Brief of Accident (Continued)

File No. - 1297

7/08/83

LESLIE,MI

A/C Reg. No. N11675

Time (Lc1) - 0930 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - IMPROPER -- PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1266

7/13/83

IONIA, MI

A/C Reg. No. N36193,

Time (Lcl) - 1815 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

Fire
NONE

-----Aircraft Information-----

Make/Model - SCHWEIZER 1-36
Landing Gear - BODY GEAR
Max Gross Wt - UNK/NR
No. of Seats - UNK/NR

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

IONIA COUNTY
Runway Ident - 27
Runway Lth/Wid - 3700/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND
GLIDER

Age - 23

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate -

Flight Time (Hours)

Total	- 43	Last 24 Hrs -	2
Make/Model-	2	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER STRUCK THE GROUND ON THE NOSE DURING THE APPROACH. THE PLT STATED THAT NOSE PITCH OSCILLATIONS WERE DUE TO HIS OVERCONTROLLING THE GLIDER BECAUSE OF HIS LACK OF EXPERIENCE IN THE GLIDER'S PITCH SENSITIVITY.

Brief of Accident (Continued)

File No. - 1266

7/13/83

IONIA,MI

A/C Reg. No. N36193

Time (Lc1) - 1815 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1295 7/16/83 UTICA,MI

A/C Reg. No. N1515K

Time (Lcl) - 2030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BARNES AX-7
Landing Gear - N/A
Max Gross Wt - UNK/NR
No. of Seats - UNK/NR

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

Itinerary

Last Departure Point
ROCHESTER,MI
Destination
LOCAL

Airport Proximity
UNK/NR

Airport Data

Wind Dir/Speed- 280/006 KTS
Visibility - 6.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

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)
STUDENT

Age - 23
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- 15	Last 24 Hrs	- 1
Make/Model-	15	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	15

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT MADE A DELAYED DECISION TO LAND AND LANDED WITHIN A FEW FT OF WIRES WITHOUT SEEING THEM. THE GROUND CREW TRIED TO HOLD HIM BUT THE BALLOON STILL HAD TOO MUCH LIFT. THE STUDENT THEN SAW THE WIRES AND TRIED TO GO OVER THEM BUT THE COLLISION OCCURRED. THE STUDENT JUMPED FROM ABOUT 30 FT UP AS THE BALLOON FREED ITSELF FROM THE WIRES, FLOATED ABOUT 1/2 MILE AND CRASHED.

Brief of Accident (Continued)

File No. - 1295

7/16/83

UTICA,MI

A/C Reg. No. N1515K

Time (Lc1) - 2030 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1268

7/24/83

CHARLOTTE, MI

A/C Reg. No. N71SA

Time (Lc1) - 2135 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 070/005 KTS
Visibility - 15.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE
Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MASON, MI

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

FITCH H. BEACH
Runway Ident - 02
Runway Lth/Wid - 3000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 48

Biennial Flight Review

Current - YES

Months Since - 24

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	644	Last 24 Hrs	- UNK/NR
Make/Model-	24		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	23

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF PORTION OF A NIGHT TOUCH-AND-GO, THE ACFT COLLIDED WITH A DEER THAT RAN INTO THE ACFT.

Brief of Accident (Continued)

File No. - 1268

7/24/83

CHARLOTTE,MI

A/C Reg. No. N71SA

Time (Lc1) - 2135 EDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
 2. LIGHT CONDITION - DARK NIGHT
 3. OBJECT - ANIMAL(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) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1293

7/26/83

ANN ARBOR, MI

A/C Reg. No. N789MF

Time (Lcl) - 1050 EDT

-----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 -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - LYCOMING O-235

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 070/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

ANN ARBOR

Runway Ident - 06

Runway Lth/Wid - 3500/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 38

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 36 Last 24 Hrs - 1

Make/Model- 36 Last 30 Days- UNK/NR

Instrument- 1 Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BOUNCED DURING LANDING AND COLLAPSED THE NOSE GEAR. THE STUDENT PILOT WAS PRACTICING LANDINGS AND HAD BEEN SUCCESSFUL ON 4. THE FIFTH IN THE SERIES WAS INTENDED TO BE THE LAST ONE. THE PILOTS RECOMMENDATION FOR PREVENTION WAS TO GO AROUND AS SOON AS THE BOUNCING STARTED.

Brief of Accident (Continued)

File No. - 1293

7/26/83

ANN ARBOR, MI

A/C Reg. No. N789MF

Time (Lc1) - 1050 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. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1292

8/05/83

BARODA, MI

A/C Reg. No. N4880Y

Time (Lcl) - 1200 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	1	0	
Pass	0	0	0	0	

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-25

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2900

No. of Seats - 1

Eng Make/Model - LYCOMING O-540

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 235 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 290/004 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 17000 FT OVERCAST

Obstructions to Vision- UNK/NR

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SODUS, MI

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg -

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 28

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2562 Last 24 Hrs - 6

Make/Model- 1780 Last 30 Days- UNK/NR

Instrument- 70 Last 90 Days- 220

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH WIRES DURING A SPRAYING OPERATION. DURING THE FORCED LANDING FOLLOWING THE WIRE STRIKE THE ACFT NOSED OVER. THE PILOT SAID CHEMICAL SPILL FROM POWERLINE STRIKE OBSCURED HIS VISION THROUGH WINDSHIELD AND MADE THE FORCED LANDING DIFFICULT. DURING BRAKING HE NOSED OVER.

Brief of Accident (Continued)

File No. - 1292

8/05/83

BARODA,MI

A/C Reg. No. N4880Y

Time (Lcl) - 1200 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. VISUAL LOOKOUT -- INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY)
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1315 9/13/83 PLYMOUTH, MI A/C Reg. No. N46188 Time (Lc1) - 1500 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 - CESSNA 172	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	KELLYS ISLAND, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	METTETAL
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2550/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 512
SE LAND	Months Since - 10	Make/Model- 512
	Aircraft Type - C-172	Instrument- 14
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING AN APCH TO LAND ON RWY 18, HE ENCOUNTERED HEAVY TURBULENCE & ELECTED TO GO AROUND. HE REPORTED THE WIND WAS FROM 180 DEG AT 15, GUSTING 25 KTS. ON THE 2ND APCH, TURBULENCE WAS ENCOUNTERED AGAIN. THE ACFT WAS FAST & BEGAN TO FLOAT IN BUMPY CONDITIONS. SUBSEQUENTLY, IT TOUCHED DOWN NOSEWHEEL FIRST & LANDED HARD WHICH RESULTED IN SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1315

9/13/83

PLYMOUTH,MI

A/C Reg. No. N46188

Time (Lc1) - 1500 EDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. WEATHER CONDITION - GUSTS
 3. FLARE - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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. - 1368

9/26/83

EATON RAPIDS, MI

A/C Reg. No. N5671S

Time (Lcl) - 1715 EDT

-----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

-----Aircraft Information-----

Make/Model - BEECH A23-19
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A
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- 220/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MT. PLEASANT, MI
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

SKYWAY ESTATES
Runway Ident - 26
Runway Lth/Wid - 2600/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 22

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 73	Last 24 Hrs -	0
Make/Model-	5	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSE GEAR COLLAPSED DURING A HARD LANDING. THE LANDING WAS ON A 2600 FT TURF STRIP. THE PILOT STATED THAT AFTER THE ACFT BOUNCED SEVERAL TIMES DURING LANDING THE NOSE GEAR COLLAPSED. THE ACFT THEN SLID INTO A POST NEAR THE EDGE OF THE RWY.

Brief of Accident (Continued)

File No. - 1368

9/26/83

EATON RAPIDS, MI

A/C Reg. No. N5671S

Time (Lc1) - 1715 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1270 10/09/83 DORR,MI

A/C Reg. No. N1533N

Time (Lcl) - 1645 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

NONE
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model - BALLOON WORKS FIREFLY 7
Landing Gear - UNK/NR
Max Gross Wt - 900
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 080/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 3800 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CALEDONIA,MI
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

FREE BALLOON

Age - 38
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - FIREFLY

Medical Certificate -

Flight Time (Hours)	
Total	- 383
Make/Model-	383
Instrument-	0
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	46

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING THE BASKET HIT A HILL RESULTING IN THE BASKET STOPPING SUDDENLY & EJECTING THE PLT & PASSENGERS FROM THE BASKET. THE PLT THOUGHT A PASSENGER WAS STILL IN THE BASKET SO SHE GRABBED THE VALVE LINE & HUNG ON AS THE BALLOON ROSE APPROXIMATELY 100 FT AGL. THE BALLOON BEGAN DESCENDING THROUGH TREES, & AT AN ALT OF ABOUT 30 FT AGL THE PLT LET GO OF THE VALVE LINE & FELL THROUGH THE TREES.

Brief of Accident (Continued)

File No. - 1270

10/09/83

DORR,MI

A/C Reg. No. N1533N

Time (Lc1) - 1645 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. CLEARANCE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

3. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
4. IMPROPER DECISION, ANXIETY/APPREHENSION - PILOT IN COMMAND
5. OBJECT - TREE(S)

Occurrence #3 MISCELLANEOUS/OTHER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1289 10/16/83 SOUTH FOX ISL.,MI A/C Reg. No. N756DM Time (Lc1) - 1430 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	4
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA U206G	Eng Make/Model - CONTINENTAL IO-520-F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
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	ON AIRSTRIP
Method - N/A	LUDINGTON,MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500 -UNK/NR
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling -	Type Apch/Lndg - FULL STOP	Runway Status - WET
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 470
SE LAND	Months Since - UNK/NR	Make/Model- 350
	Aircraft Type - UNK/NR	Instrument- 9
		Last 24 Hrs - 1
		Last 30 Days- 24
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A MOUND ALONGSIDE THE RWY DURING LANDING. THE RWY IS 3500 FT LONG TURF STRIP WITH A 20 DEGREE DOG LEG 1500 FT FROM THE NORTH END. THERE IS A SMALL HILL RUNNING ALONG BOTH SIDES OF THE RWY. THE GRASS RWY WAS WET AND THE ACFT SLID SIDWAYS. THE LEFT WING HIT THE HILLOCK BESIDE THE RWY AND DAMAGED THE WING NOSE GEAR AND PROPELLER.

Brief of Accident (Continued)

File No. - 1289

10/16/83

SOUTH FOX ISL., MI

A/C Reg. No. N756DM

Time (Lc1) - 1430 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1288 10/28/83 PORT HURON, MI A/C Reg. No. N1453U Time (Lcl) - 1920 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E20	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	DETROIT, MI	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ST. CLAIR
Wind Dir/Speed- 330/020 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5105/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 898
SE LAND, ME LAND	Months Since - 4	Make/Model- 475
	Aircraft Type - UNK/NR	Instrument- 227
		Multi-Eng - 38
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 42

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT SHORTLY AFTER TOUCHDOWN SEVERAL DEER CAME OUT OF THE NEARBY WOODS & STOPPED ON THE LEFT SIDE OF THE RWY. HE ATTEMPTED TO SLOW THE ACFT DOWN WHILE STAYING ON THE RIGHT SIDE OF THE RWY BUT WENT OFF THE RWY & COLLIDED WITH A RAISED CONCRETE EDGE OF A TAXIWAY. THE LANDING WAS ON RWY 5 & THE WINDS WERE GUSTING 30 KTS FROM 330 DEG.

Brief of Accident (Continued)

File No. - 1288

10/28/83

PORT HURON, MI

A/C Reg. No. N1453U

Time (Lcl) - 1920 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - ANIMAL(S)
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1278

2/25/83

ELY,MN

A/C Reg. No. N38855

Time (Lcl) - 1108 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model - PIPER PA-32R-300
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540-KIG5D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

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
SAME AS ACC/INC
Destination
LINCOLN,NE

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ELY MUNICIPAL
Runway Ident - 12
Runway Lth/Wid - 5600/ 100
Runway Surface - ASPHALT
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 52

Biennial Flight Review

Current - UNK/NR
Months Since - 31
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 900	Last 24 Hrs	- UNK/NR
Make/Model-	300	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	10
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 2 MIN AFTER TAKEOFF, AT ABOUT 1,000 FT AGL, THE ENG SIEZED. THE PLT THEN GLIDED ONTO A FROZEN LAKE. THE ACFT DID NOT HAVE A CURRENT ANNUAL INSPECTION. THE LAST OIL CHANGE RECORDED WAS DURING THE ANNUAL ON 7/15/81. ENGINE TEARDOWN REVEALED SEVERE INTERNAL ENGINE DAMAGE DUE TO LACK OF LUBRICATION. CONRODS 1,2,3 & 4 WERE BURNED OUT & BROKEN AT THE CRANKSHAFT ENDS.

Brief of Accident (Continued)

File No. - 1278

2/25/83

ELY, MN

A/C Reg. No. N38855

Time (Lc1) - 1108 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,OIL - STARVATION
2. MAINTENANCE,LUBRICATION - INADEQUATE - OTHER MAINTENANCE PSNL
3. ENGINE ASSEMBLY - OVERTEMPERATURE
4. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1265 5/03/83 ELY,MN

A/C Reg. No. N9906N

Time (Lc1) - 1715 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 180J
Landing Gear - FLOAT
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL D-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - 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 - 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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, SE SEA

Age - 37

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 764 Last 24 Hrs - 3

Make/Model- 622 Last 30 Days- UNK/NR

Instrument- 3 Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING WATER TAKEOFFS & LANDINGS. HE STATED THAT DURING TAKEOFF A GUST OF WIND CAUGHT THE ACFT LIFTING THE RIGHT WING. THE LEFT WING STRUCK THE WATER & THE ACFT FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 1265

5/03/83

ELY, MN

A/C Reg. No. N9906N

Time (Lc1) - 1715 CDT

Occurrence NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1281 5/04/83 RIVER FALLS, MN A/C Reg. No. N3885D Time (Lcl) - 0940 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - HOLMES XTC2
Landing Gear - UNK/NR
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - KFM 107
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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- 360/004 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

THIEF RIVER FALLS
Runway Ident - 31
Runway Lth/Wid - 6500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 41

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 610	Last 24 Hrs	- 4
Make/Model-	15	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	39

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT PULLED UP STEEPLY AFTER TAKEOFF AND STALLED. THE ACFT CRASHED BACK ON THE RWY. THE PILOT SAID HE REDUCED POWER AFTER TAKEOFF AND THE ACFT STALLED. HE ALSO SAID IF HE HAD NOT REDUCED POWER THE ACCIDENT WOULD NOT HAVE HAPPENED.

Brief of Accident (Continued)

File No. - 1281

5/04/83

RIVER FALLS, MN

A/C Reg. No. N3885D

Time (Lc1) - 0940 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1287

5/11/83

MORA, MN

A/C Reg. No. N36804

Time (Lcl) - 1530 CDT

-----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	3

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C6
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 290/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
MIDDLETOWN, OH

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MORA
Runway Ident - 29
Runway Lth/Wid - 2450/ 200
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	376	Last 24 Hrs -	0
Make/Model-	73	Last 30 Days-	UNK/NR	
Instrument-	93	Last 90 Days-	17	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RAN OFF THE DEPARTURE END OF THE RWY INTO A CORNFIELD DURING AN ABORTED TAKEOFF. THE PILOT STATED THAT AFTER LIFTOFF THE STALL WARNING CAME ON AND THE ACFT WOULD NOT ACCELERATE OR CLIMB. HE PULLED THE POWER OFF AND ABORTED THE TAKEOFF. THE ACFT LANDED ON THE RWY BUT PROCEEDED OFF THE END OF THE RWY INTO A CORNFIELD WHERE THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1287

5/11/83

MORA,MN

A/C Reg. No. N36804

Time (Lcl) - 1530 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

3. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1284 6/12/83 BLACKDUCK, MN A/C Reg. No. N2487M Time (Lcl) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-12
Landing Gear - FLOAT
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-D2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 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- 180/013 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 2000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
INTL FALLS, MN
Destination
DETROIT LAKES, MN

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, SE SEA

Age - 42
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1303 Last 24 Hrs - 2
Make/Model- 34 Last 30 Days- UNK/NR
Instrument- 210 Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A HARD LANDING IN AN ALFALFA FIELD AFTER LOSS OF ENGINE POWER. DURING AN ENROUTE PORTION OF THIS FLT THE PILOT STATED THAT OIL CONSUMPTION WAS EXCESSIVE. HE PLANNED AN INTERMEDIATE STOP FOR THAT REASON. BEFORE REACHING THE INTERMEDIATE STOP THE ENGINE "FROZE". NO OIL WAS FOUND IN THE ENGINE. THE LOWER FUSELAGE WAS COATED WITH OIL WHICH HAD GONE OUT THROUGH THE BREATHER. THE #2 PISTON ROD HAD FAILED. COMPRESSION ON #1,3 AND 4 CYLINDERS WAS LOW.

Brief of Accident (Continued)

File No. - 1284

6/12/83

BLACKDUCK, MN

A/C Reg. No. N2487M

Time (Lc1) - 1300 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - LOW COMPRESSION
 2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
 3. FLUID, OIL - EXHAUSTION
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. ENGINE ASSEMBLY, PUSH ROD - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1283 6/13/83 CROOKSTON, MN A/C Reg. No. N8595H Time (Lcl) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P & W R-1340-A1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 325/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 2000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 672 Last 24 Hrs - 1

Make/Model- 51 Last 30 Days- UNK/NR

Instrument- 42 Last 90 Days- 51

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND AFTER TAKEOFF. THE PILOT SAID THE ACFT LOST POWER AND FELT SLOPPY AT ABOUT 350 FT AGL. HE ADDED POWER BUT MAXIMUM OBTAINABLE WAS 2000 RPM AS OPPOSED TO 2300. THE PILOT SAID HE TRIED TO DROP THE LOAD BUT THE LOAD REMAINED WITH THE ACFT. THE HOPPER DUMP VALVES WERE OPERATIONAL. THE ACFT WAS ABOUT 1000 LBS OVER MAX GROSS WEIGHT. THE FRONT ROW OF SPARK PLUGS EXHIBITED CARBON DEPOSITS AND THE MAIN OIL SCREEN HAD TRAPPED HEAVY CARBON DEPOSITS WITH A SMALL AMOUNT OF FERROUS METAL. THE ACFT NOSED OVER DURING THE LANDING.

Brief of Accident (Continued)

File No. - 1283

6/13/83

CROOKSTON, MN

A/C Reg. No. N8595H

Time (Lcl) - 1630 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - CONTAMINATION
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
 3. LOAD JETTISON - DELAYED - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1201

7/01/83

MORRIS,MN

A/C Reg. No. N8379

Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Injuries		
		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 -MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - UNK/NR

No. of Seats - 1

Eng Make/Model - P&W R-985-AN1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 450 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 315/003 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

MORRIS,MN

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2405

Make/Model- 154

Instrument- 113

Last 24 Hrs - 12

Last 30 Days- UNK/NR

Last 90 Days- 190

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT WHILE HE WAS WAITING FOR THE FLAGMAN, CIRCLING THE FIELD TO BE SPRAYED, & TALKING TO THE FLAGMAN, THE ACFT BEGAN TO SINK & STRUCK TREES. THE LOAD WAS DUMPED, BUT THE PLANE CONTINUED TO SINK TO THE GROUND. DURING THE LANDING, THE ACFT NOSED OVER IN A SOFT, WET FIELD & CAME TO REST UPSIDE DOWN.

Brief of Accident (Continued)

File No. - 1201

7/01/83

MORRIS,MN

A/C Reg. No. N8379

Time (Lc1) - 1130 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
4. OBJECT - TREE(S)

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT
7. TERRAIN CONDITION - WET

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1296 7/09/83 FLYING CLOUD,MN A/C Reg. No. N59BC Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -TEST	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 - VIKING DRAGONFLY	Eng Make/Model - VOLKSWAGON 1835 CC	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FLYING CLOUD
Wind Dir/Speed- 130/005 KTS	ATC/Airspace	Runway Ident - 09R
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3900/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 95
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 0
		Instrument- 2
		Last 30 Days- 0
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS INITIATING A HIGH SPEED TAXI RUN WHEN THE ACFT BECAME AIRBORNE FOR 500-1000 FT. WHEN A LANDING WAS ATTEMPTED THE AIRCRAFT BOUNCED.

Brief of Accident (Continued)

File No. - 1296

7/09/83

FLYING CLOUD,MN

A/C Reg. No. N59BC

Time (Lc1) - 1400 CDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1316

8/08/83

CAMDENTON,MO

A/C Reg. No. N9388H

Time (Lc1) - 1244 CDT

-----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	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-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- CALM
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ST. CHARLES,MO
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

CAMDENTON MEM
Runway Ident - 15
Runway Lth/Wid - 3400/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 46
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 76	Last 24 Hrs	- UNK/NR
Make/Model-	10	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING THE LANDING, THE ACFT VEERED TO THE LEFT, WENT OFF THE RWY INTO GRASS, THEN THE NOSE GEAR COLLAPSED & THE ACFT NOSED OER. MARKS ON THE RWY INDICATED THAT THE ACFT WAS LANDED LONG, BOUNCED & THEN TOUCHED DOWN WITH THE NOSE POINTED TO THE LEFT SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 1316

8/08/83

CAMDENTON,MO

A/C Reg. No. N9388H

Time (Lc1) - 1244 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. 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) 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. - 1215 10/12/83 BLAIRSTOWN,MO A/C Reg. No. N755RB Time (Lcl) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 0
0 0

None
1
1

-----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/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 360/010 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
MANHATTAN,KS

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg -

Airport Proximity
ON AIRSTRIP

Airport Data

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)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total - 528 Last 24 Hrs - 2
Make/Model - UNK/NR Last 30 Days - UNK/NR
Instrument - UNK/NR Last 90 Days - 91
Multi-Eng - 6 Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PLT REPORTED THAT AFTER HE STARTED TO TAKEOFF, THE ACFT HAD ROLLED APRX 1500 FT WHEN HE FELT THE AIRSPEED WAS NOT SUFFICIENT, SO HE ABORTED. HE WAS UNABLE TO STOP ON THE REMAINING RWY. BEFORE STOPPING, THE ACFT WENT THRU A SHALLOW RAVINE. SUBSEQUENTLY, THE NOSE GEAR COLLAPSED & THE ACFT NOSED OVER. THE PLT STATED THAT HE DID NOT RECOGNIZE ANY PROBLEM WITH THE ENG & IT APPEARED TO BE OPERATING NORMALLY.

Brief of Accident (Continued)

File No. - 1215

10/12/83

BLAIRSTOWN,MO

A/C Reg. No. N755RB

Time (Lc1) - 1730 CDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. AIRSPEED - INADEQUATE -
 2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1212 10/24/83 CHILLICOTHE, MO A/C Reg. No. N62898 Time (Lcl) - 1830 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 PA31-350	Eng Make/Model	- LYCOMING TIO-540-J2BD	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 350 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	HIGGINSVILLE, MO	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	CHILLICOTHE MUNICIPAL
Wind Dir/Speed	- 360/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 32
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- 3900/ 75
Lowest Ceiling	- 4500 FT OVERCAST	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DUSK		

-----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 - 12200	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 5	Make/Model - 8500	Last 30 Days - UNK/NR
	Aircraft Type - C-182	Instrument - 340	Last 90 Days - 130
		Multi-Eng - 9800	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PLT ATTEMPTED TO LOWER THE GEAR, BUT ONLY 2 OF THE 3 WOULD INDICATE DOWN & SAFE. THE PLT WAS UNABLE TO EXTEND THE LEFT GEAR, SO HE CONTINUED FLYING FOR APRX 1 HR TO BURN DOWN FUEL, THEN INTENTIONALLY LANDED WITH THE GEAR UP. THE LANDING WAS MADE BEFORE DARK IN A GRASSY AREA BESIDE THE ACTIVE RWY. AN INVESTIGATION REVEALED THAT THE UP-LOCK ASSEMBLY, ROD END BEARING ATTACHMENT BOLT FOR THE LEFT GEAR HAD FAILED.

Brief of Accident (Continued)

File No. - 1212

10/24/83

CHILLICOTHE,MO

A/C Reg. No. N62898

Time (Lc1) - 1830 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. LANDING GEAR,GEAR LOCKING MECHANISM - FAILURE,TOTAL
 2. LANDING GEAR,MAIN GEAR - DISABLED
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1210 11/03/83 OSAGE BEACH, MO A/C Reg. No. N55461 Time (Lcl) - 1215 CDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER	Aircraft Damage						
	ON-DEMAND AIR TAXI	SUBSTANTIAL						
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During	-LANDING			0	0	0	1	
				0	0	0	0	

-----Aircraft Information-----

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320-D2J	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	KANSAS CITY, MO	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	LINN CREEK-GRAND GLAIZE
Wind Dir/Speed- 070/006 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3205/ 50
Lowest Sky/Clouds - 600 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 6000 FT OVERCAST	Type Apch/Lndg - VOR/DME	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - NO	Total - 720
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 100
	Aircraft Type - UNK/NR	Instrument- 95
		Multi-Eng - 45
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 90
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT WHILE HE WAS MAKING AN INSTRUMENT APCH IN HEAVY RAIN, THERE WAS A PARIAL LOSS OF ENG POWER. HE APPLIED CARBURETOR HEAT, BUT REPORTED THAT THE ENG STILL DID NOT PROVIDE FULL POWER. HE CONTINUED THE VOR/DME APCH. WHEN HE SAW THE RWY, HE DECIDED THAT HE WAS TOO HIGH TO LAND. REPORTEDLY, HE ENTERED A DOWNWIND & LANDED WITH FULL FLAPS ON RWY 32. THE PLT STATED THAT HE WAS TOO FAST, AND THAT AFTER TOUCHDOWN, THE ACFT BEGAN HYDROPLANING. SUBSEQUENTLY, THE PLANE CONTINUED OFF THE END OF THE RWY, HIT A DITCH & NOSED OVER. THE PLT REPORTED THAT HE DECIDED NOT TO GO AROUND SINCE HE CONSIDERED THE ENG WAS UNRELIABLE & THERE WERE HIGH OBSTRUCTIONS OFF THE END OF THE RWY. HE REPORTED THE WIND WAS FROM 070 DEG AT 6 KTS. APRX 55 MI EAST AT ROLLA, MO, THE 1148 CDT WX WAS, IN PART: 600 SCT, 6000 OVC, VSBY 5 MI WITH FOG, WIND 160 DEG AT 10 KTS, TEMP 64, DEN POINT 62. ACCORDING TO ICING PROBABILITY CHARTS, SERIOUS CARBURETOR ICING COULD BE ENCOUNTERED AT CRUISE POWER WITH FLOAT TYPE CARBURETORS.

Brief of Accident (Continued)

File No. - 1210

11/03/83

OSAGE BEACH,MO

A/C Reg. No. N55461

Time (Lc1) - 1215 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
5. CARBURETOR HEAT - SELECTED - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

6. WEATHER CONDITION - CROSSWIND
7. DISTANCE - MISJUDGED - PILOT IN COMMAND
8. AIRSPEED - MISJUDGED - PILOT IN COMMAND
9. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
10. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
11. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
12. AIRCRAFT PERFORMANCE,HYDROPLANING CONDITION - WATER

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

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) 7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,9,10,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1238 5/26/83 ENNIS,MT A/C Reg. No. N9975D Time (Lc1) - 2330 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1840	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BOZEMAN,MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	AMERICAN FALLS,ID	
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LNDG	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1084
SE LAND	Months Since - 23	Make/Model- 60
	Aircraft Type - PT-17	Instrument- UNK/NR
		Multi-Eng - 50
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 14
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A NIGHT FLIGHT, OIL BEGAN SPREADING OVER THE WINDSHIELD & HEAVY SMOKE CAME IN THE COCKPIT THROUGH THE CABIN HEATER. THE PLT OPENED THE CABIN WINDOWS, REDUCED POWER & TURNED BACK TOWARD THE ARPT. THE OIL PRESSURE DROPPED TO 5 PSI & THE PLT DESCENDED TO LAND ON A ROAD WHICH COULD BE SEEN ON THE MOONLIT NIGHT. REPORTEDLY, THE ENGINE BEGAN TO "RATTLE" AS THE ACFT NEARED THE GROUND. THE PLT LINED UP WITH THE ROAD, BUT LOST SIGHT OF IT MOMENTARILY DUE TO CLOUDS OBSCURING THE MOON. JUST BEFORE LANDING, HE SAW A GUY WIRE & MANEUVERED THE PLANE TO AVOID A COLLISION. THE ACFT STALLED & HIT A DITCH, THEN THE NOSE & LEFT MAIN GEAR SHEARED OFF. THE ACFT CONTINUED THRU BUSHES, HIT A FENCE & NOSED OVER. AN INVESTIGATION REVEALED THAT 2 OIL LINES HAD RUBBED TOGETHER UNTIL 1 HAD WORN THRU. THE OIL LINES SHOULD HAVE BEEN PROTECTED BY A RUBBER SPACER & A CLAMP. EITHER THE CLAMP HAD FAILED OR HAD NOT BEEN INSTALLED. SUBSEQUENTLY, THE RUBBER SPACER HAD MOVED & ALLOWED THE LINES TO RUB TOGETHER.

Brief of Accident (Continued)

File No. - 1238

5/26/83

ENNIS,MT

A/C Reg. No. N9975D

Time (Lc1) - 2330 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM - UNDETERMINED
2. LUBRICATING SYSTEM - CHAFED
3. LUBRICATING SYSTEM - LEAK
4. FUSELAGE, CREW COMPARTMENT - SMOKE
5. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LIGHT CONDITION - NIGHT
7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
8. MANEUVER - PERFORMED - PILOT IN COMMAND
9. TERRAIN CONDITION - DITCH

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

10. LANDING GEAR - OVERLOAD

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

11. OBJECT - FENCE

Occurrence #5 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6,7,8,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1387

5/09/83

GASTONIA, NC

A/C Reg. No. N5324K

Time (Lcl) - 1215 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	1	0	0
Crew				
Pass	0	1	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/005 KTS
Visibility - 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

Airport Proximity
ON AIRPORT

Airport Data

GASTONIA
Runway Ident - 03
Runway Lth/Wid - 3500/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 25

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 93	Last 24 Hrs -	0
Make/Model-	4	Last 30 Days-	3
Instrument-	3	Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED INTO THE GROUND JUST SHORT OF THE RWY AND COLLAPSED THE NOSE GEAR. THE PILOT WAS FLYING FROM THE RIGHT SEAT SO HIS FEMALE PASSENGER COULD USE THE MORE ADJUSTABLE LEFT SEAT. THE PILOT STATED THAT AT 70 KTS ON FINAL APPROACH FOR A LANDING THE ACFT STARTED TO SETTLE AND THE AIRSPEED TO DECAY. HE SAID HE WAS USING 30 DEGREES OF FLAPS BUT AFTER THE ACCIDENT THE FLAPS WERE UP WITH THE HANDLE DOWN. WHEN THE AIRSPEED STARTED TO DECAY HE ADVANCED THE THROTTLE. BEFORE THE ENGINE COULD RESPOND THE PILOT SAID SOMETHING CAUSED THE ACFT TO PITCH UP AND HE INADVERTANTLY PULLED THE THROTTLE OUT (RETARDED IT). THE STALL WARNING CAME ON. HE PUSHED THE THROTTLE BACK IN AND LOWERED THE NOSE AND THE ACFT HIT ON THE NOSE GEAR ABOUT 60 FT SHORT OF THE RWY. THE NOSE GEAR COLLAPSED AND THE ACFT SKIDDED ONTO AND VEERED OFF OF THE RWY. NEITHER OF THE 2 OCCUPANTS WERE USING THE AVAILABLE SHOULDER HARNESS AND BOTH SUSTAINED HEAD INJURIES.

Brief of Accident (Continued)

File No. - 1387

5/09/83

GASTONIA,NC

A/C Reg. No. N5324K

Time (Lc1) - 1215 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
3. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1333 8/10/83 FOLKSTONE, NC A/C Reg. No. N4245F Time (Lcl) - 1600 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
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - 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- 190/004 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

PVT STRIP
Runway Ident - UNK/NR
Runway Lth/Wid - 1200/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 47
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3330
Make/Model- 2050
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 81

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING TAKEOFF, HIS SEAT SLID ALL THE WAY AFT. WHEN THIS OCCURRED, HE PULLED THE YOKE AFT & THE ACF ENTERED A POWER ON STALL & CRASHED. REPORTEDLY, THE PLT DID NOT SECURE THE SEAT BEFORE TAKING OFF.

Brief of Accident (Continued)

File No. - 1333

8/10/83

FOLKSTONE,NC

A/C Reg. No. N4245F

Time (Lc1) - 1600 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUSELAGE,SEAT - NOT ENGAGED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
4. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1277 8/22/83 MARION, NC A/C Reg. No. N5ER Time (Lcl) - 2200 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -COUNTRY CLUB HOMES, INC.	DESTROYED		Fatal	Serious	Minor
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	2
Flight Conducted Under -14 CFR 135	ON GROUND	Pass	0	0	2
Accident Occurred During -TAKEOFF					0

-----Aircraft Information-----

Make/Model - CESSNA 414A	Eng Make/Model - CONTINENTAL TS10-520NB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 360/004 KTS Visibility - 3.000 SM Lowest Sky/Clouds - Lowest Ceiling - 2500 FT Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(BRIGHT)	Itinerary Last Departure Point SAME AS ACC/INC Destination RALEIGH, NC ATC/Airspace Type of Flight Plan - IFR Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity OFF AIRPORT/STRIP Airport Data SHIFLET FIELD Runway Ident - 10 Runway Lth/Wid - 3340/ 180 Runway Surface - GRASS/TURF Runway Status - WET
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND HELICOPTER	Age - 64 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - C-414A	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 16372 Make/Model- 1571 Instrument- 1681 Multi-Eng - 9959 Last 24 Hrs - 1 Last 30 Days- UNK/NR Last 90 Days- 46 Rotorcraft - 1031
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE TAKEOFF RUN, AT 85 KTS, THE ACFT HIT A BUMP & THE PLT STATED HIS FORWARD VISION WAS OBSTRUCTED BY WATER ON THE WINDSHIELD. HE INSTINCTIVELY PULLED BACK ON THE CONTROLS & BECAME AIRBORNE. HE LOST SIGHT OF THE RIGHT SIDE SET OF RWY LIGHTS & WAS REPORTEDLY FLYING "BLIND." THE ACFT DRIFTED LEFT INTO TREES & CAME TO REST IN SHALLOW WATER IN A BACKWATER AREA 150 FT NORTH OF THE DEPARTURE END OF RWY 10. MANY OF THE RWY LIGHTS WERE EITHER NOT OPERATING OR WERE OBSTRUCTED. NO LIGHTS IN THE LAST 1000 FT OF THE RWY WERE BOTH OPERATING & UNOBSTRUCTED. THE NOAA ARPT/FACILITY DIRECTOR CONTAINS A REMARK FOR THE ARPT "RUNWAY SUBJECT TO FLOODING AFTER VERY HEAVY RAINS." THIS REMARK DOES NOT APPEAR IN THE JEPPESEN "AIRPORT DIRECTORY" THAT THE PLT WAS USING. AFTER THE ACCIDENT THE PLT STATED HE WALKED THROUGH THE EASTERN END OF THE RWY & FOUND HIMSELF "UP TO HIS ANKLES" IN ABOUT 3 INCHES OF WATER.

Brief of Accident (Continued)

File No. - 1277

8/22/83

MARION,NC

A/C Reg. No. N5ER

Time (Lc1) - 2200 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WATER,GLASSY
2. CHARTS - INADEQUATE
3. UNSAFE/HAZARDOUS CONDITION WARNING - NOT IDENTIFIED - MANUFACTURER
4. AIRPORT FACILITIES,RUNWAY EDGE LIGHTS - INADEQUATE
5. OTHER AIRPORT/RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL
6. NOTAMS - NOT ISSUED - AIRPORT PERSONNEL
7. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
9. LIGHT CONDITION - DARK NIGHT
10. AIRCRAFT HANDLING - INADEQUATE - 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) 7,8,10,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1336 8/29/83 FALKLAND, NC A/C Reg. No. N4633Y Time (Lcl) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Fatal	Injuries		
	SUBSTANTIAL		Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540-B2B5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FARMVILLE, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FALKLAND, NC	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- HAZE		
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 - 1528
SE LAND	Months Since - 7	Make/Model- 452
	Aircraft Type - UNK/NR	Instrument- 39
		Last 24 Hrs - 9
		Last 30 Days- UNK/NR
		Last 90 Days- 252

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING A PULL-UP FROM A SWATH RUN, THE ACFT BEGAN TO SHAKE & LOSE POWER. HE CONTINUED TO CLIMB WITH FULL THROTTLE & WAS ABLE TO MAINTAIN ALTITUDE FOR A SHORT TIME, THEN THE ENG HAD A TOTAL POWER LOSS. REPORTEDLY, THE ACFT COLLIDED WITH TREES DURING A FORCED LANDING. AN EXAM OF THE ENG REVEALED THAT THE #2 EXHAUST VALVE, PN 75068, HAD FAILED. THE ENG HAD 1474 HRS OF FLT TIME SINCE IT WAS OVERHAULED.

Brief of Accident (Continued)

File No. - 1336

8/29/83

FALKLAND,NC

A/C Reg. No. N4633Y

Time (Lc1) - 1800 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY,BEARING - FAILURE,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)

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. - 1243

5/29/83

CANDO,ND

A/C Reg. No. N6372S

Time (Lc1) - 2000 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	2
Pass	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 TR182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-L3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/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- 040/016 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - 9000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - RAIN SHOWERS
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

CANDO MUNICIPAL
Runway Ident - 30
Runway Lth/Wid - 2750/ 65
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	1976
Last 24 Hrs	8
Make/Model-	38
Instrument-	135
Multi-Eng -	76
Last 30 Days-	UNK/NR
Last 90 Days-	149

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER RETURNING TO THE ARPT, THE PLT LANDED ON RWY 30 WITH A RIGHT X-WIND AT ABOUT 16, GUSTING 23 KTS. REPORTEDLY, THE GRASS WAS APRX 1 FT TALL ON THE RWY & THE LANDING AREA SLOPED DOWNWARD TO THE WEST. AFTER TOUCHDOWN, THE PLT MAINTAINED CONTROL OF THE ACFT UNTIL IT SLOWED TO ABOUT 20 KTS, THEN HE REALIZED THAT HE WOULD NOT BE ABLE TO KEEP THE ACFT ON THE RWY DESPITE THE USE OF FULL RIGHT AILERON DEFLECTION INTO THE WIND. HE DECIDED TO LET THE PLANE DRIFT OFF THE LEFT SIDE OF THE RWY INTO A SMOOTH WHEAT FIELD. HOWEVER, THE LEFT MAIN GEAR DROPPED INTO A HOLE & FAILED. SUBSEQUENTLY, THE NOSEWHEEL, LEFT WING & PROPELLER WERE ALSO DAMAGED. THE MAXIMUM DEMONSTRATED X-WIND CAPABILITY OF THE ACFT WAS 18 KTS.

Brief of Accident (Continued)

File No. - 1243

5/29/83

CANDO,ND

A/C Reg. No. N6372S

Time (Lc1) - 2000 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. LIGHT CONDITION - DUSK
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - GUSTS
5. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. PROPER ALIGNMENT - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

9. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1239 6/25/83 ROLLA,ND A/C Reg. No. N7642V Time (Lcl) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
Type of Operation	-AERIAL APPLICATION	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	Fire	Crew 0	0	1	0
Accident Occurred During	-MANEUVERING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- AERO COMMANDER CALLAIR A-9B	Eng Make/Model	- LYCOMING IO-540	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	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 320 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- 270/012 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">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 - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----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 - 2000
SE LAND	Months Since - 2	Make/Model- 300
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PROCEDURE TURN-AROUND AFTER THE SECOND PASS, THE ACFT ENTERED A STALL, THE LEFT WING DROPPED & THE PLANE IMPACTED, LEFT WING FIRST, WHILE IN A NOSE DOWN ATTITUDE. NO PREIMPACT, MECHANICAL MALFUNCTION OR FAILURE WAS REPORTED.

Brief of Accident (Continued)

File No. - 1239

6/25/83

ROLLA,ND

A/C Reg. No. N7642V

Time (Lc1) - 1100 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1219 6/28/83 PAGE,ND

A/C Reg. No. N6652Q

Time (Lcl) - 2100 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - GRUMMAN G-164B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P & W R-985-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 080/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 25000 FT THIN OVC

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

PAGE,ND

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 25

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3000

Make/Model- 1500

Instrument- 13

Last 24 Hrs - 12

Last 30 Days- UNK/NR

Last 90 Days- 305

Instrument Rating(s) - NONE

-----Narrative-----

WHILE SPRAYING AT DUSK, THE PLT WAS CONCERNED ABOUT INJURING A "NON-TARGET CROP" ACROSS THE ROAD TO THE SOUTH FROM THE FIELD THAT WAS BEING SPRAYED. HE STATED THAT AN IRRIGATION SYSTEM WAS SITTING POINTED SOUTHWEST, AND THAT AS HE WAS ENTERING A SWATH TO THE NORTH, THE ACFT STRUCK THE EQUIPMENT. DURING THE COLLISION, 1 PROPELLER BLADE, THE RIGHT MAIN GEAR & A WING WERE DAMAGED. SUBSEQUENTLY, THE PLT LANDED IN THE FIELD & THE ACFT WENT UP ON ITS NOSE. THE PLT ADMITTED THAT HE SHOULD HAVE TAKEN MORE TIME TO SURVEY THE FIELD.

Brief of Accident (Continued)

File No. - 1219

6/28/83

PAGE,ND

A/C Reg. No. N66520

Time (Lc1) - 2100 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. LIGHT CONDITION - DUSK
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 1345 7/13/83 EDGAR, NE A/C Reg. No. N9114G Time (Lcl) - 0845 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-AERIAL APPLICATION	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	NONE	Crew 0	0	0	1
Accident Occurred During	-MANEUVERING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	OFF AIRPORT/STRIP
Method - N/A		HARVARD, NE	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		LOCAL	
Wind Dir/Speed- 190/011 KTS		ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 30000 FT SCATTERED		Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE		Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- HAZE			
Precipitation - NONE			
Condition of Light - DAYLIGHT			

-----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, CFI	Current - YES	Total - 12000
SE LAND, ME LAND	Months Since - 18	Make/Model- 1800
	Aircraft Type - C-188	Instrument- UNK/NR
		Multi-Eng - 6000
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 250
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE WAS COMPLETING A TURNAROUND WHEN THE ACFT ENCOUNTERED TURBULENCE FROM ANOTHER PLANE THAT WAS SPRAYING THE SAME FIELD. THE ACFT BEGAN TO SETTLE. WHEN HE PULLED UP TO AVOID A POWER LINE, THE ACFT STALLED & CRASHED.

Brief of Accident (Continued)

File No. - 1345

7/13/83

EDGAR,NE

A/C Reg. No. N9114G

Time (Lcl) - 0845 CDT

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 3. MANEUVER - PERFORMED - PILOT IN COMMAND
 4. AIRSPEED - INADEQUATE -
 5. STALL - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1344 7/18/83 NEBRASKA CITY, NE A/C Reg. No. N714VP Time (Lcl) - 0700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GRUNDMAN
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2690/ 45
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 18
	Months Since - N/A	Make/Model- 18
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 18
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT LOST DIRECTIONAL CONTROL DURING A TAKEOFF ON HIS 2ND SOLO FLT. HE REPORTED THAT AS HE STARTED THE TAKEOFF, THE ACFT BEGAN MOVING TO THE LEFT OF THE RWY, SO HE APPLIED RIGHT RUDDER, BUT TOO MUCH, THEN TOO MUCH LEFT RUDDER. SUBSEQUENTLY, THE ACFT WENT OFF THE RWY & HE APPLIED BRAKES TO STOP, BUT FORGOT TO RETARD THE THROTTLE. AFTER THAT, THE ACFT STRUCK A FENCE & A BALER BEFORE STOPPING.

Brief of Accident (Continued)

File No. - 1344

7/18/83

NEBRASKA CITY, NE

A/C Reg. No. N714VP

Time (Lcl) - 0700 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

5. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND
6. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
7. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6

Factor(s) relating to this accident is/are finding(s) 4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1311 7/23/83 MINDEN, NE A/C Reg. No. N5319 Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED		Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	1
Accident Occurred During -LANDING			0	0	0
			0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3725	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MINDEN, NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 040/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 4799
SE LAND, ME LAND	Months Since - 4	Make/Model- 125
	Aircraft Type - UNK/NR	Instrument- 244
		Multi-Eng - 51
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 47

Instrument Rating(s) - AIRPLANE

-----Narrative-----

APRX 5 MIN AFTER TAKEOFF, THE ENG QUIT & THE PLT MADE A FORCED LANDING IN A NEARBY FIELD. HE DID NOT DUMP HIS LOAD OF CHEMICALS. REPORTEDLY, THE ACFT LANDED HARD & WAS DESTROYED. THE PLT WAS EXPOSED TO THE CHEMICALS DURING THE CRASH LANDING. AN EXAM REVEALED THAT THE ENG HAD ENCOUNTERED A SUDDEN STOPPAGE. A PARTIAL TEARDOWN REVEALED THAT 3 TEETH HAD BROKEN OFF OF THE IMPELLER INTERMEDIATE DRIVE GEAR, PN L515P. WHEN THE GEAR WAS REMOVED, THE ENG WOULD ROTATE NORMALLY.

Brief of Accident (Continued)

File No. - 1311

7/23/83

MINDEN,NE

A/C Reg. No. N5319

Time (Lc1) - 1030 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,BLOWER/IMPELLER - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND

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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1313 7/31/83 NICKERSON, NE A/C Reg. No. N3231B Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-TAKEOFF	NONE	Pass 0	0	0	1

-----Aircraft Information-----

Make/Model	- MONKE ROTEC RALLY 3	Eng Make/Model	- ROTAX 2 CYCLE	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	- 50 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	FARM STRIP
Wind Dir/Speed	- 320/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 33
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 1290 -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 - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 102
SE LAND	Months Since - UNK/NR	Make/Model	- 14
	Aircraft Type - UNK/NR	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 6
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS A REGISTERED, HOME BUILT, 2 PLACE, ULTRALIGHT VEHICLE. THE PASSENGER WAS THE PLT'S FRIEND WHO WAS BUILDING HIS OWN ULTRALIGHT & WANTED TO RIDE ALONG TO GET A GENERAL FEELING OF HOW TO LAND THIS TYPE OF ACFT. THE PLT REPORTED THAT THE TEMP WAS 86 DEG & THE WIND WAS FROM 330 DEEG AT 8 KTS. AFTER ABOUT A 500 FT GROUND ROLL, THEY LIFTED OFF AT 30 MPH IAS. AFTER CLIMBING ABOUT 50 TO 60FT AGL, THE AIRSPEED DROPPED TO 25 MPH & THE PLT LOWERED THE NOSE TO REGAIN AIRSPEED. THE ULTRALIGHT BEGAN DESCENDING & THE PLT WAS UNABLE TO ROUND OUT BEFORE IMPACTING THE GROUND. THE ULTRALIGHT ROLLED FORWARD APRX 1 1/2 TIMES & WAS DEMOLISHED. THE DENSITY ALT WAS APRX 3100 FT.

Brief of Accident (Continued)

File No. - 1313

7/31/83

NICKERSON,NE

A/C Reg. No. N3231B

Time (Lcl) - 1030 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/MUSH - 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. - 1314

8/01/83

SIDNEY, NE

A/C Reg. No. N67585

Time (Lcl) - 0849 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 110 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 210/012 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BRIGHTON, CO

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

SIDNEY MUNI

Runway Ident - 12

Runway Lth/Wid - 6000/ 100

Runway Surface - CONCRETE

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 16

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 - 50

Last 24 Hrs - 1

Make/Model- 50

Last 30 Days- UNK/NR

Instrument- UNK/NR

Last 90 Days- 35

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A SOLO X-COUNTRY FLT. AS HE APPROACHED SIDNEY, NE, HE WAS UNABLE TO CONTACT ANYONE ON THE RADIO & CONTINUED TO THE ARPT AT CRUISE ALT. HE DESCENDED WHILE CIRCLING THE ARPT. BEFORE REACHING TRAFFIC PATTERN ALT, HE APPLIED POWER, BUT THE ENG DID NOT RESPOND. THE STUDENT DECLARED AN EMERGENCY & TURNED TOWARD THE ARPT. HE WAS UNABLE TO LOSE BOTH AIRSPEED & ALT. WHEN HE FORCED THE ACFT ON THE RWY, IT BOUNCED SEVERAL TIMES, THEN HIT, NOSE & LEFT WING LOW & WAS SUBSTANTIALLY DAMAGED. ACCORDING TO STUDENT'S INSTRUCTOR, THE STUDENT HAD FORGOTTEN TO ENRICH THE MIXTURE AFTER DESCENDING, THEN PANICKED WHEN HE THOUGHT THE ENG FAILED. THE TEMP & DEW POINT WERE 81 & 57 DEG, RESPECTIVELY. ACCORDING TO THE ICING PROBABILITY CHARTS, SERIOUS CARBURETOR ICE COULD OCCUR IN FLOAT CARBURETORS AT GLIDE POWER. THE USE OF CARBURETOR HEAT WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 1314

8/01/83

SIDNEY, NE

A/C Reg. No. N67585

Time (Lcl) - 0849 MDT

Occurrence #1 LOSS OF POWER
Phase of Operation DESCENT

Finding(s)

1. RADIO COMMUNICATIONS - NOT OBTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
4. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
5. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
9. FLARE - IMPROPER - PILOT IN COMMAND
10. 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) 3,5,7,9,10

Factor(s) relating to this accident is/are finding(s) 1,2,4,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1220 5/08/83 OLD BRIDGE,NJ A/C Reg. No. N8550E Time (Lcl) - 1200 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC

Wind Dir/Speed- 220/015 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC

Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

WERNER

Runway Ident - 13

Runway Lth/Wid - 1800 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

GLIDER

Age - 64

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1867

Make/Model- 8

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-----

AFTER THE PLT RETURNED FROM A LOCAL FLT, HE REPORTEDLY ENCOUNTERED A GUST OF WIND & LOST DIRECTIONAL CONTROL. SUBSEQUENTLY, THE ACFT COLLIDED WITH A TREE & THEN NOSED OVER. APRX 25 MI WEST AT TRENTON, NJ, THE 2050 EDT WIND WAS REPORTED FROM 220 DEG AT 15, GUSTING 22 KTS.

Brief of Accident (Continued)

File No. - 1220

5/08/83

OLD BRIDGE, NJ

A/C Reg. No. N8550E

Time (Lcl) - 1200 EDT

Occurrence LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
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) 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. - 1254 8/08/83 ATLANTIC CITY, NJ A/C Reg. No. N66098 Time (Lc1) - 1130 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
Accident Occurred During	-LANDING				0	0	0
					0	0	0
							1
							1

-----Aircraft Information-----

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	TRENTON, NJ			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		BADER FIELD	
Wind Dir/Speed	- 210/010 KTS	ATC/Airspace		Runway Ident	- 29
Visibility	- 25.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 2950/ 100
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate -			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)			
PRIVATE	Current - YES	Total - 135	Last 24 Hrs -	0	
SE LAND	Months Since - 2	Make/Model - 42	Last 30 Days -	UNK/NR	
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days -	8	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED LONG AND FAST, RAN OFF THE END OF THE RWY & COLLIDED WITH A FENCE.

Brief of Accident (Continued)

File No. - 1254

8/08/83

ATLANTIC CITY, NJ

A/C Reg. No. N66098

Time (Lc1) - 1130 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. ABORTED LANDING - NOT SELECTED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1390 8/13/83 WEST MILFORD,NJ A/C Reg. No. N91389 Time (Lc1) - 1830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/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- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

WEST MILFORD
Runway Ident - 06
Runway Lth/Wid - 2660/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,SE SEA

Age - 39
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1068
Make/Model- 581
Instrument- 101
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD ATTAINED AN ALT OF 300 FT AGL WHEN THE ENGINE LOST POWER. THE PILOT TURNED BACK 180 DEGREES TOWARD A CLEARING NEAR THE ARPT. THE ACFT WENT THROUGH SOME TREES AND MADE A HARD LANDING WHICH COLLAPSED THE NOSE GEAR. AN ANNUAL INSPECTIN HAD JUST BEEN COMPLETED ON THE DAY OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1390

8/13/83

WEST MILFORD, NJ

A/C Reg. No. N91389

Time (Lc1) - 1830 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1204

2/16/83

LAS CRUCES,NM

A/C Reg. No. N1390A

Time (Lcl) - 1300 MST

-----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 -TEST
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - MONNETT SONERAI II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - VOLKSWAGON VW
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/003 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

CRAWFORD
Runway Ident - 12
Runway Lth/Wid - 7494/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 61
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 574
Make/Model- 3
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE NEW HOME BUILT ACFT HAD ONLY 2.5 HRS TOTAL FLT TIME. AFTER A TEST FLT, THE PLT WAS ON THE LANDING ROLL WHEN HE LOST CONTROL AT APRX 35 MPH. SUBSEQUENTLY, THE ACFT GROUND LOOPED & NOSED OVER ON ITS TOP. THE PLT REPORTED THAT LOSS OF CONTROL OCCURRED AFTER A STEERING ARM FAILED ON THE TAILWHEEL ASSEMBLY.

Brief of Accident (Continued)

File No. - 1204

2/16/83

LAS CRUCES,NM

A/C Reg. No. N1390A

Time (Lc1) - 1300 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, TAILWHEEL ASSEMBLY - FAILURE, TOTAL

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1302 6/07/83 REND,NV A/C Reg. No. N46045 Time (Lcl) - 1515 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-DESCENT	NONE	Pass 0	0	0	1

-----Aircraft Information-----

Make/Model	- ICA BRASOV IS-29D2	Eng. Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 794	Engine Type	- UNK/NR		
No. of Seats	- 1	Rated Power	- N/A		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point	ON AIRPORT
Method	- UNK/NR	SAME AS ACC/INC	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	LOCAL	STEAD
Wind Dir/Speed	- 060/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 40.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- 15000 FT SCATTERED	Type of Clearance	- UNK/NR
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 - 59	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 34	Last 24 Hrs - 0
SE LAND	Months Since - 9	Make/Model - 0	Last 30 Days- UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE RECEIVED AN AERIAL TOW TO 2500 FT AGL, AND AFTER RELEASING, THE GLIDER ENCOUNTERED SINKING WX CONDITIONS. HE PROCEEDED BACK TO THE ARPT. AFTER ENTERING A DOWNWIND FOR LANDING, THE GLIDER REPORTEDLY ENCOUNTERED AN AREA OF EXTREME SINK. THE PLT FLEW AN ABBREVIATED PATTERN. DURING A 180 DEG TURN FROM DOWNWIND TO FINAL APCH, THE GLIDER STALLED & STARTED TO SPIN. THE PLT INITIATED CORRECTIVE ACTION, BUT THE GLIDER IMPACTED ON A GRASS STRIP BESIDE THE RWY BEFORE A FULL RECOVERY WAS MADE. THIS WAS THE PLT'S 1ST FLT IN THIS TYPE OF GLIDER.

Brief of Accident (Continued)

File No. - 1302

6/07/83

RENO,NV

A/C Reg. No. N46045

Time (Lcl) - 1515 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1237 7/03/83 KIRKVILLE, NY A/C Reg. No. N104RE Time (Lcl) - 2010 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -CFR 103
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - ROTEC/BOTSFORD RALLY 3
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - ROTAX 50
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 50 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 120/009 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 25000 FT THIN OVC
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KIRKVILLE, NY
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

KIRKVILLE
Runway Ident - 27
Runway Lth/Wid - 1800/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 31

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 215	Last 24 Hrs	- 3
Make/Model-	72	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	80

Instrument Rating(s) - NONE

-----Narrative-----

THE 2 PLACE ULTRALIGHT ACFT WAS ON FINAL APCH TO LAND WHEN THE PROPELLER BEGAN TO FREEWHEEL ON THE PROPELLER SHAFT. THE ENG CONTINUED TO OPERATE & RESPOND TO THROTTLE INPUTS, BUT THE PROPELLER DID NOT PRODUCE THRUST. THE ULTRALIGHT BEGAN TO LOSE ALTITUDE RAPIDLY & THE PLT WAS UNABLE TO REACH THE ARPT. DURING A FORCED LANDING, THE ACFT COLLIDED WITH SWAMP ADLER TREES. REPORTEDLY, THE CENTRIFUGAL CLUTCH DRUM, WHICH CONNECTED THE PROPELLER TO THE ENG, WAS INSTALLED USING THE PROPER BONDING COMPOUND. THE SLIPPAGE OCCURRED ON THE REDUCTION DRIVE ASSEMBLY.

Brief of Accident (Continued)

File No. - 1237

7/03/83

KIRKVILLE, NY

A/C Reg. No. N104RE

Time (Lc1) - 2010 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. REDUCTION GEAR ASSY - OTHER
 2. PROPELLER SYSTEM/ACCESSORIES - INOPERATIVE
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1250 7/28/83 HUNTER, NY A/C Reg. No. N1289B Time (Lc1) - 1710 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - LUSCOMBE 8A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 180/005 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KINGSTON, NY
Destination
HUNTER, NY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

HUNTER MT.
Runway Ident - 18
Runway Lth/Wid - 270/ 150
Runway Surface - GRAVEL
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 453 Last 24 Hrs - 2
Make/Model- 73 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING THE LANDING ROLL, THE ACFT SWERVED TO THE LEFT WHEN HE APPLIED BRAKES. SUBSEQUENTLY, THE ACFT WENT ONTO DOWNWARD SLOPING TERRAIN & THE LEFT MAIN GEAR FAILED. AN EXAM OF THE BRAKING SYS REVEALED THAT THE RIGHT BRAKE CABLE HAD BECOME LOOSE. REPORTEDLY, THE BRAKES HAD BEEN INSPECTED & ADJUSTED DURING AN ANNUAL INSPECTION, DATED 10 DAYS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1250

7/28/83

HUNTER, NY

A/C Reg. No. N1289B

Time (Lcl) - 1710 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - LOOSE
2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DOWNHILL
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) 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. - 1259 8/02/83 EASTON,NY

A/C Reg. No. N3943F

Time (Lcl) - 1600 EDT

-----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	2
Pass				

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 - 2075
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-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 - NWS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 230/004 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CAMBRIDGE,NY
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

PRIVATE STRIP
Runway Ident - 24
Runway Lth/Wid - 1800 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45

Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 140	Last 24 Hrs	- 0
Make/Model-	130	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING LANDING THE BRAKES LOCKED & THE ACFT THEN HIT TWO BUMPS IN THE RWY & BALLOONED. THE ACFT THEN SKIDDED OFF THE END OF THE RWY, COLLIDED WITH A PLOWED FURROW & FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 1259

8/02/83

EASTON, NY

A/C Reg. No. N3943F

Time (Lcl) - 1600 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
 2. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1248

8/11/83

WESTVILLE,NY

A/C Reg. No. N63196

Time (Lcl) - 0915 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -BUSINESS

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 172P

Eng Make/Model - LYCOMING O-320-D2J

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2150

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 160 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- VARIABLE

Visibility - 3.500 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 5000 FT OVERCAST

Obstructions to Vision- UNK/NR

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

RUTLAND STATE,VT

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

Airport Proximity

ON AIRPORT

Airport Data

COPPERSTOWN

Runway Ident - 20

Runway Lth/Wid - 2700/ 125

Runway Surface - GRASS/TURF

Runway Status - WET

-----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,COMMERCIAL

Current - YES

Total - 2015

Last 24 Hrs - 1

SE LAND,ME LAND

Months Since - 1

Make/Model- 71

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 400

Last 90 Days- 18

Multi-Eng - 1944

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PLT LANDED IN LIGHT RAIN ON A WET SOD RWY WITH LIGHT & VARIABLE WIND CONDITIONS. HE REPORTED THAT HE TOUCHED DOWN ON THE 1ST THIRD OF THE RWY, BUT WITNESSES SAID THAT THE ACFT LANDED PAST THE MIDFIELD POINT. SUBSEQUENTLY, THE PLT WAS UNABLE TO STOP ON THE REMAINING RWY. THE ACFT CONTINUED OFF THE END OF THE RWY, WENT DOWN AN EMBANKMENT & CAME TO REST IN A DITCH.

Brief of Accident (Continued)

File No. - 1248

8/11/83

WESTVILLE, NY

A/C Reg. No. N63196

Time (Lc1) - 0915 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - RAIN
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

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) 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. - 1251 8/16/83 MEDINA,NY A/C Reg. No. N5333B Time (Lcl) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

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 - 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- 305/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ALBION,NY
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRSTRIP

Airport Data

MAPLE RIDGE
Runway Ident - 36
Runway Lth/Wid - 2800/ 60
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 65

Biennial Flight Review

Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 132	Last 24 Hrs	- 0
Make/Model-	119	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	31

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A HARD LANDING AND COLLAPSED THE NOSE GEAR BEFORE NOSING OVER. THE PILOT WAS MAKING A PRACTICE LANDING ON A GRASS AIRSTRIP. THE APPROACH WAS TOO HIGH SO THE PILOT MADE A STEEP DESCENT. THE AIRSPEED INCREASED BUT THE PILOT ELECTED TO LAND. THE LANDING WAS HARD AND THE ACFT BOUNCED. WHEN IT CAME BACK DOWN NOSE WHEEL FIRST THE NOSE GEAR COLLAPSED. THE ACFT SKIDDED ALONG AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1251

8/16/83

MEDINA,NY

A/C Reg. No. N5333B

Time (Lc1) - 1730 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
4. GO-AROUND - NOT SELECTED - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1395 8/18/83 TULLY, NY

A/C Reg. No. N8470K

Time (Lc1) - 0300 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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 -MANEUVERING

Fire Crew
ON GROUND Pass

-----Aircraft Information-----

Make/Model - STINSON 108-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2078
No. of Seats - 4

Eng Make/Model - FRANKLIN O6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed - 240/009 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - 1200 FT SCATTERED
Lowest Ceiling - 2800 FT OVERCAST
Obstructions to Vision - HAZE
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
PORT HURON, MI
Destination
SYRACUSE, NY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	400	Last 24 Hrs	-	13
Make/Model	-	85	Last 30 Days	-	UNK/NR
Instrument	-	43	Last 90 Days	-	58

Instrument Rating(s) - NONE

-----Narrative-----

AT 2,000 FT NEAR SYRACUSE THE PLT DECIDED HE HAD ENOUGH FUEL TO CONTINUE ON TO HIS HOME BASE AT CORTLAND. HE ADDED FULL POWER TO CLIMB BACK TO 3,000 FT & ENCOUNTERED TURBULENCE. WITH FULL POWER & 80 KTS INDICATED THE ACFT WAS LOSING ALTITUDE. THE ACFT COLLIDED WITH TREES ON A RIDGE LINE. THE SYRACUSE 0250 WX OBSERVATION INDICATED THUNDERSTORMS WEST OF SYRACUSE MOVING EAST. THE 0307 SPECIAL OBSERVATION INDICATED A VISIBILITY OF 2 MI IN HEAVY THUNDERSHOWERS.

Brief of Accident (Continued)

File No. - 1395

8/18/83

TULLY, NY

A/C Reg. No. N847OK

Time (Lc1) - 0300 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - HAZE
3. WEATHER CONDITION - LIGHTNING
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)
6. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

7. LIGHT CONDITION - DARK NIGHT
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1308 5/10/83 SMITHFIELD, OH A/C Reg. No. N69057 Time (Lcl) - 1945 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries			
	SUBSTANTIAL		Serious	Minor	None	
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1	
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1	
Accident Occurred During -TAKEOFF						

-----Aircraft Information-----

Make/Model - 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 - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	WHEELING, WV	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SMITHFIELD
Wind Dir/Speed- 330/006 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 65
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2247
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 450
		Instrument- 345
		Last 30 Days- UNK/NR
		Last 90 Days- 200
		Multi-Eng - 311
		Rotorcraft - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD BEEN PRACTICING TOUCH-AND-GO LANDINGS. ON ABOUT THE 6TH OR 7TH TOUCH-AND-GO, HE APPLIED POWER TO TAKEOFF WHEN A GROUP OF DEER CROSSED THE RWY. HE STEERED TO THE LEFT TO AVOID THE ANIMALS, WENT OFF THE RWY, HIT A LARGE MOUND OF DIRT, THEN THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1308

5/10/83

SMITHFIELD, OH

A/C Reg. No. N69057

Time (Lcl) - 1945 EDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. LIGHT CONDITION - DUSK
 2. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
 3. OBJECT - ANIMAL(S)
 4. MANEUVER - PERFORMED - PILOT IN COMMAND
 5. TERRAIN CONDITION - DIRT BANK
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1307 5/13/83 EAST LIVERPOOL, OH A/C Reg. No. N5512Y Time (Lcl) - 1525 EDT

-----Basic Information-----

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-LANDING			0	0	0	1
							1

-----Aircraft Information-----

Make/Model	- PIPER PA-23-250	Eng Make/Model	- LYCOMING IO-540-C4B5	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 250 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	BUTLER, PA			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		COLUMBIANA CO.	
Wind Dir/Speed	- UNK/NR			Runway Ident	- 06
Visibility	- 15.0 SM	ATC/Airspace		Runway Lth/Wid	- 3512/ 75
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
Precipitation	- NONE		FULL STOP		
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 3700	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 9	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 350	Last 90 Days - 36
		Multi-Eng - 1300	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE APPROACH, THE PLT NEGLECTED TO EXTEND THE GEAR, AAND SUBSEQUENTLY, MADE A WHEELS UP LANDING.

Brief of Accident (Continued)

File No. - 1307

5/13/83

EAST LIVERPOOL, OH

A/C Reg. No. N5512Y

Time (Lc1) - 1525 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
 2. 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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1286 6/05/83 MONTPELIER, OH A/C Reg. No. N13HT Time (Lcl) - 0920 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -APPROACH			0	0	0
				None	0

-----Aircraft Information-----

Make/Model - MONERAI SAILPLANE	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - BODY GEAR	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - UNK/NR		
No. of Seats - 1	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	WOODRUFF
Wind Dir/Speed- 260/005 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4080/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 76
SE LAND	Months Since - 1	Last 24 Hrs - 1
GLIDER	Aircraft Type - UNK/NR	Make/Model- 1
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER DRAGGED A WING AND CARLWHEELED DURING A LOW TURN MANEUVER BY THE PILOT. THE PILOT STATED THAT HE APPARENTLY HAD FAILED TO LOCK THE FLAP HANDLE IN THE PROPER POSITION AND THE ACFT HAD PICKED UP EXCESS AIRSPEED. IN TRYING TO STAY IN THE RWY ENVIRONMENT AND AVOID PARKED AIRCRAFT THE PILOT COLLIDED WITH THE GROUND.

Brief of Accident (Continued)

File No. - 1286

6/05/83

MONTPELIER, OH

A/C Reg. No. N13HT

Time (Lc1) - 0920 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. REMEDIAL ACTION - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1365

6/21/83

WADSWORTH, OH

A/C Reg. No. N714NN

Time (Lcl) - 1915 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				

Type of Operation -INSTRUCTIONAL

Fire

Crew

0

0

1

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -APPROACH

-----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 - 1500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 100 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - TV WX

Method - TV/RADIO

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 160/008 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

AKRON, OH

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

WADSWORTH

Runway Ident - 19

Runway Lth/Wid - 3525/ 75

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 47

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1151

Last 24 Hrs - 1

Make/Model- 387

Last 30 Days- UNK/NR

Instrument- 115

Last 90 Days- 67

Multi-Eng - 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI SAID THE STUDENT PILOT TRIED TO CORRECT FOR A GUST OF WIND. AFTER THE ACFT TURNED 30 OR 40 DEGREES THE CFI TOOK CONTROL. DURING THE GO-AROUND THE RIGHT WING CONTACTED THE GROUND AND THE ACFT CARTWHEELED.

Brief of Accident (Continued)

File No. - 1365

6/21/83

WADSWORTH, OH

A/C Reg. No. N714NN

Time (Lc1) - 1915 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND(CFI)
 5. GROUND LOOP/SWERVE - INITIATED - 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

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. - 1298 7/05/83 KELLEYS ISLAND, OH A/C Reg. No. N5782W Time (Lcl) - 0830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During - LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-150	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - PATWAS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 260/008 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination STRONGVILLE, OH ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity OFF AIRPORT/STRIP Airport Data KELLEYS ISLAND Runway Ident - 27 Runway Lth/Wid - 2200/ 25 Runway Surface - UNK/NR Runway Status - UNK/NR
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 61 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 4600 Make/Model- 1600 Instrument- 15 Multi-Eng - 10 Last 24 Hrs - 0 Last 30 Days- UNK/NR Last 90 Days- 15
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LOST POWER ON TAKEOFF AND COLLIDED WITH TREES ABOUT 1/4 MILE OFF THE END OF THE RWY. THE PILOT SAID HE PREFLEDT AND REMOVED ABOUT 1/2 OUNCE OF WATER FROM EACH TANK, NONE FROM THE GASCOLATOR. INSPECTION AFTER THE ACCIDENT REVEALED WATER IN THE CARBURETOR.

Brief of Accident (Continued)

File No. - 1298

7/05/83

KELLEYS ISLAND, OH

A/C Reg. No. N5782W

Time (Lc1) - 0830 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FLUID, FUEL - WATER

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND 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. - 1400

8/07/83

RICHMOND, OH

A/C Reg. No. N4778W

Time (Lcl) - 1215 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Fire	1	0	0	0
Crew				
Pass	2	0	0	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

ON GROUND

-----Aircraft Information-----

Make/Model - ROCKWELL 114

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 3272

No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-T4B5D

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 260 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 030/003 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

STUEBENVILLE, OH

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 58

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3212	Last 24 Hrs -	1
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Make/Model-	9	Last 30 Days-	6
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Instrument-	252	Last 90 Days-	62
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS BORROWED BY THE PILOT TO GIVE A FRIEND A FAMILIARIZATION FLT IN A RETRACTABLE LANDING GEAR ACFT. THE ACFT WAS OBSERVED BY CAMPERS AS IT PERFORMED A STALL AND RECOVERY. A 2ND STALL WAS DONE BUT THIS TIME THE ACFT ENTERED A SPIN AND AFTER AT LEAST 3 TURNS IT DISAPPEARED BEHIND TREES. NO SOUND OF ADDING POWER WAS HEARD.

Brief of Accident (Continued)

File No. - 1400

8/07/83

RICHMOND, OH

A/C Reg. No. N4778W

Time (Lc1) - 1215 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. STALL - PERFORMED - PILOT IN COMMAND
 2. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 4. 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) 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. - 1241

9/18/83

HAMILTON, OH

A/C Reg. No. N2312

Time (Lcl) - 1145 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Injuries		
		Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - WACO AGC-8
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 4

Eng Make/Model - JACOBS 330
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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- 210/012 KTS
Visibility - 9.0 SM
Lowest Sky/Clouds - 20000 FT
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

HAMILTON
Runway Ident - 29
Runway Lth/Wid - 5440/ 80
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 153	Last 24 Hrs	- UNK/NR
Make/Model-	34	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 HE ENCOUNTERED GUSTY X-WINDS ON FINAL APCH. ACCORDING TO HIM, A QUARTERING TAIL WIND WAS ENCOUNTERED AFTER TOUCHDOWN WHICH PUSHED THE ACFT ON ITS NOSE. THE ACFT SKIDDED ON ITS NOSE UNTIL IT CONTACTED SOD AT THE EDGE OF THE RWY, THEN NOSED OVER. HE REPORTED ONLY FLYING 2.75 HRS DURING THE PREVIOUS 90 DAYS.

Brief of Accident (Continued)

File No. - 1241

9/18/83

HAMILTON, OH

A/C Reg. No. N2312

Time (Lc1) - 1145 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1360 10/04/83 LANCASTER,OH

A/C Reg. No. N63425

Time (Lcl) - 1000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	3	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FAIRFIELD COUNTY
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
SE LAND

Age - 44
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 699
Make/Model- 626
Instrument- 28
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED IN A PLOWED FIELD DURING AN OFF ARPT FORCED LANDING AFTER POWER LOSS IN THE TRAFFIC PATTERN FOR LANDING. THE ARPT MANAGER REPORTED THAT WHEN HE REACHED THE ACFT THE CARBURETOR HEAT WAS OFF. THE PILOT SAID SHE THOUGHT SHE USED IT BUT WAS NOT POSITIVE. TWO DAYS AFTER THE ACCIDENT THE ENGINE WAS STARTED AND RAN WITH NO PROBLEMS.

Brief of Accident (Continued)

File No. - 1360

10/04/83

LANCASTER, OH

A/C Reg. No. N63425

Time (Lc1) - 1000 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
 2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1359 10/07/83 CINCINNATI,OH A/C Reg. No. N5728T Time (Lcl) - 1715 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172E	Eng Make/Model - CONTINENTAL O-300	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	GRAND ISLAND,NB	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CINCINNATI,OH	BLUE ASH
Wind Dir/Speed- 190/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
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)
COMMERCIAL,CFI	Current - YES	Total - 3600
SE LAND	Months Since - 8	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 1505
		Instrument- 66
		Last 30 Days- 11
		Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A UTILITY POLE AND MAIL BOXES DURING A FORCED LANDING ON A ROAD AFTER FUEL EXHAUSTION. THE WEATHER WAS VMC FOR THIS PLEASURE X-COUNTRY BUT THE CFI PLT COULD NOT FIND HIS DESTINATION ARPT. HE MADE RADIO CONTACT WITH A TOWER AND APPROACH CONTROL AND FINALLY HAD THE ARPT IN SIGHT BUT FUEL EXHAUSTION OCCURRED 2 MILES AWAY AFTER OVER 6 HOURS OF FLT.

Brief of Accident (Continued)

File No. - 1359

10/07/83

CINCINNATI, OH

A/C Reg. No. N5728T

Time (Lc1) - 1715 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. FLUID, FUEL - EXHAUSTION
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - UTILITY POLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 1361 10/10/83 ELYRIA, OH

A/C Reg. No. N94500

Time (Lc1) - 1550 EDT

-----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 - 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 - 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- 110/005 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - 2500 FT

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

ELYRIA

Runway Ident - 09

Runway Lth/Wid - 3060/ 120

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 36

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 53 Last 24 Hrs - 0

Make/Model- 53 Last 30 Days- UNK/NR

Instrument- 3 Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

DURING FINAL THE ACFT BALLOONED. THE PLT ADDED POWER FOR A GO-AROUND BUT THE ACFT SETTLED TO THE RWY NOSE GEAR FIRST. GEAR, PROP & FIREWALL DAMAGE.

Brief of Accident (Continued)

File No. - 1361

10/10/83

ELYRIA, OH

A/C Reg. No. N94500

Time (Lc1) - 1550 EDT

Occurrence HARD LANDING

Phase of Operation LANDING

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
 2. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
 3. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
 4. GO-AROUND - INITIATED - PILOT IN COMMAND
 5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1271

10/15/83

HAMILTON, OH

A/C Reg. No. N1388Q

Time (Lc1) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries
Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire

NONE

Crew

0

0

1

0

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - ALDERFER GYROPLANE

Landing Gear - UNK/NR

Max Gross Wt - UNK/NR

No. of Seats - 1

Eng Make/Model - VOLKSWAGON UNKNOWN

Number Engines - 1

Engine Type - UNK/NR

Rated Power - UNK/NR

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- 100/008 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

HAMILTON

Runway Ident - UNK/NR

Runway Lth/Wid - 5480/ 80

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 43

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 165

Make/Model- 60

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 27

Rotorcraft - 165

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STRUCK HE MADE A NORMAL TAKEOFF & REACHED AN ALT OF ABOUT 20 FT WHEN HE LOWERED THE NOSE TO GAIN AIRSPEED. AS HE REACHED 30 FT THE GYROPLANE ROLLED OVER & IMPACTED THE GRASS ON THE RIGHT OF THE RWY. THE PLT REPORTED HE HAD A STRONG GUSTY HEADWIND CONDITION. CINCINNATI LUNKEN ARPT, 16 MI AWAY, WAS REPORTING A WIND OF 8 KTS.

Brief of Accident (Continued)

File No. - 1271

10/15/83

HAMILTON, OH

A/C Reg. No. N1388Q

Time (Lc1) - 1600 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. COMMUNICATIONS/INFORMATION/ATC - INADEQUATE - 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. - 1207 2/13/83 HENNESSEY,OK

A/C Reg. No. N1139C

Time (Lc1) - 1342 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-22
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1800
No. of Seats - 4

Eng Make/Model - LYCOMING O-290-D2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHICKASHA,OK
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - 1400 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND

Age - 25
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - 737

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3350
Make/Model- 6
Instrument- 180
Multi-Eng - 730
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A SHORT FINAL TO LAND AT A PRIVATE AG STRIP, THE ACFT STRUCK POWER LINES, THEN FLIPPED OVER & IMPACTED ON THE APCH END OF THE RWY. ALTHOUGH THE PLT WAS UNFAAMILAR WITH THE ARPT, SHE HAD BEEN BRIEFED ON THE EXISTANCE OF THE WIRES BEFORE HER DEPARTURE. THE WIRES WERE NOT MARKED.

Brief of Accident (Continued)

File No. - 1207

2/13/83

HENNESSEY,OK

A/C Reg. No. N1139C

Time (Lc1) - 1342 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRPORT FACILITIES, OBSTRUCTION MARKING - UNAVAILABLE
 2. OBJECT - WIRE, TRANSMISSION
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - 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) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1252 10/20/83 COOS BAY,OR A/C Reg. No. N82W Time (Lcl) - 0930 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- BELL 212	Eng Make/Model	- P & W PT6T-3B	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- SKID	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 11200	Engine Type	- TURBOSHAFT		
No. of Seats	- 15	Rated Power	- 1290 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 160/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 5.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	-	Type of Clearance	- N/A
Lowest Ceiling	- 1000 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- SMOKE		
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 - 6044	Last 24 Hrs - 0
SE LAND,ME LAND	Months Since - 12	Make/Model- 710	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 100
		Multi-Eng - 42	Rotorcraft - 6000

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER SNAGGED A CABLE WITH ITS SKID DURING TAKEOFF AND ROLLED OVER. THE ACFT HAD LANDED FOR FUEL AND WAS TAKING OFF AFTER REFUELING WHEN A CABLE ATTACHED TO A FERTILIZER DISPENSER CAUGHT ON THE HELICOPTER'S SKID. THE ACFT ROLLED TO THE RIGHT AND FOWARD. IT CAME TO REST 50 FT FROM THE HOVER SPOT ON ITS LEFT SIDE.

Brief of Accident (Continued)

File No. - 1252

10/20/83

COOS BAY,OR

A/C Reg. No. N82W

Time (Lcl) - 0930 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. CLEARANCE - INADEQUATE - PILOT IN COMMAND
 2. VERTICAL TAKEOFF - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1258 7/24/83 FREDERICKSBURG, PA A/C Reg. No. N32360 Time (Lc1) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - BLANIK L-13
Landing Gear - UNK/NR
Max Gross Wt - 1102
No. of Seats - 2

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - UNK/NR
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/008 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
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

FARMERS PRIDE
Runway Ident - 27
Runway Lth/Wid - 3800/ 300
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND
GLIDER

Age - 29

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	865	Last 24 Hrs	-	2
Make/Model	-	37	Last 30 Days	-	UNK/NR
Instrument	-	140	Last 90 Days	-	120
Multi-eng	-	0	Rotorcraft	-	0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LIFT-OFF FROM A TOW TAKEOFF, THE TOWPLANE WAS UNABLE TO ATTAIN THE NORMAL TOW AIRSPEED OF 65 TO 75 MPH & CONTINUED AT ABOUT 55 MPH. THE GLIDER PLT THOUGHT THE TOWPLANE WAS HAVING ENGINE PROBLEMS, & AS THE TWO ACFT CIRCLED THE ARPT, THE GLIDER PLT RELEASED WHEN HE WAS SURE THE GLIDER COULD MAKE THE ARPT. AFTER RELEASE, THE GLIDER LOST AIRSPEED & ALTITUDE QUICKLY. DURING A FORCED LANDING INTO A CORN FIELD ADJACENT TO THE ARPT, THE PLT REACHED FOR THE SPOILERS & REALIZED THAT THE SPOILERS HAD BEEN EXTENDED THROUGHOUT THE TAKEOFF.

Brief of Accident (Continued)

File No. - 1258

7/24/83

FREDERICKSBURG, PA

A/C Reg. No. N32360

Time (Lcl) - 1600 EDT

Occurrence #1 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. SPOILER RETRACTION - NOT SELECTED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT 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. - 1249 7/27/83 DOYLESTOWN, PA A/C Reg. No. N9978U Time (Lcl) - 1850 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - GRUMMAN AA-1C	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1560	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DOYLESTOWN, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DOYLESTOWN
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 05
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 20
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 20
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 20

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE STUDENT MADE 2 TAKEOFFS & LANDINGS, THEN WAITED FOR TRAFFIC TO CLEAR THE RWY BEFORE TAKING OFF AGAIN. WHILE CLIMBING TO TRAFFIC PATTERN ALTITUDE ON THE 3RD TAKEOFF, THE ENG LOST POWER. AN EMERGENCY CHECKLIST TO RESTART THE ENG WAS NOT COMPLETED BECAUSE OF THE CLOSENESS OF THE GROUND. WHILE LANDING IN A SOYBEAN FIELD, THE ACFT NOSED OVER. AN INSPECTION OF THE ENG REVEALED NO EVIDENCE OF A PREIMPACT/MECHANICAL MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 1249

7/27/83

DOYLESTOWN, PA

A/C Reg. No. N9978U

Time (Lcl) - 1850 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - CROP

-----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. - 1224

7/28/83

FAIRFIELD, PA

A/C Reg. No. N6BM

Time (Lc1) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - BERKSHIRE CONCEPT 70
Landing Gear - UNK/NR
Max Gross Wt - UNK/NR
No. of Seats - UNK/NR

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- VARIABLE/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

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

MID ATLANTIC

Runway Ident - 33

Runway Lth/Wid - 2684/ 50

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

GLIDER

Age - 60

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 11562

Make/Model- 4

Instrument- 3152

Multi-Eng - 3161

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 162

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE APCH, THE PLT ENCOUNTERED UNFAVORABLE WIND CONDITIONS & THE GLIDER TOUCHED DOWN LONG. IN ORDER TO AVOID AN EMBANKMENT BEYOND THE END OF THE STRIP, THE PLT TURNED TOWARD A PARALLEL RWY OVERRUN AREA. SUBSEQUENTLY, THE LEFT WING HIT TWO 55 GAL DRUMS IN A DITCH BORDERING THE OVERRUN.

Brief of Accident (Continued)

File No. - 1224

7/28/83

FAIRFIELD, PA

A/C Reg. No. N6BM

Time (Lcl) - 1600 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH 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

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. - 1236

8/06/83

ST. CLAIR, PA

A/C Reg. No. N707CF

Time (Lcl) - 2045 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 3.000 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point
FINDLEY, IN

Destination
LATROBE, PA

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 - PRECAUTIONARY LNDG

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 38
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 47
Last 24 Hrs - UNK/NR
Make/Model- 30
Last 30 Days- UNK/NR
Instrument- 4
Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A X-COUNTRY FLT WHEN HE ENCOUNTERED REDUCED VISIBILITY WITH FOG & HAZE. HE TRIED TO LOCATE AN ARPT BY FLYING TIME & DISTANCE OFF OF A VOR STATION. HE CIRCLED IN THE VICINITY OF WHERE HE THOUGHT THE ARPT WAS AT, THEN ELECTED TO LAND BEFORE NIGHTFALL. WHILE MAKING A PRECAUTIONARY LANDING IN AN OPEN FIELD, THE ACFT HIT A TRENCH & NOSED OVER. THE TRENCH WAS OBSCURED BY VEGETATION & APPROACHING DARKNESS.

Brief of Accident (Continued)

File No. - 1236

8/06/83

ST. CLAIR, PA

A/C Reg. No. N707CF

Time (Lc1) - 2045 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. WEATHER CONDITION - FOG
 4. WEATHER CONDITION - HAZE
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. LIGHT CONDITION - DUSK
 6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 7. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 8. TERRAIN CONDITION - DITCH
-

-----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. - 1363 6/26/83 VIEQUES,PR A/C Reg. No. N84563 Time (Lcl) - 1008 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 172K
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/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- 120/009 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN JUAN,PR
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

VIEQUES
Runway Ident - 09
Runway Lth/Wid - 2500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 59
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 275	Last 24 Hrs	- 1
Make/Model-	38	Last 30 Days-	UNK/NR
Instrument-	13	Last 90 Days-	5

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED SEEING THE ACFT IN THE LATTER PART OF THE LANDING ROLL WITH BRAKES LOCKED AND TIRES SKIDDING. THE ACFT WENT OFF THE OVERRUN AREA INTO A DITCH.

Brief of Accident (Continued)

File No. - 1363

6/26/83

VIEQUES,PR

A/C Reg. No. N84563

Time (Lcl) - 1008 AST

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 TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1388 1/30/83 JOHNS ISLAND, SC A/C Reg. No. N4548R Time (Lcl) - 1550 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ISLE OF PALMS, SC	CHARLESTON EXECUTIVE
Wind Dir/Speed- CALM		Runway Ident - 09
Visibility - 7.0 SM	ATC/Airspace	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 510
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 460
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASH LANDED IN A SWAMP AS THE PILOT TRIED TO RETURN TO THE ARPT DURING A FORCED LANDING. THE ENGINE LOST POWER DURING TAKEOFF CLIMB AT ABOUT 300 FT AGL. WITNESSES SAID THE ACFT WAS TRAILING BLACK SMOKE AS IT DEPARTED. DURING THE LAST ANNUAL INSPECTION A LOGBOOK ENTRY WAS MADE: "RECOMMEND #1 CYLINDER BE RECHECKED IN 10 HOURS DUE TO SUSPECTED BROKEN RING AND MORE THAN 10 LBS DIFFERENCE IN COMPRESSION FROM OTHER CYLINDERS". THIS WAS NEVER DONE AND THE ACFT HAD FLOWN ABOUT 250 HOURS SINCE THAT INSPECTION. THE PILOT STATED THAT HE WAS AWARE OF AN OIL LEAK BECAUSE OF OIL POOLING IN THE COWLING. THE SPARK PLUGS WERE EXAMINED AFTER THE ACCIDENT. THE PLUG FROM #2 CYLINDER WAS HEAVILY SOOTED. WITNESSES SAID THE PILOT HAD TROUBLE STARTING THE ENGINE PRIOR TO DEPARTURE AND WAS SEEN WORKING ON THE ENGINE. THE PILOT WAS GOING TO HAVE THE ENGINE DISASSEMBLED AFTER THE ACCIDENT BUT WAS NOT DONE.

Brief of Accident (Continued)

File No. - 1388

1/30/83

JOHNS ISLAND, SC

A/C Reg. No. N4548R

Time (Lc1) - 1550 EST

Occurrence #1

LOSS OF POWER

Phase of Operation

TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED

2. MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2

FORCED LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1348 4/04/83 SPARTANBURG, SC A/C Reg. No. N8253U Time (Lcl) - 2150 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-300-D	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	COLUMBUS, OH	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SPARTANBURG DOWNTOWN
Wind Dir/Speed- CALM		Runway Ident - 22
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 5203/ 100
Lowest Sky/Clouds - 30000 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 - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate -
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 99
SE LAND	Months Since - 18	Make/Model- 8
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 5
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT'S SON, WHO WAS A PASSENGER, THE PLT HAD MADE A FINAL APPROACH LINEUP ON THE WRONG SET OF LIGHTS. REALIZING THE MISTAKE, THE PLT INITIATED A GO-AROUND AT APRX 200 FT AGL. HOWEVER, THE ENG LOST POWER. DURING AN EMERGENCY LANDING AT NIGHT, THE PLT SAW POWER LINES & PULLED THE NOSE UP TO AVOID A COLLISION, BUT WAS TOO LATE. THE STALL WARNING HORN SOUNDED & THE ACFT CRASHED IN A NOSE DOWN ATTITUDE. A POWER LINE WAS FOUND WRAPPED AROUND THE FUSELAGE & TAIL SECTION. APRX 7 GAL OF FUEL WAS REMAINING. AN EXAM OF THE ACFT & SUBSYSTEMS FAILED TO DISCLOSE ANY PREIMPACT FAILURE OR MALFUNCTION. THE ACFT HAD BEEN RETROFITTED WITH FRONT SEAT SHOULDER RESTRAINT SYSTEMS. DESPITE THE EXTENSIVE DAMAGE OF THE ACFT, WHICH INCLUDED REARWARD DISPLACEMENT OF THE ENG, THE PLT RECEIVED ONLY FACIAL INJURIES & THE PASSENGERS RECEIVED ONLY MINOR TO NO INJURIES. THE TEMP & DEW POINT WERE 50 & 38 DEG. ICING PROBABILITY CHARTS INDICATED CARB ICING WAS POSSIBLE, BUT THE POSITON OF CARB HEAT ON FINAL, NOT VERIFIED.

Brief of Accident (Continued)

File No. - 1348

4/04/83

SPARTANBURG, SC

A/C Reg. No. N8253U

Time (Lc1) - 2150 EST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - WIRE, TRANSMISSION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1244 6/15/83 LEOLA, SD A/C Reg. No. N8181V Time (Lc1) - 2130 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -TAKEOFF

Fire Crew Pass
NONE 0 0

-----Aircraft Information-----

Make/Model - CESSNA A188
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3300
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 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- 300/005 KTS
Visibility - 50.0 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
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg -

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 995 Last 24 Hrs - 4
Make/Model- 33 Last 30 Days- UNK/NR
Instrument- 100 Last 90 Days- 74

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS USING A GRAVEL ROAD, APRX 20 FT WIDE, FOR AN AERIAL APPLICATION OPERATION. DURING TAKEOFF, THE ACFT SWERVED TO THE RIGHT, WENT INTO THE DITCH BESIDE THE ROAD & WAS SUBSTANTIALLY DAMAGED. THE PLT BELIEVED THAT THE RIGHT WHEEL HAD BECOME LOCKED. HOWEVER, AN EXAM OF THE WHEELS & BRAKES REVEALED NO EVIDENCE OF GRABBING OR OVERHEATING. THE ACFT WAS EQUIPPED WITH SPRAY BOOMS THAT WERE APRX 2 1/1 FEET ABOVE THE BOTTOM OF THE WHEELS. THERE WAS 3 FT TALL GRASS, AS WELL AS DITCHES, BESIDE THE ROAD, THE PLT HAD ATTEMPTED HIS TAKEOFF TO THE NORTH WITH A WIND FROM THE NORTHWEST AT 5, GUSTING 7 KTS.

Brief of Accident (Continued)

File No. - 1244

6/15/83

LEOLA, SD

A/C Reg. No. N8181V

Time (Lc1) - 2130 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. LIGHT CONDITION - DUSK
 3. WEATHER CONDITION - CROSSWIND
 4. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 6. TERRAIN CONDITION - HIGH VEGETATION
 7. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

9. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1343 8/08/83 WAGNER, SD A/C Reg. No. N4573M Time (Lcl) - 1130 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - PIPER PA-11	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 86
	Months Since - N/A	Make/Model- 86
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 37
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ENG BEGAN LOOSING POWER AS HE APPROACHED HIS DESTINATION. HE ELECTED TO MAKE AN EMERGENCY LANDING ON A ROAD TO INVESTIGATE THE PROBLEM. HE STATED THAT HE MADE A STALLED LANDING THAT CAUSED THE TAILWHEEL TO UNLOCK & ALLOWED THE ACFT TO VEER TO THE LEFT. HE ADDED POWER TO CORRECT THE SITUATION, THEN THE LEFT WING HIT A WIRE. ACCORDING TO THE PLT, THE ENG PROBLEM WAS CAUSED BY THE MAGNETOS WHICH HAD RECENTLY BEEN WORKED ON.

Brief of Accident (Continued)

File No. - 1343

8/08/83

WAGNER,SD

A/C Reg. No. N4573M

Time (Lc1) - 1130 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

1. IGNITION SYSTEM,MAGNETO - FAILURE,PARTIAL
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

2. OBJECT - WIRE,STATIC
 3. PRECAUTIONARY 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1322

6/01/83

DAYTON, TN

A/C Reg. No. N83UT

Time (Lcl) - 1820 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - RAND KR-2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - VOLKSWAGEN BEETLE
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MARX ANTON
Runway Ident - 21
Runway Lth/Wid - 4500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 53

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 300	Last 24 Hrs	- UNK/NR
Make/Model	- 4	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD BEEN AIRBORNE FOR OVER 1 HR & WAS DESCENDING ONTO BASE LEG WHEN THE ENG QUIT RUNNING AS THE PLT WENT TO ADD POWER. A FORCED LANDING WAS MADE IN A GRASSY AREA NEAR THE RWY. AFTER THE ACFT TOUCHED DOWN, IT HIT A DITCH DURING THE ROLL-OUT, THEN NOSED OVER. AN EXAM OF THE MAGNETO REVEALED THAT THE POINTS WERE PITTED, CORRODED & WORN & THE MAGNETO WAS INOPERATIVE. IT WAS PURCHASED 2ND HAND & HAD AN ESTIMATED 400 HRS OF OPERATION. THE ENG WAS EQUIPPED WITH ONLY 1 MAGNETO.

Brief of Accident (Continued)

File No. - 1322

6/01/83

DAYTON, TN

A/C Reg. No. N83UT

Time (Lcl) - 1820 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation APPROACH

Finding(s)

1. IGNITION SYSTEM, MAGNETO - CORRODED
2. IGNITION SYSTEM, MAGNETO - WORN
3. IGNITION SYSTEM, MAGNETO - INOPERATIVE

Occurrence #2 FORCED LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

4. 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) 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. - 1319

6/05/83

FRANKLIN, TN

A/C Reg. No. N6429F

Time (Lcl) - 1300 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
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - 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- VARIABLE
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
SMYRNA
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)

PRIVATE
SE LAND

Age - 27

Biennial Flight Review

Current - YES
Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	87	Last 24 Hrs -	1
Make/Model-	15		Last 30 Days-	UNK/NR
Instrument-	3		Last 90 Days-	5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT APRX 45 MIN AFTER TAKEOFF, HE SMELLED AN ODOR LIKE SOMETHING BURNING, THEN NOTED A LOSS OF POWER. HE STATED THAT THE ENG DID NOT QUIT, BUT HAD LOST POWER TO ABOUT THE 1000 RPM RANGE. ALSO, HE STATED THAT THE OIL PRESSURE DROPPED TO ABOUT 10 PSI. ADDITIONALLY, HE REPORTED THAT HE "JOCKEYED" THE THROTTLE & IMMEDIATELY APPLIED CARBURETOR HEAT, BUT NEITHER OF THESE HAD ANY EFFECT. SUBSEQUENTLY, THE ACFT ENCOUNTERED A DITCH DURING A FORCED LANDING & NOSED OVER. A TEARDOWN OF THE ENG REVEALED THAT THE LIFTERS FOR THE #3 & #4 INTAKE VALVES WERE CHIPPED, SPALLED & WORN. ALSO, THE RESPECTIVE CAM LOBES WERE ROUNDED & WORN. THE ENG WAS REASSEMBLE WITH THE ORIGINAL PARTS & OPERATED NORMALLY. THE TEMP & DEW POINT WERE 76 & 64 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CURVES, SERIOUS ICING COULD OCCUR AT GLIDE POWER & VISIBLE ICING COULD OCCUR AT RATED POWER. THE OIL PUMP, OIL FILTER & OIL SENSORS (TEMP & PRESSURE) CHECKED NORMAL. NO MECHANICAL REASON WAS FOUND FOR THE ENG TO LOSE POWER.

Brief of Accident (Continued)

File No. - 1319

6/05/83

FRANKLIN, TN

A/C Reg. No. N6429F

Time (Lc1) - 1300 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
2. 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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1324

6/06/83

KINGSTON, TN

A/C Reg. No. N13881

Time (Lcl) - 1040 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 - 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/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed - 360/003 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 5500 FT OVERCAST
Obstructions to Vision - HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SKY RANCH ARPT., TN

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

CHARLES FARM
Runway Ident - 30
Runway Lth/Wid - 1020/ 300
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 24
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 - 82
Make/Model - 10
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 CHECKED THE WX CONDITIONS BEFORE OPERATING ON THE 1020 FT GRASS STRIP. HE LANDED ON THE STRIP AT 0935 EDT, TOOK OFF AGAIN ABOUT 10 MIN LATER, THEN RETURNED & LANDED AGAIN. APRX 1 HR & 5 MIN AFTER HIS 1ST TAKEOFF, HE STARTED ANOTHER DEPARTURE WITH 20 DEG OF FLAPS SELECTED. AFTER LIFT-OFF, HE FELT THE TAIL OF THE ACFT HIT A FENCE AT THE END OF THE STRIP, THEN THE ELEVATOR CONTROLS LOCKED UP. AT THAT TIME, HE REDUCED THE POWER & THE ACFT CRASHED BEYOND THE FENCE IN A WET/MARSHY AREA & CAME TO REST INVERTED. THE OWNER'S MANUAL RECOMMENDED USING NO GREATER THAN 10 DEG OF FLAPS FOR MINIMUM RUN TAKEOFFS.

Brief of Accident (Continued)

File No. - 1324

6/06/83

KINGSTON, TN

A/C Reg. No. N13881

Time (Lc1) - 1040 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
4. OBJECT - FENCE
5. FLIGHT CONTROL, ELEVATOR - JAMMED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - SOFT
8. TERRAIN CONDITION - WET

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1261 1/29/83 ROANOKE, TX A/C Reg. No. N5604Q Time (Lcl) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model - MOONEY M20E
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING IO-260-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 334/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 52
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 662	Last 24 Hrs	- UNK/NR
Make/Model-	497	Last 30 Days-	UNK/NR
Instrument-	12	Last 90 Days-	9

Instrument Rating(s) - NONE

-----Narrative-----

POWER LOSS OCCURRED ABOUT 7 MIN AFTER TAKEOFF. THE PLT TURNED BACK TOWARD THE ARPT BUT WAS UNABLE TO REACH THE ARPT DUE TO A 15-20 KT HEADWIND. THE ACFT LANDED HARD COLLAPSING THE LANDING GEAR AFTER THE PLT MUSHED THE ACFT TO CLEAR WIRES. EXAMINATION & FLOW TEST OF THE FUEL CONTROLLER REVEALED NUMEROUS DISCREPANCIES, OBSOLETE PARTS & FLOW CHARACTERISTICS WELL BELOW ACCEPTABLE STANDARDS. THE ENG WAS OVERHAULED IN 1976. A YELLOW SERVICEABILITY TAG IN THE ACFT RECORDS STATED THAT THE UNIT HAD BEEN OVERHAULED BY A REPAIR STATION IN TEXAS. HOWEVER THE SEAL ON THE SAFETY WIRE WAS STAMPED WITH AN IDENTIFICATION OF A LOS ANGELES BASED OVERHAULER THAT CLOSED SHOP IN 1969.

Brief of Accident (Continued)

File No. - 1261

1/29/83

ROANOKE, TX

A/C Reg. No. N5604Q

Time (Lc1) - 1500 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation LANDING

Finding(s)

1. FUEL SYSTEM, INJECTOR - LIFE EXPIRED
2. MAINTENANCE, OVERHAUL - NOT PERFORMED - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. MANEUVER - PERFORMED - PILOT IN COMMAND

Occurrence #4 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD
6. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1262

1/29/83

HEMPSTEAD, TX

A/C Reg. No. N2465W

Time (Lc1) - 1425 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Injuries		
		Serious	Minor	None
Crew	1	0	0	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 - SCHWEIZER SGS 1-26B

Landing Gear - BODY GEAR

Max Gross Wt - 600

No. of Seats - 1

Eng Make/Model - N/A

Number Engines - N/A

Engine Type - UNK/NR

Rated Power - N/A

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 300/008 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HEMPSTEAD

Runway Ident - UNK/NR

Runway Lth/Wid - 3000/ 60

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 40

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	-	36	Last 24 Hrs -	0
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Make/Model-	3	Last 30 Days-	1
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Instrument-	0	Last 90 Days-	10
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Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER WAS OBSERVED TO STALL/SPIN DURING TURN FROM BASE TO FINAL. THE PLT WAS ENDORSED FOR SOLO IN THE HEAVIER BLANIK L-13 & SCHWEIZER 2-33, BUT NOT IN THE 1-26B. HIS LOGBOOK REVEALED FOUR INSTRUCTOR ENTRIES CONCERNING AIRSPEED CONTROL. THE ACFT WAS BEING OPERATED BY A SOARING CLUB.

Brief of Accident (Continued)

File No. - 1262

1/29/83

HEMPSTEAD, TX

A/C Reg. No. N2465W

Time (Lcl) - 1425 CST

Occurrence #1 . LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - COMPANY/OPERATOR MGMT
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 . IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

-----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. - 1242 2/11/83 PLAINVIEW, TX A/C Reg. No. N1264R Time (Lcl) - 1100 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	1	0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 14-19-3A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-F
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/010 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
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

MALE COUNTY
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 26

Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 624	Last 24 Hrs	- 0
Make/Model-	25	Last 30 Days-	UNK/NR
Instrument-	21	Last 90 Days-	6
Multi-Eng	- 25		

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT REPORTED THAT THE BATTERY WAS TOO LOW TO START THE ENGINE. A 72 YR OLD EX-PILOT OFFERED TO HAND PROP THE PLANE, BUT AFTER TRYING, HE THEN OFFERED TO HOLD THE BRAKES. WITH THE EX-PILOT AT THE CONTROLS & HOLDING THE BRAKES, THE PLT BEGAN TO HAND PROP THE ACFT. ON THE FIRST PULL, THE ENGINE STARTED & WENT TO FULL POWER, THE PLT TRIED TO STOP THE PLANE BY GRABBING THE WING TIP, BUT WAS UNABLE, AND IT STARTED ACROSS THE AIRPORT AT FULL POWER. THE ACFT HIT A HANGAR, 2 CARS & AN UPHOLSTERY SHOP. THE EX-PILOT REPORTED THAT WHEN THE ENGINE STARTED, THE BRAKES WOULD NOT HOLD THE AIRCRAFT AT FULL POWER & HE COULD NOT PULL THE THROTTLE OUT. HE REPORTED THAT HE DID NOT KNOW THAT HE HAD TO DEPRESS A RELEASE ON THE END OF THE THROTTLE IN ORDER TO PULL THE THROTTLE AFT.

Brief of Accident (Continued)

File No. - 1242

2/11/83

PLAINVIEW, TX

A/C Reg. No. N1264R

Time (Lc1) - 1100 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. INSTRUCTIONS, WRITTEN/VERBAL - INADEQUATE - PILOT IN COMMAND
 3. THROTTLE/POWER CONTROL - IMPROPER USE OF - OTHER PERSON
 4. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - OTHER PERSONNEL
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

5. OBJECT - BUILDING(NONRESIDENTIAL)
 6. OBJECT - VEHICLE
-

-----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. - 1263 2/12/83 LITTLEFIELD, TX A/C Reg. No. N14Y Time (Lcl) - 1559 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -DESCENT			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model - PRATT-READ PRG-1	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - BODY GEAR	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1150	Engine Type - UNK/NR	
No. of Seats - 2	Rated Power - N/A	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 200/015 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data LITTLEFIELD</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 4000/ 60</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) STUDENT</p>	<p>Age - 15</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 -</p> <p>Flight Time (Hours)</p> <p>Total - 5</p> <p>Make/Model- 5</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 2</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER WAS BEING OPERATED BY A BOY SCOUT EXPLORER POST. THE 15 YEAR-OLD SCOUT WAS ONE OF THE FIRST BOYS TO SOLO THE 40 YEAR-OLD GLIDER. WHILE RETURNING FROM A 50 MIN SOARING FLT, THE GLIDER SPUN TO THE GROUND AFTER ENTERING A STRONG THERMAL. ACCORDING TO THE OPERATOR THE PLT HAD COMPLAINED OF MALAISE ON THE MORNING OF THE ACCIDENT. THE PLT STATED HE BEGAN FEELING HOT.

Brief of Accident (Continued)

File No. - 1263

2/12/83

LITTLEFIELD, TX

A/C Reg. No. N14Y

Time (Lcl) - 1559 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT (OTHER ORGANIC PROBLEM) - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1206 2/15/83 DALHART, TX A/C Reg. No. N6308S Time (Lcl) - 0745 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

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150G
Landing Gear - TRICYCLE-RETRACTABLE
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 - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - TV WX
Method - TV/RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 340/009 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
SUDAN, NM

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

DALHART MUNICIPAL
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - CONCRETE
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 49

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 483	Last 24 Hrs	- UNK/NR
Make/Model-	175	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	29

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT SHORTLY AFTER TAKEOFF, HE SMELLED FUEL & OBSERVED A WET SPOT ON THE RIGHT SIDE OF THE COCKPIT FLOOR. HE EXECUTED A PRECAUTIONARY LANDING, TAXIED TO THE RAMP & SHUT DOWN THE ENGINE. AS HE PULLED THE MIXTURE CONTROL AFT, FLAMES ERUPTED FROM UNDER THE RIGHT PANEL. THE ACFT WAS CONSUMED BY FIRE & THE SOURCE OF THE FUEL LEAK WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1206

2/15/83

DALHART, TX

A/C Reg. No. N6308S

Time (Lc1) - 0745 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM - LEAK

Occurrence #2 FIRE
Phase of Operation STANDING

-----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. - 1203 2/20/83 NACOGDOCHES, TX A/C Reg. No. N7334L Time (Lcl) - 2100 CST

-----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 - PIPER PA-31P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7800
No. of Seats - 8

Eng Make/Model - LYCOMING TIGO-541-E1A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 425 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- VARIABLE/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - RAIN SHOWERS
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
COLLEGE STATION, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

EAST TEXAS REG.
Runway Ident - 15
Runway Lth/Wid - 3600/ 75
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
ME LAND

Age - 25

Biennial Flight Review

Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3300	Last 24 Hrs -	0
Make/Model-	70	Last 30 Days-	75
Instrument-	489	Last 90 Days-	75
Multi-Eng -	2700		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, A LANDING WAS MADE AT NIGHT IMC CONDITIONS WITH LOW CEILINGS, HEAVY RAIN & GUSTY WINDS. THE PLT REPORTED THAT DURING THE LANDING, THERE WAS A X-WIND COMPONENT, LIGHT TURBULENCE & A WIND SHIFT. REPORTEDLY THE ACFT WAS LANDED APRX HALF WAY DOWN THE RWY, THEN HYDROPLANING CONDITIONS WERE ENCOUNTERED. SUBSEQUENTLY, THE PLT WAS UNABLE TO STOP ON THE REMAINING RWY & THE ACFT WENT IN A DEEP DITCH AFTER RUNNING OFF THE END.

Brief of Accident (Continued)

File No. - 1203

2/20/83

NACOGDOCHES, TX

A/C Reg. No. N7334L

Time (Lc1) - 2100 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - TURBULENCE
5. WEATHER CONDITION - TAILWIND
6. WEATHER CONDITION - UNFAVORABLE WIND
7. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

8. DISTANCE - MISJUDGED - PILOT IN COMMAND
9. AIRSPEED - MISJUDGED - PILOT IN COMMAND
10. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
11. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
12. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

13. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,11,12,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1235 2/23/83 SUGARLAND, TX A/C Reg. No. N66730 Time (Lc1) - 1330 CST

-----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	1
Accident Occurred During	-TAKEOFF		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	HOUSTON, TX	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	Runway Ident
Wind Dir/Speed	- 340/004 KTS		- N/A
Visibility	- 8.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 2000 FT SCATTERED	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 81	Last 24 Hrs - 6
	Months Since - N/A	Make/Model - 11	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 24

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT HAD BECOME LOST & LANDED ON A DIRT ROAD TO ASK FOR DIRECTIONS BACK TO HIS HOME ARPT. AFTER RECEIVING DIRECTIONS, HE TURNED THE ACFT AROUND & STARTED TO TAKEOFF. HOWEVER, BEFORE REACHING FLYING SPEED, THE ACFT STRUCK A PARTIALLY BURIED PIPE & VEERED OFF THE ROAD. THE NOSE GEAR COLLAPSED WHEN IT DUG INTO SOFT TERRAIN ADJACENT TO THE ROAD & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1235

2/23/83

SUGARLAND, TX

A/C Reg. No. N66730

Time (Lcl) - 1330 CST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

5. TERRAIN CONDITION - DITCH
6. TERRAIN CONDITION - SOFT
7. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1226

2/26/83

FLATONIA, TX

A/C Reg. No. N5515N

Time (Lcl) - 1045 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 -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 182R

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 3100

No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-U

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 230 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 15.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAN ANTONIA, TX

Destination

MOULTON, TX

Airport Proximity

UNK/NR

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 60

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1400

Make/Model- 320

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 20

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A POWER LINE WHILE THE PLT WAS MAKING A LOW APCH OVER A PRIVATE STRIP. THE TOP 3 INCHES OF THE VERTICAL STABILIZER WAS CUT OFF. THE PLT DID NOT REALIZE THE ACFT WAS DAMAGED & LANDED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 1226

2/26/83

FLATONIA, TX

A/C Reg. No. N5515N

Time (Lc1) - 1045 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1232 3/02/83 SHIRO, TX

A/C Reg. No. N2381K

Time (Lcl) - 1555 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 - 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/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 210/007 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HOUSTON, TX

Destination

HEARNE, TX

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 17

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 - 49

Make/Model- 35

Instrument- 1

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 49

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A SOLO CROSS-COUNTRY, THE STUDENT PLT BECAME DISORIENTED ON THE 3RD LEG OF THE FLT. HE REORIENTED HIMSELF, BUT THE ENG LOST POWER BEFORE HE REACHED HIS INTENDED DESTINATION. DURING AN EMERGENCY LANDING, THE ACFT ENCOUNTERED SOFT TERRAIN & WAS DAMAGED WHEN IT ROLLED ACROSS A 3 FT DEEP DITCH. APRX 5 TO 6 GAL OF FUEL WAS FOUND IN THE LEFT TANK & ONLY ABOUT 1 GAL WAS REMAINING IN THE RIGHT TANK. UNUSABLE FUEL WAS 1 GAL PER TANK. THE STUDENT SAID THAT WHEN THE ENG LOST POWER, HE MOVED THE FUEL SELECTOR TO THE LEFT TANK, THEN SWITCHED TO THE RIGHT TANK & BACK TO THE LEFT TANK AGAIN WHILE HE WAS TRYING TO RESTART THE ENG.

Brief of Accident (Continued)

File No. - 1232

3/02/83

SHIRO, TX

A/C Reg. No. N2381K

Time (Lcl) - 1555 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. FLUID, FUEL - STARVATION
 4. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 6. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SOFT
 8. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1231 3/10/83 LA GRANGE, TX A/C Reg. No. N9331M Time (Lcl) - 2145 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING			0	0	0

-----Aircraft Information-----

Make/Model - MOONEY M20E	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/YES
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 - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	HOUSTON, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GUENTHER MUNICIPAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 358
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 158
		Instrument- 64
		Last 30 Days- UNK/NR
		Last 90 Days- 94
		Multi-Eng - 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING THE APCH, THE ACFT WAS HIGH & HAD EXCESSIVE AIRSPEED, WHICH RESULTED IN A LONG LANDING. AFTER TOUCHDOWN, HE APPLIED FULL BRAKES, BUT WAS UNABLE TO STOP ON THE REMAINING RWY. THE ACFT CONTINUED OFF THE END OF THE RWY, WENT DOWN AN INCLINE & WENT INTO A GROUP OF SMALL TREES, DAMAGING BOTH WINGS & THE PROPELLER.

Brief of Accident (Continued)

File No. - 1231

3/10/83

LA GRANGE, TX

A/C Reg. No. N9331M

Time (Lc1) - 2145 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
 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1230 3/13/83 SHEFFIELD, TX A/C Reg. No. N1739R Time (Lcl) - 1400 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL						
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During -LANDING			0	0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 182RG	Eng Make/Model - LYCOMING O-540-J3C5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	SHEFFIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 36
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4000 -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 - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3000
SE LAND	Months Since - 7	Make/Model- 3000
	Aircraft Type - 182RG	Instrument- UNK/NR
		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-----

AFTER TAKEOFF FROM A RANCH STRIP, THE ENG LOST POWER DURING A TURN, THEN STARTED AGAIN AFTER THE PLT LEVELED THE WINGS. HE MANEUVER OVER THE STRIP & THE ENG CUT OUT TWO MORE TIMES. THE ACFT DESCEND INTO GRASSY TERRAIN, BUT HIT A ROCK & DAMAGED THE NOSE GEAR. WRINKLES WERE FOUND IN THE WING FUEL BLADDERS, BUT WRECKAGE RECOVERY PERSONNEL FAILED TO NOTE WHETHER THERE WAS WATER IN THE TANKS.

Brief of Accident (Continued)

File No. - 1230

3/13/83

SHEFFIELD, TX

A/C Reg. No. N1739R

Time (Lcl) - 1400 CST

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1228 3/31/83 TOMBALL, TX A/C Reg. No. N51AG Time (Lcl) - 1400 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 -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - BELLANCA 51A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LYCOMING O-540-A4DS
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- 230/005 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
HOUSTON, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

HOOKS
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - MACADAM
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP, CFI
SE LAND, ME LAND

Age - 25
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2435
Make/Model- 150
Instrument- 294
Multi-Eng - 1030
Last 24 Hrs - 11
Last 30 Days- UNK/NR
Last 90 Days- 105
Rotorcraft - 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS TAXIING FROM THE RAMP & ATTEMPTED TO TURN LEFT ONTO A TAXIWAY. THE NOSE GEAR STEERING WAS NOT SUFFICIENT TO MAKE THE TURN, SO HE APPLIED LEFT BRAKE. HOWEVER, THE LEFT BRAKE DID NOT OPERATE SINCE THE MASTER CYLINDER WAS VOID OF BRAKE FLUID. THE ACFT WENT OFF THE TAXIWAY ONTO SOFT TERRAIN. THE PLT THEN APPLIED POWER TO GET BACK ONTO THE TAXIWAY, BUT THE LEFT MAIN GEAR DROPPED INTO A HOLE & COLLAPSED. THE MASTER CYLINDER O-RING WAS FOUND TO HAVE DETERIORATED WHICH ALLOWED ALL OF THE FLUID TO LEAK OUT.

Brief of Accident (Continued)

File No. - 1228

3/31/83

TOMBALL, TX

A/C Reg. No. N51AG

Time (Lcl) - 1400 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. HYDRAULIC SYSTEM, SEAL - DETERIORATED
2. LANDING GEAR, NORMAL BRAKE SYSTEM - LEAK
3. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE
4. DIRECTIONAL CONTROL - INADEQUATE -
5. PROPER ALIGNMENT - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAXI

Finding(s)

6. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
7. TERRAIN CONDITION - SOFT
8. TERRAIN CONDITION - ROUGH/UNEVEN
9. 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) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1234 3/31/83 ODESSA, TX A/C Reg. No. N9591H Time (Lc1) - 1545 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/020 KTS</p> <p>Visibility - 100.0 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 BIG SPRING, TX</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - VISUAL STRAIGHT-IN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data SCHLEMEYER</p> <p>Runway Ident - 20</p> <p>Runway Lth/Wid - 5000/ 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 - 36</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 - 167</p> <p>Make/Model- 69</p> <p>Instrument- 4</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 6</p>
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Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, BEFORE LANDING, FLT SERVICE ADVISED THAT THE WIND WAS FROM 220 DEG. WHILE ON AN APCH TO RWY 20, THE PLT ENCOUNTERED SEVERE BUFFETING. AFTER TOUCHING DOWN IN A X-WIND CONDITION, THE ACFT ROLLED APRX 300 FT, THEN ENCOUNTERED A GUST OF WIND & DRIFTED OFF THE RWY. THE PLT ELECTED TO "GO WITH THE WIND & USE THE GRASS BESIDE THE RWY TO STOP." AFTER DECELERATING ON THE GRASS TO APRX 30 MPH, ANOTHER GUST WAS ENCOUNTERED & THE ACFT DRIFTED FURTHER LEFT & HIT A MOUND OF DIRT. AFTER THE ACCIDENT, THE PLT REPORTED THE WIND WAS FROM 270 DEG AT 20, GUSTING 30 KTS. APRX 9 MI WEST SOUTHWEST AT THE MIDLAND REGIONAL ARPT, THE 1552 CST WIND WAS FROM 250 DEG AT 24, GUSTING 33 KTS. REPORTEDLY, THE PLT COULD HAVE LANDED ON A MORE FAVORABLE RWY (RWY 29).

Brief of Accident (Continued)

File No. - 1234

3/31/83

ODESSA, TX

A/C Reg. No. N9591H

Time (Lcl) - 1545 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. WEATHER CONDITION - GUSTS
6. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT PERFORMED - PILOT IN COMMAND
8. PROPER ALIGNMENT - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1227 4/02/83 MCKINNEY, TX A/C Reg. No. N927BA Time (Lcl) - 1910 CST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER	Aircraft Damage			Injuries		
ON-DEMAND AIR TAXI	NONE			Fatal	Serious	Minor
Type of Operation -PARACHUTE JP	Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -STANDING		Other	1	0	0	0

-----Aircraft Information-----

Make/Model - DEHAVILLAND DHC-6	Eng Make/Model - P & W PT6-A-20	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 11000	Engine Type - TURBOPROP	
No. of Seats - UNK/NR	Rated Power - 550 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- 330/015 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 - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">SAME AS ACC/INC</p> <p>Destination</p> <p style="text-align: center;">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="text-align: center;">ON AIRPORT</p> <p>Airport Data</p> <p>AERO COUNTRY</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>COMMERCIAL,ATP,CFI</p> <p>SE LAND,ME LAND</p> <p>HELICOPTER</p>	<p>Age - 44</p> <p>Biennial Flight Review</p> <p>Current - YES</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> <table border="0" style="width: 100%;"> <tr> <td>Total - 15581</td> <td>Last 24 Hrs - 3</td> </tr> <tr> <td>Make/Model- 3220</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 881</td> <td>Last 90 Days- 253</td> </tr> <tr> <td>Multi-Eng - 11000</td> <td>Rotorcraft - 520</td> </tr> </table>	Total - 15581	Last 24 Hrs - 3	Make/Model- 3220	Last 30 Days- UNK/NR	Instrument- 881	Last 90 Days- 253	Multi-Eng - 11000	Rotorcraft - 520
Total - 15581	Last 24 Hrs - 3									
Make/Model- 3220	Last 30 Days- UNK/NR									
Instrument- 881	Last 90 Days- 253									
Multi-Eng - 11000	Rotorcraft - 520									

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THREE OBSERVERS ACCOMPANIED THE AIRCREW & OTHER PASSENGERS ON A FLT TO TRANSPORT SKYDIVERS ALOFT. PRIOR TO THE FLT, ALL 3 OF THE OBSERVERS WERE BRIEFED NOT TO EXIT THE ACFT UNTIL THE ENGINES WERE SECURED. HOWEVER, 1 OF THE 3 DISCUSSED THE NEED TO MOVE A CESSNA 172 AT THE COMPLETION OF THE FLT. AFTER RETURNING FROM THE FLT, THE AIRCREW STOPPED THE PLANE ON THE RAMP. WHILE THE ENGINES WERE STILL RUNNING, THE OCCUPANT THAT WANTED TO MOVE THE CESSNA EXITED THE ACFT. UNBEKNOWN TO HIM & THE PLT, THE OTHER 2 OCCUPANTS ALSO EXITED THE ACFT. ONE OF THEM WALKED INTO THE ARC OF THE LEFT PROPELLER & RECEIVED A FATAL HEAD INJURY.

Brief of Accident (Continued)

File No. - 1227

4/02/83

MCKINNEY, TX

A/C Reg. No. N927BA

Time (Lcl) - 1910 CST

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. INSTRUCTIONS, WRITTEN/VERBAL - INADEQUATE - PILOT IN COMMAND
 2. INTERPRETATION OF INSTRUCTIONS - NOT UNDERSTOOD - PASSENGER
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND
 4. UNSAFE/HAZARDOUS CONDITION - PERFORMED - PASSENGER
-

----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. - 1383

9/11/83

PLAINVIEW, TX

A/C Reg. No. N29561

Time (Lcl) - 1425 CDT

-----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 -AIRSHOW
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - PARTENAVIA P68C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 4387
No. of Seats - 7

Eng Make/Model - LYCOMING IO-360-A1B6
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 3800 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

HALE COUNTY
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - MACADAM
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 46
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS EXECUTING A HIGH SPEED PASS OVER THE RWY AT ABOUT 250 FT AGL. THE PLT THEN BEGAN A RAPID PULL-UP & BOTH WINGS SEPARATED JUST OUTBOARD OF THE ENG NACELLES. RECONSTRUCTION OF THE SEQUENCE FROM A VIDEOTAPE REVEALED THAT THE ACFT'S SPEED AT THE TIME OF THE WING SEPARATIONS WAS 220 KTS. VNE FOR THE ACFT IS 193 KTS. IT WAS CALCULATED THAT, AT 220 KTS & AN 8 DEG NOSE-UP PITCH, THE "G" LOAD AT THE TIME OF THE WING SEPARATIONS WOULD HAVE BEEN 8.3 G'S.

Brief of Accident (Continued)

File No. - 1383

9/11/83

PLAINVIEW, TX

A/C Reg. No. N29561

Time (Lc1) - 1425 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. AIRSPEED - EXCEEDED - PILOT IN COMMAND
4. WING - OVERLOAD
5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
6. WING - FAILURE, TOTAL
7. WING - SEPARATION

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) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1253 8/14/83 BOUNTIFUL, UT A/C Reg. No. N722E Time (Lcl) - 2200 MDT

-----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	- JOEL D11S	Eng Make/Model	- LYCOMING O-290-D2	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL FIXED-MAINS RETRACT	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1475	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 135 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>CEDAR CITY, UT</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 - VISUAL STRAIGHT-IN</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>SALT LAKE SKYPARK</p> <p>Runway Ident - 34</p> <p>Runway Lth/Wid - 4700/ 200</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----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 - 352
SE LAND	Months Since - 14	Make/Model- 99
	Aircraft Type - D11S	Instrument- 12
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 56

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED AND SAID IT FELT LIKE HE RAN INTO STANDING WATER DURING ROLL-OUT. THE ACFT VEERED LEFT AND WENT THROUGH GRASS, ROCKS AND A DITCH. THE LEFT GEAR WAS PUNCHED UP THROUGH THE WING. THE RIGHT GEAR AND THE FLAPS WERE ALSO DAMAGED.

Brief of Accident (Continued)

File No. - 1253

8/14/83

BOUNTIFUL,UT

A/C Reg. No. N722E

Time (Lcl) - 2200 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR,MAIN GEAR STRUT - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 1275 7/22/83 ELLENSBURG,WA A/C Reg. No. NN6G Time (Lc1) - 1600 PDT

-----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 -CRUISE			0	0	0	0

-----Aircraft Information-----

Make/Model - BREEZY RLU 1	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 900	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	ELLENSBURG,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	VANTAGE,WA	Runway Ident - N/A
Wind Dir/Speed- 300/010 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 - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,FLT ENG	Current - UNK/NR	Total - 6300
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Make/Model- 45
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 300
		Multi-Eng - 1800
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 165
		Rotorcraft - 3500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS FLYING VERY LOW OVER A RIDGE AT ABOUT 4,700 FT MSL & GOT CAUGHT IN A DOWNDRAFT. HE WAS UNABLE TO FLY OUT OF THE DOWNDRAFT & STRUCK THE GROUND.

Brief of Accident (Continued)

File No. - 1275

7/22/83

ELLENSBURG,WA

A/C Reg. No. NN6G

Time (Lc1) - 1600 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. ALTITUDE - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1273 9/03/83 SEATTLE, WA A/C Reg. No. N3525X Time (Lcl) - 1220 PDT

-----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 -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - MOONEY M20-F	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	VANCOUVER, BC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SEATTLE, WA	
Wind Dir/Speed- 220/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1500 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1104
SE LAND	Months Since - 11	Last 24 Hrs - 1
	Aircraft Type - M20-F	Make/Model- 1000
		Instrument- 100
		Multi-Eng - 50
		Last 30 Days- UNK/NR
		Last 90 Days- 10
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE EXPERIENCED A COMPLETE POWER LOSS WHILE FLYING OVER PUGET SOUND AT 700 FT. THE ACFT SANK & WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 1273

9/03/83

SEATTLE,WA

A/C Reg. No. N3525X

Time (Lc1) - 1220 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1272 10/01/83 SILVERDALE, WA A/C Reg. No. N180TC 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	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-TAXI					1

-----Aircraft Information-----

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 230 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- 260/004 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 8000 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 SILVERDALE, WA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - UNK/NR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>APEX</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>COMMERCIAL</p> <p>SE LAND, ME LAND, SE SEA</p>	<p>Age - 46</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 6500</p> <p>Make/Model- 900</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - 2500</p>	<p>Last 24 Hrs - 5</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 101</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE WAS DEMONSTRATING HOW NOT TO GROUND LOOP AN AIRPLANE. WHEN SPEED WAS BUILT UP ON THE TAXIWAY, HE APPLIED BRAKES & THE LEFT BRAKE FAILED. THE LEFT MAIN GEAR & LEFT WING FOLDED.

Brief of Accident (Continued)

File No. - 1272

10/01/83

SILVERDALE,WA

A/C Reg. No. N180TC

Time (Lcl) - 1400 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,TOTAL

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAXI

Finding(s)

2. LANDING GEAR,MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1223 10/01/83 TENINO,WA A/C Reg. No. N401HA Time (Lcl) - 1700 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	- HILLER UH12-E	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3100	Engine Type	- TURBOSHAFT		
No. of Seats	- 3	Rated Power	- 305 HP		

-----Environment/Operations Information-----

<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- 210/004 KTS</p> <p>Visibility - 55.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 18000 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 TENINO,WA</p> <p>Destination TENINO,WA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>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 - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3550
SE LAND	Months Since - 23	Make/Model- 2500
HELICOPTER	Aircraft Type - UH12-E	Instrument- 20
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 180
		Rotorcraft - 2500

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT VISUALLY CHECKED THE FUEL TANKS PRIOR TO TAKEOFF & THOUGHT HE HAD SEEN FUEL IN THE TANKS. THE FUEL GAUGES WERE INOPERATIVE & HE WAS USING TIMING AS A METHOD TO DETERMINE THE REMAINING FUEL. APRX 5 MIN AFTER TAKEOFF, THE ENG LOST POWER AS HE WAS LINING UP FOR A SWATH RUN OVER TIMBER. HE CHOSE TO USE HIS AUTOROTATION RPM TO REACH A CLEARING. DURING A RUN-ON LANDING, THE TAIL BOOM OF THE HELICOPTER HIT UPSLOPING TERRAIN & FAILED. THE ACFT THEN ROLLED ONTO ITS SIDE. THE PLT STATED THAT HE HAD EXHAUSTED HIS FUEL SUPPLY.

Brief of Accident (Continued)

File No. - 1223

10/01/83

TENINO,WA

A/C Reg. No. N401HA

Time (Lc1) - 1700 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INOPERATIVE
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
8. MANEUVER - PERFORMED - PILOT IN COMMAND
9. RUN ON LANDING - PERFORMED - PILOT IN COMMAND
10. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4 ROLL OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6,7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1274 10/04/83 SEATTLE,WA A/C Reg. No. N1817M Time (Lcl) - 2150 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	:	Fatal	Injuries		
	SUBSTANTIAL			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 T210M	Eng Make/Model - CONTINENTAL TS10-520-R1	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	PROSSER,WA	BOEING FIELD
Wind Dir/Speed- 020/006 KTS	ATC/Airspace	Runway Ident - 13R
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 11900/ 150
Lowest Sky/Clouds - 6500 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 - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1500
SE LAND	Months Since - 22	Make/Model- 1000
	Aircraft Type - UNK/NR	Instrument- 82
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF WHILE ON A RIGHT TURNOUT FROM RWY 31L, & AT ABOUT 1000 FT AGL, THE ENG QUIT. THE PLT RETURNED TO THE ARPT & ELECTED TO LOWER THE GEAR WHEN HE KNEW RWY 13L COULD BE REACHED. HOWEVER THE LEFT MAIN GEAR FAILED TO LOCK PRIOR TO TOUCHDOWN & THE AIRCRAFT SKIDDED OFF THE LEFT OF THE RWY. ENG TEARDOWN REVEALED A FATIGUE FRACTURE OF THE #4 CRANKSHAFT CHECK.

Brief of Accident (Continued)

File No. - 1274

10/04/83

SEATTLE,WA

A/C Reg. No. N1817M

Time (Lcl) - 2150 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ENGINE ASSEMBLY,CRANKSHAFT - FATIGUE
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1294 7/19/83 WILMOT,WI A/C Reg. No. N714PJ Time (Lcl) - 1315 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 - CESSNA 150	Eng Make/Model - CONTINENTAL Q-200-A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	WESTOSHA
Wind Dir/Speed- 120/009 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 60
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- UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 67	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 420
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 420
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 11
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE DURING A GO-AROUND. THE PILOT ADDED FULL FLAPS AS THE RWY WAS APPROACHED. DURING THE FLARE THE ACFT BALLOONED AND BOUNCED. A GO-AROUND WAS STARTED BUT THE FLAPS WERE NOT RAISED. THE ACFT DID NOT ACHIEVE ENOUGH CLIMB TO CLEAR THE TREE AT THE RWYS END.

Brief of Accident (Continued)

File No. - 1294

7/19/83

WILMOT, WI

A/C Reg. No. N714PJ

Time (Lc1) - 1315 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
2. GO-AROUND - INITIATED - PILOT IN COMMAND
3. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1290 9/18/83 SPRING BROOK,WI A/C Reg. No. N3069S Time (Lcl) - 1915 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/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- 270/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

SPRING BROOK FARM
Runway Ident - 27
Runway Lth/Wid - 2200 -UNK/NR
Runway Surface - GRASS/TURF
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-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-----

THE STUDENT PILOT LANDED THE ACFT AND BOUNCED UNTIL IT NOSED OVER. THE STUDENT HAD MADE 2 OR 3 SUCCESSFUL TOUCH AND GO LANDINGS. ON THE LAST APPROACH THE SUN BLINDED THE STUDENT BUT HE CONTINUED THE APPROACH. THE ACFT WAS FLARED TOO HIGH AND BOUNCED BEFORE NOSING OVER.

Brief of Accident (Continued)

File No. - 1290

9/18/83

SPRING BROOK, WI

A/C Reg. No. N3069S

Time (Lc1) - 1915 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - SUNGLARE
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1367 10/01/83 NEENAH,WI A/C Reg. No. N22774 Time (Lcl) - 1850 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -APPROACH			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 122 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	BRENNAND
Wind Dir/Speed- CALMABLE	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2170/ 25
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 5
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 5
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS NOT LINED UP WITH THE RWY DURING FINAL & EXECUTED A GO-AROUND. HE APPLIED FULL POWER, RETRACTED FLAPS, & THE ACFT DROPPED ONTO THE RWY NOSE GEAR FIRST. THE STUDENT PLT HAD 5 HRS OF DUAL & WAS NO ENDORSED FOR SOLO FLT.

Brief of Accident (Continued)

File No. - 1367

10/01/83

NEENAH,WI

A/C Reg. No. N22774

Time (Lc1) - 1850 CDT

Occurrence HARD LANDING
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
 4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
 5. GO-AROUND - INITIATED - PILOT IN COMMAND
 6. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
 8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6,7,8

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. - 1350

3/12/83

BAGGS, WY

A/C Reg. No. N533LD

Time (Lcl) - 1555 MST

-----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 -OTHER WORK USE

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - HELIO H-295

Landing Gear - SKI/WHEEL

Max Gross Wt - 3400

No. of Seats - UNK/NR

Eng Make/Model - LYCOMING G0-480-G1D6

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - UNK/NR

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - ACFT RADIO

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 230/020 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

DIXON, WY

Destination

SARATOGA, WY

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 30

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 603	Last 24 Hrs - 4
-------------	-----------------

Make/Model- 358	Last 30 Days- UNK/NR
-----------------	----------------------

Instrument- 15	Last 90 Days- 22
----------------	------------------

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE WAS HAULING HAY FOR HIS STRANDED HORSE. THE PLT WAS DELIVERING HAY, 5 BALES PER FLT & DROPPING 1 BALE AT A TIME. ON THE 19TH DROP, AFTER 4 HRS & 15 MIN OF FLT TIME SINCE REFUELING, THE ENG LOST POWER. DURING A FORCED LANDING IN DEEP SNOW, THE GEAR COLLAPSED & THE LEFT WING HIT A SMALL TREE. ALSO, THE ENG SEPARATED FROM ITS TOP MOUNTS DURING THE ACCIDENT. AN INVESTIGATION REVEALED THE FUEL TANKS WERE EMPTY. THE PLT STATED THAT THE FUEL GAUGES INDICATED THE RESPECTIVE TANKS WERE 1/2 FULL AT THE TIME OF IMPACT. NO LEAKAGE OR SIPHONING WAS EVIDENT.

Brief of Accident (Continued)

File No. - 1350

3/12/83

BAGGS,WY

A/C Reg. No. N533LD

Time (Lc1) - 1555 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

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 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - SNOW COVERED
 5. LANDING GEAR - OVERLOAD
-

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

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

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. - 1364

4/13/83

HULETT,WY

A/C Reg. No. N8254C

Time (Lcl) - 1830 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRSTRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL STRAIGHT-IN

Runway Ident - 27
Runway Lth/Wid - 5000 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 29

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 500	Last 24 Hrs	- UNK/NR
Make/Model-	450	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	39

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STRUCK A DEER WHILE LANDING INTO THE SUN AT A PRIVATE RANCH STRIP. THE ANIMAL WAS SEEN JUST BEFORE TOUCHDOWN BUT NOT IN TIME TO AVOID HITTING IT.

Brief of Accident (Continued)

File No. - 1364

4/13/83

HULETT, WY

A/C Reg. No. N8254C

Time (Lc1) - 1830 MST

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - SUNGLARE
 2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
 3. OBJECT - ANIMAL(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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1347

5/15/83

BUFFALO, WY

A/C Reg. No. N585C

Time (Lcl) - 1755 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - STINSON 108-3
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-165-B3
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
FORSYTH, MT

Airport Proximity
ON AIRPORT

Airport Data

BUFFALO MUNI
Runway Ident - 30
Runway Lth/Wid - 4500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 210/025 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

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 - 174	Last 24 Hrs - 5
Make/Model- 156	Last 30 Days- UNK/NR
Instrument- 3	Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE ATTEMPTED TO TAKEOFF ON RWY 30 WITH A LEFT X-WIND FROM 210 DEG AT 25, GUSTING 30 KTS. AT APRX 45 MPH, AFTER HE HAD RAISED THE TAIL OF THE ACFT INTO THE TAKEOFF ATTITUDE, A GUST OF WIND WAS ENCOUNTERED & THE ACFT WEATHERVANED TO THE LEFT. SUBSEQUENTLY, THE RIGHT WING TIP HIT THE RWY, THE PROPELLER CONTACTED SOD BESIDE THE RWY, AND REPORTEDLY, THE RIGHT MAIN GEAR WAS DAMAGED. THE PLT SAID THERE WAS A SMALL THUNDERSTORM APRX 2 MI AWAY, APPROACHING THE ARPT.

Brief of Accident (Continued)

File No. - 1347

5/15/83

BUFFALO, WY

A/C Reg. No. N585C

Time (Lcl) - 1755 MDT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. WEATHER CONDITION - THUNDERSTORM
4. WEATHER CONDITION - CROSSWIND
5. WEATHER CONDITION - GUSTS
6. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8

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