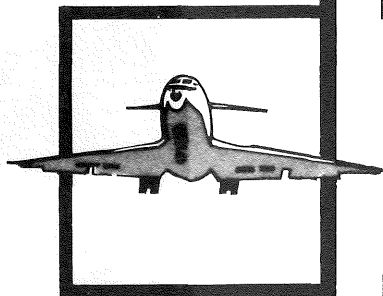


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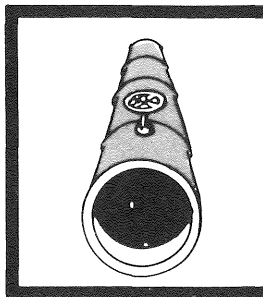
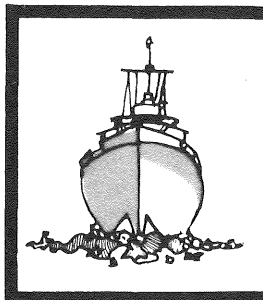


NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 10 OF 1983 ACCIDENTS**

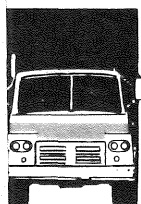


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TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-85/11		2. Government Accession No. PB85-916911		3. Recipient's Catalog No.	
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				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1983. The 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally seventeen times each year. The Brief Format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of operation and type of aircraft.</p> <p align="center">File Numbers: 1801 through 2000</p>					
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FOREWORD

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

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

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 10

CALENDAR YEAR 1983

File Order Listing - Issue No. 10, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1801	4333R	101083	TOUGHKENAMON, PA	CESSNA	172M	MINOR	308
1802	1841P	031583	RAMON, NM	PIPER	PA-22-150	NONE	268
1803	3711T	072083	CLEVELAND, OH	GULFSTREAM	AC-685	FATAL	294
1804	2421S	033083	LOS LUNAS, NM	PIPER	PA-18-150	MINOR	272
1805	6648G	040783	DONNA, TX	CESSNA	150	NONE	332
1806	65RE	041083	EDMOND, OK	ROTEC	RALLY 3B	NONE	302
1807	9043P	071483	BIGGS, CA	SIKORSKY	S-58	SERIOUS	70
1808	2437Q	041383	WESTON, TX	CESSNA	182K	MINOR	336
1809	80044	081483	STOW, MA	LAKE	LA-4-200	SERIOUS	204
1810	25XX	091983	ERIE, PA	MOONEY	M20J	NONE	306
1811	49008	092483	BATAVIA, NY	CESSNA	152	NONE	280
1812	9174G	092983	BINGHAMTON, NY	CESSNA	182N	NONE	282
1813	8163P	110183	MARSHBURG, PA	PIPER	PA-28-161	MINOR	314
1814	3732N	032983	EL PASO, TX	BEECHCRAFT	35	MINOR	330
1815	4805B	052783	HOLLAND, MI	CESSNA	152	NONE	212
1816	4057N	090483	BLOOMFIELD, IA	MOONEY	M20C	NONE	148
1817	1931T	010383	MAMMOTH LAKES, CA	PIPER	PA-28-235	NONE	56
1818	761PW	120783	EAST SOUND, WA	CESSNA	T210M	FATAL	388
1819	4831V	071883	HIBBING, MN	BELLANCA	17-30	FATAL	220
1820	8360B	092583	BENSON, NC	CESSNA	172	FATAL	250
1821	4TS	102483	FORT WAYNE, IN	BEECHCRAFT	BE90C	FATAL	188
1822	39468	110683	ANGORA, NE	STINSON	108	SERIOUS	256
1823	218W	060383	DONGOLA, IL	CESSNA	182G	NONE	158
1824	53122	080583	LANSING, IL	CESSNA	177RG	MINOR	168
1825	15KP	092583	DUBLIN, GA	AEROTEK (PIT	S-2A	NONE	146

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1826	2XG	082083	BLOOMINGTON, IL	GREAT LAKES	2T-1A-2	MINOR	172
1827	8031V	092683	ANDALUSIA, AL	AERO COMMAND	A-9	MINOR	46
1828	55703	071783	ASHEVILLE, NC	PIPER	PA-28-140	NONE	242
1829	6351A	080683	MARSEILLES, IL	CESSNA	182	FATAL	170
1830	NONE	110583	ELWIN, IL	QUICKSILVER	MX	FATAL	176
1831	4975A	090183	ANOKA, MN	CESSNA	152	FATAL	222
1832	2029Z	102283	CHESWOLD, DE	BEECH	58P	SERIOUS	114
1833	757TV	052783	STEUBENVILLE, OH	CESSNA	152	NONE	292
1834	2164X	052883	WOODRUFF, WI	PIPER	PA-34-200T	NONE	390
1835	5633J	082983	JESUP, GA	CESSNA	A188A	FATAL	138
1836	1400W	092583	WISE, VA	BELL	47G-4A	MINOR	378
1837	3661R	052983	DELPHI, IN	PIPER	PA-28-180	NONE	178
1838	6217Z	073083	FOWLER, CO	PIPER	PA-25	NONE	94
1839	5479B	071783	FORSYTH, MT	CESSNA	182	NONE	234
1840	9117Y	111183	KIRKSVILLE, MO	PIPER	PA-31-310	NONE	230
1841	7229T	122983	HOSPERS, IA	CESSNA	172A	NONE	154
1842	9078	073083	BRUNSWICK, GA	ENSTROM	F-28A	NONE	136
1843	6715V	092283	MONTGOMERY, AL	BEECH	77	NONE	44
1844	6256D	071583	JACKSONVILLE, AL	AERO COMMAND	680	NONE	42
1845	5646D	100283	ELBERTA, AL	MAULE	M-6-235	NONE	50
1846	5256	083183	CLINTON, KY	GRUMMAN	G-164A	NONE	194
1848	95261	071983	ANCHORAGE, AK	TAYLORCRAFT	BC12-D	MINOR	28
1849	4613K	101683	ISCHUA, NY	RYAN	NAVION	SERIOUS	284
1850	1882D	111383	MARTHS VINEYARD, MA	BEECH	C35	NONE	208
1851	2222R	110483	NEW MILFORD, CT	PIPER	PA-28-181	NONE	112

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File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
1852	NONE	022183	CHUGIAK, AK	ULTRALIGHT E	"B"	FATAL	6
1853	4720L	111383	HACKETTSTOWN, NJ	PIPER	PA-28	NONE	264
1854	6893L	010583	ALMY, WY	PIPER	AEROSTAR 6	FATAL	396
1855	7605R	111883	WEST DOVER, VT	BEECH	B23	NONE	384
1857	6597H	070983	ROOPVILLE, GA	CESSNA	152	FATAL	132
1858	2617A	072483	ACRA, NY	BEECH	V35A	FATAL	278
1859	4876R	041883	EL CAMPO, TX	CESSNA	A188B	NONE	344
1860	2865H	092283	HESPERIA, CA	ERCOUPE	415C	NONE	86
1861	70203	042783	WINSBORO, LA	CESSNA	A188B	NONE	200
1862	68320	041783	COTULLA, TX	CESSNA	152	NONE	340
1863	3644X	041983	CHENEYVILLE, LA	AERO COMMAND	S-2R	NONE	198
1864	6167R	091883	MECCA, CA	CESSNA	T210F	NONE	84
1865	6574Y	042183	ODESSA, TX	PIPER	PA-23-250	MINOR	346
1866	37849	070283	ADELANTO, CA	MILLER	RA1	FATAL	68
1867	98BB	072383	SEAL BEACH, CA	RAND ROBINSO	KR-1	FATAL	72
1868	26798	080383	CHINO, CA	GRUMMAN	AMERICAN A	NONE	78
1869	8639V	020183	MISSING ACFT, AK	BELLANCA	8GCBC	FATAL	2
1870	4894A	081483	EAGLE, AK	PIPER	PA-18-150	NONE	34
1871	24T	080583	KENAI, AK	CESSNA	336	NONE	30
1872	4065Z	081383	TELLER, AK	PIPER	PA-18-150	SERIOUS	32
1873	3438X	100883	FALMOUTH, MA	MOONEY	M20E	SERIOUS	206
1874	82JW	042983	FABENS, TX	QUICKIE	Q-2	NONE	348
1875	8863H	043083	WESLACO, TX	GRUMMAN	G-164A	MINOR	350
1876	4860S	100983	EAST HADDAM, CT	THORP	T-18	NONE	110
1877	3692L	092783	WOODFORD, VT	CESSNA	172G	NONE	382

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1878	39955	103183	PROSPECTVILLE, PA	PIPER	PA-28-181	NONE	312
1879	7629	102783	NORTH CONWAY, NH	SCHWEIZER	SGS 1-34	NONE	258
1880	6247Z	102283	WEST MIFFLIN, PA	PIPER	PA-25	NONE	310
1881	2876X	080483	DWIGHT, IL	PIPER	PA-28-181	FATAL	166
1882	5395E	031883	TORREON, NM	BEECH	K35	NONE	270
1883	NONE	032083	FT. LAUDERDALE, FL	MANTA	FOXBAT	FATAL	116
1884	10HR	031583	PRINCTON, MN	BEECH	35-C33	NONE	218
1885	6439J	081983	MT. AIRY, NC	PIPER	PA-28-180	NONE	246
1886	1635S	083183	BLACKSHEAR, GA	SNOW	600-S2C	NONE	140
1887	29957	080483	NEW LEXINGTON, OH	WACO	UPF-7	NONE	296
1888	8541J	022183	NORTH POLE, AK	CESSNA	150G	NONE	4
1889	65104	032683	HEALY, AK	CESSNA	T-41B (R-1	MINOR	12
1890	376KA	040683	STONY RIVER, AK	BELL	206B	SERIOUS	18
1891	4876A	022783	NORTHWAY, AK	PIPER	PA-18	NONE	8
1892	1955C	033183	NORTH POLE, AK	CESSNA	170B	NONE	16
1893	2797P	052383	ANCHORAGE, AK	PIPER	PA-18-150	NONE	22
1894	1688Z	091383	ANIAK, AK	CESSNA	185A	NONE	36
1895	69035	100983	CLEAR LAKE, IA	CESSNA	152	NONE	150
1896	2308S	090483	EASTON, MO	WEST-HECKMAN	BABY-ACE	NONE	226
1897	2327G	091283	LAWRENCE, KS	PIPER	PA-38-112	NONE	192
1898	87131	041683	PRAGUE, OK	ERCOUPE	415-C	MINOR	304
1899	666LS	041683	JEFFERSON, TX	CESSNA	152	NONE	338
1900	6164W	022483	MIDLOTHIAN, TX	PIPER	PA-28-140	NONE	328
1901	5064P	041883	SOCORRO, NM	PIPER	PA 24-180	MINOR	274
1902	45528	011583	MIDLAND, TX	CESSNA	150	NONE	326

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1903	333FB	062383	MILLHAVEN, GA	LOCKHEED	L-18	FATAL	130
1904	5NL	041883	GREENVILLE, TX	LOGAN	STEEN SKYB	SERIOUS	342
1905	83SK	071083	WESTFIELD, MA	BEDE	BD-5B	FATAL	202
1906	51738	061683	FRISCO, TX	ENSTROM	280C	NONE	352
1907	8081C	033083	W. CLAM GULCH, AK	PIPER	PA-18A	MINOR	14
1908	64AT	053083	PALMER, AK	ARCTIC AIRCR	S-1B2	NONE	24
1909	49HH	050883	TWIN HILLS, AK	CESSNA	U206	NONE	20
1910	3334D	061083	WILLOW, AK	CESSNA	C-180	NONE	26
1911	1363A	091583	ANIAK, AK	PIPER	PA-18	MINOR	38
1912	352QT	070783	HOUSTON, TX	BELL	206	NONE	354
1913	333TQ	090883	CHAMBLEE, GA	BEECH	58	NONE	144
1914	507ON	091583	SALUDA, VA	BELLANCA	8KCAB	NONE	376
1915	737DR	092483	MOCKSVILLE, NC	CESSNA	172	NONE	248
1916	6159P	112083	NORWALK, OH	PIPER	PA-24-250	NONE	300
1917	704MQ	111883	SHIRLEY, NY	CESSNA	150	NONE	286
1918	2457N	091083	LOUISVILLE, KY	PIPER	PA-38-12	NONE	196
1919	76242	072783	PRATT, KS	CESSNA	140	SERIOUS	190
1920	NONE	092083	RICHLAND, WA	CGS AVIATION	HAWK	SERIOUS	386
1921	8387X	071783	ATLANTA, GA	PIPER	PA-34-220T	NONE	134
1922	57996	071483	NEAR CLERMONT, FL	KAMAN	H-43B	SERIOUS	118
1923	488RV	100583	KOOTENAI CITY, ID	HORDEMANN	RV-4	SERIOUS	156
1924	39710	080283	GREENSBORO, NC	CESSNA	310	SERIOUS	244
1926	275HW	090783	LAPEER, MI	WARREN	MONERI S	FATAL	214
1927	5722T	060883	MOCKSVILLE, NC	CESSNA	172	SERIOUS	236
1927	3452J	060883	MOCKSVILLE, NC	CESSNA	150G	SERIOUS	238

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1928	4687D	020683	TUCSON, AZ	BEECH	H35	NONE	52
1929	8066P	010283	BEAUFORT, SC	PIPER	PA-24-250	FATAL	316
1930	3422B	062383	ST. THOMAS, ND	BEECH	D35	NONE	252
1931	6190C	072883	N. MYRTLE BEACH, SC	CESSNA	T210N	NONE	320
1931	42183	072883	N. MYRTLE BEACH, SC	PIPER	J3C-65	NONE	318
1932	2462G	091783	ANDERSON, IN	CESSNA	182B	NONE	182
1932	45257	091783	ANDERSON, IN	CESSNA	150M	NONE	184
1933	1172H	080583	FULLERTON, CA	PIPER	PA-32R-300	NONE	82
1933	6539L	080583	FULLERTON, CA	CESSNA	152	NONE	80
1934	7530M	041083	CRESSON, TX	CESSNA	175	NONE	334
1935	2958J	073083	EL MONTE, CA	CESSNA	150	NONE	76
1936	NONE	070283	ERNUL, NC	AIRMASS	SUNBURST M	FATAL	240
1937	911J	111183	TERRELL, TX	BEECH	E55	MINOR	358
1938	7947Q	122983	DAVENPORT, IA	CESSNA	402B	NONE	152
1939	9936P	111683	SEMINOLE, TX	PIPER	PA-36	NONE	362
1940	NONE	032083	CHUGIAK, AK	WASPAIR	HM-81 TOMC	SERIOUS	10
1941	6CQ	042083	LARAMIE, WY	PITTS	S-15	FATAL	398
1942	6769	102983	RAPID CITY, SD	BAKING	DUCE	NONE	322
1943	4889Q	090883	CATRON, MO	CESSNA	188B	NONE	228
1944	7858	102283	BENNETT, CO	CESSNA	172A	MINOR	106
1945	5297B	090483	ROCK SPRING, WY	MONNEY	M-20	NONE	404
1946	3124U	090583	FORT MORGAN, CO	CESSNA	182F	NONE	102
1947	5415M	042683	ROCK SPRINGS, WY	CESSNA	340	FATAL	400
1947	1825F	042683	ROCK SPRINGS, WY	BEECH	A36	FATAL	402
1948	31856	111183	HOUSTON, TX	PIPER	PA-34-200T	NONE	360

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1948	25631	111183	HOUSTON, TX	BEECH	95-B55	NONE	356
1949	64791	112683	JACKSON, MS	CESSNA	172P	NONE	232
1950	73113	090883	LUDDWICI, GA	CESSNA	188B	NONE	142
1951	6470Q	110983	LEESBURG, VA	CESSNA	152	MINOR	380
1952	734YA	112283	FT. PLAIN, NY	CESSNA	172	NONE	290
1953	19049	082083	FARMINGDALE, NJ	CESSNA	150L	NONE	262
1954	2308T	051783	TETERBORO, NJ	PIPER	PA-28R-200	NONE	260
1955	18937	111783	PITTSTOWN, NJ	BEECH	B23	NONE	266
1956	557FL	112183	FARMINGDALE, NY	PIPER	PA-28-140	NONE	288
1957	25273	072883	PORT MANATEE, FL	PIPER	PA-38	NONE	120
1958	24842	112283	BUNNELL, FL	CESSNA	152	NONE	124
1958	176ER	112283	BUNNELL, FL	CESSNA	172N	NONE	126
1959	42787	080283	LANTANA, FL	PIPER	PA-28-151	NONE	122
1960	4235R	032783	GORMAN, CA	PIPER	PA-32-300	NONE	60
1961	5270X	082483	BOONVILLE, MO	CHAMPION	7KCAB	FATAL	224
1962	1129W	052083	MONTROSE, CO	BELL	47G-3B-1	MINOR	92
1963	57556	100483	FORT BRIDGER, WY	BELL	206B	NONE	408
1964	8601Z	070983	SUFFOLK, VA	CESSNA	P206B	NONE	372
1965	714ML	033183	KANAB, UT	CESSNA	150M	FATAL	364
1966	8415	040283	BALTIMORE, MD	BOEING	707-323C	SERIOUS	210
1967	3843A	073083	WARRENTON, VA	SCHWEIZER	SGS 1-23G	FATAL	374
1968	7165Y	100683	AURORA, IL	PIPER	PA-30	NONE	174
1969	4461M	100183	EAST LIVERPOOL, OH	PIPER	PA-12	NONE	298
1970	4332Y	073183	CAMP POINT, IL	PIPER	PA-25-235	SERIOUS	164
1971	30115	061083	INDIANAPOLIS, IN	CESSNA	T210L	NONE	180

File Order Listing - Issue No. 10, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1972	6566P	061283	MILWAUKEE, WI	CESSNA	152	NONE	392
1973	5258G	060483	PARK FORREST, IL	CESSNA	305A	MINOR	160
1974	4824S	061283	WAUKEGAN, IL	PIPER	PA-32-260	NONE	162
1975	597HJ	110383	CHESANING, MI	JORDAN	ACEY DEUCY	NONE	216
1976	7536Y	102183	INDIANAPOLIS, IN	PIPER	PA-30	NONE	186
1977	52419	111783	YANKTON, SD	CESSNA	172	SERIOUS	324
1978	6TH	110683	GREELEY, CO	BEECH	V35B	NONE	108
1979	8739T	090183	GRAND JUNCTION, CO	CESSNA	182	NONE	98
1980	7972L	082683	ROCKY FORD, CO	BEECH	23	NONE	96
1981	29649	081383	VERNAL, UT	PIPER	PA-28RT-20	NONE	370
1982	1537H	061883	ST. GEORGE, UT	CESSNA	195A	NONE	368
1983	NONE	052183	ST. GEORGE, UT	INTL ULTRALI	BANSHEE	FATAL	366
1984	79025	092983	BRUNDIDGE, AL	CESSNA	172K	NONE	48
1985	8056W	070483	VERNON, AL	PIPER	L-21B	NONE	40
1986	5071S	060983	FORT VALLEY, GA	AIR TRACTOR	AT-301	MINOR	128
1987	7368G	081883	PETERSBURG, WV	CESSNA	150	SERIOUS	394
1988	1232S	101683	FALCON, CO	SCHWEIZER	SGS 2-33A	NONE	104
1989	61692	100183	MEDICINE BOW, WY	CESSNA	TU206G	NONE	406
1990	7590	090483	DURANGO, CO	SCHWEIZER	SGS 2-33A	NONE	100
1991	6141K	110183	HILLSBORO, ND	CESSNA	150M	NONE	254
1992	6912	102383	INDIAN SPRINGS, NV	MOONEY	M20F	NONE	276
1993	9626X	101983	BAKERSFIELD, CA	CESSNA	210B	NONE	88
1994	7015R	111383	TUCSON, AZ	PIPER	PA-28-140	MINOR	54
1995	31184	113083	MADERA, CA	GRUMMAN	G-164B	NONE	90
1996	2062Z	042883	MADERA, CA	CESSNA	150C	MINOR	64

File Order Listing - Issue No. 10, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1997	9770C	072783	LOS BANOS, CA	HILLER	12E	NONE	74
1998	2492D	051283	REDDING, CA	CESSNA	170B	NONE	66
1999	15278	040583	SAN LUIS OBISPO, CA	PIPER	PA 32-300	MINOR	62
2000	1560D	030883	CONCORD, CA	CESSNA	195	NONE	58

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 10 OF 1983 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1869 2/01/83 MISSING ACFT,AK A/C Reg. No. N8639V Time (Lcl) - UNK/NR

-----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 -UNKNOWN

Fire Crew 1
UNK/NR Pass 2

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

Make/Model - BELLANCA 8GCBC
Landing Gear - SKI
Max Gross Wt - 1800
No. of Seats - 3

Eng Make/Model - LYCOMING O-360-C2E
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MELOZI,AK
Destination
FAIRBANKS,AK

Airport Proximity
OFF AIRPORT/STRIP

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 - NONE

-----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-----

ACFT DEPTD A PRIVATE AIRSTRIP WITH NO FLT PLAN AND WAS LATER REPORTED OVERDUE. THE ACFT HAS NOT BEEN LOCATED. INJURIES AND AIRCRAFT DAMAGE ARE PRESUMED.

Brief of Accident (Continued)

File No. - 1869

2/01/83

MISSING ACFT,AK

A/C Reg. No. N8639V

Time (Lcl) - UNK/NR

Occurrence MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1888 2/21/83 NORTH POLE, AK A/C Reg. No. N8541J Time (Lcl) - 1100 AST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	FAIRBANKS, AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - SNOW - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1960
SE LAND,SE SEA	Months Since - UNK/NR	Make/Model- 950
	Aircraft Type - UNK/NR	Instrument- 70
		Last 24 Hrs - 3
		Last 30 Days- 31
		Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT & INSTRUCTOR PLT (CFI) WERE ON AN INSTRUCTIONAL FLT ON A COLD WINTER DAY (TEMP -10 DEG F). THE CFI STATED THAT WHILE PRACTICING TURNS AT 3000 FT MSL, HE CLOSED THE THROTTLE TO GIVE THE STUDENT A FORCED LANDING EXERCISE. HE STATED THAT CARBURETOR HEAT WAS APPLIED AFTER CLOSING THE THROTTLE, BUT MADE NO MENTION OF CLEARING THE ENG DURING THE DESCENT. AT APRX 150 TO 200 FT AGL, HE TOLD THE STUDENT TO EXECUTE A GO-AROUND. INSTEAD OF ADDING POWER, THE STUDENT EXTENDED THE FLAPS. AT THAT TIME, THE CFI TOOK THE CONTROLS & OPENED THE THROTTLE BUT THE ENG COUGHED ONCE, THEN STOPPED OPERATING. SUBSEQUENTLY, A FORCED LANDING WAS MADE IN APRX 3 FT OF SNOW & THE ACFT NOSED OVER. NO PREIMPACT, MECHANICAL PART FAILURES WERE REPORTED.

Brief of Accident (Continued)

File No. - 1888

2/21/83

NORTH POLE, AK

A/C Reg. No. N8541J

Time (Lcl) - 1100 AST

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
 2. PRECAUTIONARY LANDING - SIMULATED - DUAL STUDENT
 3. WEATHER CONDITION - TEMPERATURE EXTREMES
 4. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND(CFI)
 5. GO-AROUND - INITIATED - PILOT IN COMMAND(CFI)
-

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - SNOW COVERED
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1852

2/21/83

CHUGIAK, AK

A/C Reg. No. NONE

Time (Lcl) - 1019 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -MANEUVERING

Fire Crew
NONE Pass

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

Make/Model - ULTRALIGHT EAGLE "B"
Landing Gear - SKI
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - CUYUNA UNK/NR
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 36 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- 180/003 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - 5000 FT

Lowest Ceiling - 5000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CHUGIAK, AK

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 - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

NONE

Age - 27

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE PLT TOOK OFF FROM A YARD, AND WHEN THE ULTRALIGHT VEHICLE HAD CLIMBED TO ABOUT 200 FT AGL, THE ENG LOST RPM MOMENTARILY, THEN REGAINED POWER. A WITNESS REPORTED THAT WHEN THE RPM DECREASED, THE ULTRALIGHT NOSED OVER & WENT UPSIDE DOWN. DURING THE SEQUENCE, THE WINGS FOLDED & THE VEHICLE FELL TO THE GROUND. NO MECHANICAL IRREGULARITIES OF EITHER THE ENGINE OR AIRFRAME WERE FOUND. AN ASSOCIATE, WHO WAS FLYING IN ANOTHER ULTRALIGHT, STATED THAT THE NORMAL PROCEDURE FOR A LOSS OF POWER WOULD BE TO LOWER THE NOSE TO GAIN AIRSPEED. HE STATED THAT IN A WEIGHT SHIFT CONTROL VEHICLE, SUCH AS THIS WAS, THE RESPONSE WOULD BE IMMEDIATE. HE FURTHER REPORTED THAT SHOULD THE ENG REGAIN POWER, WHILE THE PLT'S WEIGHT WAS SHIFTED FORWARD, THE THRUST WOULD PUSH THE NOSE FURTHER FORWARD (DOWN). HE ALSO STATED THAT THE PLT MAY NOT HAVE COMPLETELY REMOVED FROST FROM THE CANARD, AND IF THE CANARD LOSES LIFT, THE NOSE WOULD DROP.

Brief of Accident (Continued)

File No. - 1852

2/21/83

CHUGIAK, AK

A/C Reg. No. NONE

Time (Lcl) - 1019 AST

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 ABRUPT MANEUVER
Phase of Operation MANEUVERING

Occurrence #4 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)
3. WING - OVERLOAD

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1891 2/27/83 NORTHWAY, AK A/C Reg. No. N4876A Time (Lcl) - 1200 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Fatal

Crew 0
Pass 0

Injuries

Serious

Minor

None

0 0 0 1
0 0 0 0

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

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
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- 180/015 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 1000 FT
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WHITE RVR LODGE, AK
Destination
CUB CREEK, AK

Airport Proximity
OFF AIRPORT/STRIP

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 - UNK/NR

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

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

Age - 43
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4500 Last 24 Hrs - UNK/NR
Make/Model- 4500 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- 24
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHILE HE WAS FLYING IN A CANYON, UP CUB CREEK, HE ENCOUNTERED UNANTICIPATED TURBULENCE. HE DECIDED TO MAKE A 180 DEG TURN & LEAVE THE CANYON. HOWEVER, WHILE MAKING A LEFT TURN, THE RIGHT WING OF THE ACFT STRUCK A TREE. SUBSEQUENTLY, THE ACFT STALLED & CRASHED IN A BUSHY AREA. REPORTEDLY, THE WIND WAS GUSTING TO 20 KTS.

Brief of Accident (Continued)

File No. - 1891

2/27/83

NORTHWAY, AK

A/C Reg. No. N4876A

Time (Lc1) - 1200 AST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. TERRAIN CONDITION - RISING
 4. WEATHER CONDITION - TURBULENCE
 5. WEATHER CONDITION - GUSTS
 6. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
 7. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
 8. OBJECT - TREE(S)
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1940

3/20/83

CHUGIAK, AK

A/C Reg. No. NONE

Time (Lcl) - 1600 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -TEST
Flight Conducted Under -14 CFR 103
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - WASPAIR HM-81 TOMCAT TOUR
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - CUYUNA UNKNOWN
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- 180/006 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

BIRCHWOOD
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - ICE COVERED

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)
NONE

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

Medical Certificate - UNK/NR
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-----

A TEST PLT & DEALER FOR THE MANUFACTURER INSPECTED THE ULTRALIGHT VEHICLE & MADE ADJUSTMENTS PRIOR TO MAKING A TEST FLIGHT AFTER IT WAS ASSEMBLED. HE STATED THAT BEFORE TAKEOFF, HE WAS HAVING PROBLEMS SETTING THE CARBURETOR MIXTURE & THAT THE THROTTLE CABLE WAS NOT WORKING WELL. DURING EARLIER TAXI TESTS, THE ENG CEASED OPERATING A NUMBER OF TIMES. FINALLY, ON THE LAST TAXI TEST, THE ENG OPERATED AT FULL RPM & HE ELECTED TO TAKEOFF. AFTER TAKEOFF, THE ULTRALIGHT CLIMBED TO ABOUT 100 FT AGL, THEN BEGAN TO LOSE POWER. THE PLT WAS UNABLE TO GLIDE TO A CLEARING & SUBSEQUENTLY CRASHED INTO TREES. THE VEHICLE REMAINED IN THE TREES & THE PLT REMAINED SECURE BY HIS LAP BELT & SHOULDER HARNESS. HOWEVER, AFTER HE RELEASED HIS RESTRAINT SYSTEM, HE WAS INJURED WHEN HE FELL APRX 40 FT TO THE GROUND. THE TEMP & DEW POINT WERE 40 & 36 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CURVES, SERIOUS ICING WOULD HAVE BEEN POSSIBLE AT CRUISE POWER. HOWEVER, ICING WAS NOT VERIFIED. THERE WAS NO PROVISION FOR CARBURETOR HEAT.

Brief of Accident (Continued)

File No. - 1940

3/20/83

CHUGIAK, AK

A/C Reg. No. NONE

Time (Lc1) - 1600 AST

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - 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. - 1889 3/26/83 HEALY,AK A/C Reg. No. N65104 Time (Lc1) - 1011 AST

-----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	1	2
Accident Occurred During	-LANDING						

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

Make/Model	- CESSNA T-41B (R-172E)	Eng Make/Model	- CONTINENTAL IO-360-D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 210 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- 090/030 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">FORT WAINWRIGHT,AK</p> <p>Destination</p> <p style="text-align: center;">ANCHORAGE,AK</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING</p> <p style="text-align: center;">FORCED LANDING</p>	<p>Airport Proximity</p> <p style="text-align: center;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - SNOW</p> <p>Runway Status - SNOW - CRUSTED</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2451
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Make/Model- 30
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 237
		Multi-Eng - 18
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 66
		Rotorcraft - 2226

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT WHILE CRUISING AT 4000 FT MSL, THE ENG POWER BEGAN TO FLUCTUATE, THEN THIS WAS FOLLOWED BY A BANGING NOISE, ROUGH ENG OPERATION & A DECLINE IN POWER OUTPUT. HE HAD TURNED TO LAND INTO THE WIND WHEN THE ENG POWER INCREASED & STABILIZED. THEREFORE HE TURNED DOWNWIND TO ATTEMPT TO REACH A HIGHWAY. HOWEVER, A SHORT TIME LATER, THE ENG STOPPED COMPLETELY & HE WAS COMMITTED TO LAND DOWNWIND & DOWNHILL. DURING THE LANDING, THE ACFT NOSED OVER. AN ENG TEARDOWN REVEALED THAT THE #4 EXHAUST PUSHROD, PN 630393, HAD FAILED. REPORTEDLY, THE WIND WAS GUSTING TO 35 KTS.

Brief of Accident (Continued)

File No. - 1889

3/26/83

HEALY,AK

A/C Reg. No. N65104

Time (Lc1) - 1011 AST

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

Finding(s)

1. ENGINE ASSEMBLY,PUSH ROD - FAILURE,TOTAL
-

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)

2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. WEATHER CONDITION - TAILWIND
 4. WEATHER CONDITION - GUSTS
 5. TERRAIN CONDITION - DOWNHILL
 6. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1907 3/30/83 W. CLAM GULCH, AK A/C Reg. No. N8081C Time (Lcl) - 0920 AST

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

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

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

Make/Model - PIPER PA-18A	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 135/005 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point ANCHORAGE, AK</p> <p>Destination REMOTE AREA, AK</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - SNOW</p> <p>Runway Status - SNOW - CRUSTED</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 - 42</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - C-152</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 497</td> <td>Last 24 Hrs</td> <td>- 2</td> </tr> <tr> <td>Make/Model-</td> <td>468</td> <td>Last 30 Days-</td> <td>42</td> </tr> <tr> <td>Instrument-</td> <td>2</td> <td>Last 90 Days-</td> <td>82</td> </tr> </table>	Total	- 497	Last 24 Hrs	- 2	Make/Model-	468	Last 30 Days-	42	Instrument-	2	Last 90 Days-	82
Total	- 497	Last 24 Hrs	- 2											
Make/Model-	468	Last 30 Days-	42											
Instrument-	2	Last 90 Days-	82											

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED AND CRASHED DURING AN APPROACH TO LAND IN A WILDERNESS AREA. ACCORDING TO THE PLT HE WAS PREOCCUPIED WITH LANDING NEAR A WOLVERINE HE WANTED TO SHOOT. HIS APPROACH WAS TOO HIGH SO HE CLOSED THE THROTTLE PUT DOWN FULL FLAPS AND STARTED A TURN. THE PLT THOUGHT HE HIT A DOWNDRAFT AS THE ACFT STALLED. HE WAS NOT ABLE TO RECOVER BEFORE HITTING THE GROUND. HE BELIEVES THAT HIS SHOULDER HARNESS SAVED HIM FROM SERIOUS OR FATAL INJURY.

Brief of Accident (Continued)

File No. - 1907

3/30/83

W. CLAM GULCH, AK

A/C Reg. No. N8081C

Time (Lc1) - 0920 AST

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
4. MANEUVER - IMPROPER - PILOT IN COMMAND
5. 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) 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. - 1892 3/31/83 NORTH POLE, AK A/C Reg. No. N1955C Time (Lcl) - 1630 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	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 170B	Eng Make/Model - LYCOMING IO-360-B	ELT Installed/Activated - YES/NO
Landing Gear - SKI	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CHICKEN, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LAKLOEY
Wind Dir/Speed- 330/010 KTS	ATC/Airspace	Runway Ident - 24
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 90
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1170
SE LAND, SE SEA	Months Since - UNK/NR	Make/Model- 1170
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 50
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF THE SKI EQUIPPED ACFT HAD TAKEN OFF FROM AN ABANDONED STRIP THAT WAS IN A DETERIORATING CONDITION WITH ROCKS SCATTERED ALONG THE LANDING AREA. AFTER ARRIVING AT HIS DESTINATION, HE LANDED ON A WELL GRADED RWY WITH PACKED SNOW THAT WAS SUITABLE FOR EITHER WHEEL OR SKI OPERATION. AFTER TOUCHDOWN, THE ACFT BEGAN TO VEER TO THE LEFT. SUBSEQUENTLY, IT WENT OFF THE LEFT SIDE OF THE RWY & THE LEFT WING OF THE ACFT HIT THE LEFT WING OF A PIPER PA-12, N3140M. AFTER THAT, THE ACFT CONTINUED UNTIL IT STRUCK A SNOWBANK, THEN TRAVELED ABOUT 50 FT FURTHER BEFORE COMING TO REST. AN EXAM OF THE GEAR REVEALED THAT THE LEFT SKI WAS WORN. THE OVERLAYER WAS SCRAPED AWAY & APRX AN 18 INCH, OUTBOARD PORTION WAS BENT INWARD. THERE WAS EVIDENCE THAT THE SKI HAD HIT THE SNOWBANK WHILE THE LEFT WING WAS LOW CAUSING A TRANSVERSE FRACTURE & FAILURE OF THE LEFT AXLE (A NON-STANDARD C-185 AXLE). IMPROPER BOLTS HAD BEEN USED TO INSTALL THE NON-STANDARD AXLES & NO SHIMS HAD BEEN USED TO PROVIDE PROPER AXLE ALIGNMENT.

Brief of Accident (Continued)

File No. - 1892

3/31/83

NORTH POLE, AK

A/C Reg. No. N1955C

Time (Lc1) - 1630 AST

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

Finding(s)

1. LANDING GEAR, SKI ASSEMBLY - IMPROPER
2. MAINTENANCE, INSTALLATION - IMPROPER -
3. LANDING GEAR, SKI ASSEMBLY - WORN
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - AIRCRAFT PARKED

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

Finding(s)

6. TERRAIN CONDITION - SNOWBANK

-----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) 1,2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1890

4/06/83

STONY RIVER, AK

A/C Reg. No. N376KA

Time (Lcl) - 1015 AST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - OTHER WORK USE

Flight Conducted Under - 14 CFR 133

Accident Occurred During - HOVER

Fire
NONE

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

Make/Model - BELL 206B

Landing Gear - SKID

Max Gross Wt - 3200

No. of Seats - 5

Eng Make/Model - ALLISON 250-C-20

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 400 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- 170/010 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

UNK/NR

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP

SE LAND, ME LAND

HELICOPTER

Age - 34

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - 206B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5776

Make/Model- 1957

Instrument- 176

Multi-Eng - 231

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 234

Rotorcraft - 4695

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON AN EXTERNAL LOAD OPERATION WITH A 100 FT LONG LINE. THE LONG LINE HAD 4 REMOTE HOOKS, OF WHICH, 3 HAD CABLE BAGS ATTACHED. WHILE WAITING FOR THE 4TH BAG TO BE FILLED, HE DECIDED TO LAND IN AN OPEN AREA. HE SET THE EXTERNAL LOAD DOWN & LAID THE LONG LINE OUT OVER THE GROUND, "LANDING THE HELICOPTER WHEN THE LONG LINE WAS NEARLY EXTENDED AWAY FROM THE LOAD." WHEN THE 4TH BAG WAS READY TO BE SLUNG OUT, HE LIFTED OFF IN WINDS THAT WERE GUSTING TO 15 KTS. AT A HEIGHT OF ABOUT 40 FT, HE MADE A LEFT, RUDDER TURN (X-WIND) TO BETTER OBSERVE HIS LONG LINE. HE REALIZED THAT HE WAS DRIFTING DOWNWIND AT ABOUT THE TIME HE THOUGHT HE DETECTED A POWER SURGE. HE DIRECTED HIS ATTENTION TO THE ENG INSTRUMENTS. AT ABOUT THE SAME TIME, THE HELICOPTER ROLLED ON ITS LEFT SIDE & CRASHED. AN EXAM OF THE WRECKAGE WAS MADE, BUT NO MECHANICAL PART FAILURE/MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1890

4/06/83

STONY RIVER, AK

A/C Reg. No. N376KA

Time (Lc1) - 1015 AST

Occurrence #1 ROLL OVER
Phase of Operation HOVER

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1909 5/08/83 TWIN HILLS, AK A/C Reg. No. N49HH Time (Lcl) - 0800 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -NON SCHED,DOMESTIC,PAX/CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -TAKEOFF

Fire Crew 0
NONE Pass 0

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

Make/Model - CESSNA U206
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 7

Eng Make/Model - CONTINENTAL IO-520-L
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 - CALM
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRAVEL
Runway Status - WET
SOFT

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)
Type of Clearance - NONE
Type Apch/Lndg -

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

Pilot-In-Command

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

Age - 21
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2190 Last 24 Hrs - 4
Make/Model - UNK/NR Last 30 Days - UNK/NR
Instrument - 6 Last 90 Days - 210
Multi-Eng - 120 Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS DISPATCHED TO A BEACH AREA TO PICK UP PASSENGERS. AFTER LANDING, THE PASSENGERS & BAGGAGE WERE LOADED & THE PLT ATTEMPTED TO TAKEOFF. THE TOP & BOTTOM OF THE BEACH AREA HAD SOME HUMPS OF GRAVEL THAT BLENDED INTO THE BEACH SAND. DURING THE TAKEOFF ROLL, THE DOWN BEACH WHEEL HIT A HUMP. THE ACFT BOUNCED IN THE AIR, SETTLED IN A YAW, ENCOUNTERED LOOSE GRAVEL & SUBSEQUENTLY WENT INTO THE WATER. REPORTEDLY, THERE WAS FIERCE COMPETITION AMONG AIR TAXI OPERATORS FOR LUCRATIVE BUSINESS IN THIS AREA. ALSO, THE BEACH CONDITIONS REPORTEDLY CHANGED WITH THE TIDES.

Brief of Accident (Continued)

File No. - 1909

5/08/83

TWIN HILLS, AK

A/C Reg. No. N49HH

Time (Lc1) - 0800 ADT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
 3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1893 5/23/83 ANCHORAGE, AK A/C Reg. No. N2797P Time (Lcl) - 0830 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew Fatal
NONE Pass 0

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

Make/Model - PIPER PA-18-150
Landing Gear - FLOAT
Max Gross Wt - 1625
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/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- 150/004 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 6500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JUNEAU LAKE, AK
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CAMBELL LAKE
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - WATER
Runway Status - WATER-CALM

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

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - 172

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	- 421	Last 24 Hrs	- 6
Make/Model-	6	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	10
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT HE WAS LANDING ON THE LAKE WITH ONE NOTCH OF FLAPS INDICATING 50-55 MPH. THE TOUCHDOWN WAS SMOOTH AND AFTER PLANING FOR 3-4 SECONDS THE ACFT VEERED LEFT. HE CORRECTED TO THE RIGHT AND THE ACFT STRAIGHTENED THEN SUDDENLY VEERED RIGHT, SUBMERGING THE RIGHT FLOAT TIP AND INVERTING THE ACFT.

Brief of Accident (Continued)

File No. - 1893

5/23/83

ANCHORAGE, AK

A/C Reg. No. N2797P

Time (Lcl) - 0830 ADT

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

Finding(s)

1. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - WATER, GLASSY
-

----Probable Cause----

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

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. - 1908

5/30/83

PALMER, AK

A/C Reg. No. N64AT

Time (Lc1) - 1330 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAXI

Fire

NONE

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

Make/Model - ARCTIC AIRCRAFT S-1B2

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1650

No. of Seats - 2

Eng Make/Model - LYCOMING O-320

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/YES

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/005 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - 4500 FT

Lowest Ceiling - UNK/NR BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ANCHORAGE, AK

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 - UNK/NR

Runway Lth/Wid - 2500 -UNK/NR

Runway Surface - GRAVEL

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, SE SEA

Age - 35

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - 172RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 846 Last 24 Hrs - 1

Make/Model- 325 Last 30 Days- UNK/NR

Instrument- 38 Last 90 Days- 51

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER WHILE TAXIING FOR TAKEOFF ON A SAND BAR. THE PLT STATED THAT HE WAS DEMONSTRATING HANDLING CHARACTERISTICS OF THE ACFT ON SAND AND GRAVEL TO HIS PASSENGER. THE ACFT PASSED OVER A LARGE HUMMOCK AND SETTLED INTO SOFT SAND WHERE IT NOSED OVER. THE PLT STATED THAT DURING THE TAKEOFF AND LANDINGS HE BECAME MORE AGGRESSIVE AND LESS ATTENTIVE. HE ACKNOWLEDGED THAT HE WAS TAXIING TOO FAST AND THAT HE PURPOSELY TAXIED OVER THE HUMMOCK TO USE IT AS A REFERENCE FOR HIS GROUND RUN. THIS SAND BAR IS SUBJECT TO SOFT AREAS DURING HIGH TIDES. A HIGH FLOOD TIDE HAD OCCURRED EARLIER ON THE DAY OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1908

5/30/83

PALMER,AK

A/C Reg. No. N64AT

Time (Lcl) - 1330 ADT

Occurrence #1 NOSE OVER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. TERRAIN CONDITION - SOFT
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
4. TERRAIN CONDITION - SAND BAR
5. VISUAL LOOKOUT - INATTENTIVE - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND
7. MANEUVER - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE DOWN
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7

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. - 1910 6/10/83 WILLOW, AK A/C Reg. No. N3334D Time (Lcl) - 1515 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA C-180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2650
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 - 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- 060/012 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANCHORAGE, AK
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 AIRSTRIP

Airport Data

WILLOW
Runway Ident - 13
Runway Lth/Wid - 4600/ 105
Runway Surface - GRAVEL
Runway Status - DRY

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

Pilot-In-Command

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

Age - 40

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2306	Last 24 Hrs	- 5
Make/Model-	5	Last 30 Days-	UNK/NR
Instrument-	68	Last 90 Days-	108
Multi-Eng -	63		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING LANDING WHILE ON A DUAL INSTRUCTIONAL FLT. THE CFI STATED THE STUDENT APPLIED TOO MUCH BRAKE ON THE FIRST LANDING AND ALMOST NOSED OVER. DURING THE 2ND LANDING THE STUDENT AGAIN APPLIED EXCESSIVE BRAKING AND THE ACFT NOSED OVER. THE CFI STATED THAT HE HAD WARNED THE STUDENT ABOUT EXCESSIVE BRAKING DURING A BRIEFING. THE CFI HAD A TOTAL OF 5 HOURS IN THIS TYPE ACFT.

Brief of Accident (Continued)

File No. - 1910

6/10/83

WILLOW,AK

A/C Reg. No. N3334D

Time (Lc1) - 1515 ADT

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

Finding(s)

1. BRAKES(NORMAL) - EXCESSIVE - DUAL STUDENT
 2. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND(CFI)
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1848 7/19/83 ANCHORAGE, AK A/C Reg. No. N95261 Time (Lc1) - 1920 ADT

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

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

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

Make/Model - TAYLORCRAFT BC12-D	Eng Make/Model - CONTINENTAL D-200-A	ELT Installed/Activated - UNK/NR
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 150/010 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point ANCHORAGE, AK</p> <p>Destination KING LAKE, AK</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 UNK/NR</p> <p>Airport Data CAMPBELL LAKE</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - WATER</p> <p>Runway Status - WATER - CHOPPY</p>
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-----Personnel Information-----

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

-----Narrative-----

ACCORDING TO THE PLT, HE TOOK OFF TO THE SOUTHEAST INTO A WIND OF 10 GUSTING 15 KTS. AFTER LIFT-OFF, HE TURNED TO AVOID HOUSES ON THE SOUTHEASTERN SHORELINE. AFTER HE WAS IN A LEFT CLIMBING TURN, THE ACFT BEGAN DESCENDING TOWARD THE LAKE. TO AVOID STALLING, THE PLT LOWERED THE NOSE TO GAIN AIRSPEED. SUBSEQUENTLY, THE PLANE IMPACTED IN SHALLOW WATER WHILE IN A NOSE LOW, LEFT WING LOW ATTITUDE. THE PLT STATED THERE WERE NO MECHANICAL IRREGULARITIES ACCORDING TO OTHER PLTS THAT FREQUENTLY OPERATED FROM THE LAKE, THERE WERE OCCASSIONAL DOWNDRAFTS ON THE LEE SIDE OF THE HILL NEAR THE SOUTHEASTERN SHORELINE.

Brief of Accident (Continued)

File No. - 1848

7/19/83

ANCHORAGE, AK

A/C Reg. No. N95261

Time (Lc1) - 1920 ADT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER CONDITION - GUSTS
 4. WEATHER CONDITION - DOWNDRAFT
-

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

Finding(s)

5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 6. STALL/MUSH - 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) 1,4

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. - 1871

8/05/83

KENAI, AK

A/C Reg. No. N24T

Time (Lcl) - 0530 ADT

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

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

Make/Model - CESSNA 336
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3900
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-360-A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 040/012 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - 4500 FT THIN OVC

Lowest Ceiling - 7000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

KASILOF, AK

Destination

SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

KENAI

Runway Ident - UNK/NR

Runway Lth/Wid - 1600 -UNK/NR

Runway Surface - GRAVEL

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 49

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - 150

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 1110

Make/Model- 60

Instrument- 4

Multi-Eng - 60

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 80

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT WINDS WERE GUSTY DURING LANDING. UPON LANDING THE RIGHT WING COLLIDED WITH SOME TREES AND PULLED THE ACFT TO THE RIGHT INTO THE TREES. THE ACFT TURNED ON ITS BACK JUST PRIOR TO STOPPING.

Brief of Accident (Continued)

File No. - 1871

8/05/83

KENAI, AK

A/C Reg. No. N24T

Time (Lc1) - 0530 ADT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - TREE(S)
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1872 8/13/83 TELLER,AK A/C Reg. No. N4065Z Time (Lcl) - 1330 ADT

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

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

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

Make/Model	- PIPER PA-18-150	Eng Make/Model	- LYCOMING O-320-A2A	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1750	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 150 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	NONE,AK		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	EAGLE CREEK	
Wind Dir/Speed	- 015 KTS		Runway Ident	- 10
Visibility	- UNK/NR	ATC/Airspace	Runway Lth/Wid	- 732/ 45
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Flight Plan	- NONE	
Lowest Ceiling	- 9000 FT BROKEN	Type of Clearance	- NONE	
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN	
Precipitation	- NONE		FULL STOP	
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model	- UNK/NR
	Aircraft Type - UNK/NR	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT. HE MADE A PASS OVER THE AIRSTRIP TO DETERMINE THE WIND DIRECTION. WHILE MANEUVERING TO LAND THE ACFT STALLED, PROBABLY BECAUSE OF THE GUSTY WINDS. HE RECOVERED FROM THE FIRST STALL AND WAS PREPARING TO DEPART THE AREA WHEN THE ACFT STALLED AGAIN AND CRASHED.

Brief of Accident (Continued)

File No. - 1872

8/13/83

TELLER,AK

A/C Reg. No. N4065Z

Time (Lcl) - 1330 ADT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1870 8/14/83 EAGLE,AK A/C Reg. No. N4894A Time (Lc1) - 1430 ADT

-----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	0	0	1
Pass	0	0	0	1

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

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 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- 120/005 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - 1000 FT

Lowest Ceiling - 1000 FT BROKEN

Obstructions to Vision- UNK/NR

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC

Destination
FAIRBANKS,AK

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

GRADE GROUND

Runway Ident - 15

Runway Lth/Wid - 1600 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 38

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 76

Make/Model- 48

Instrument- 1

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE FELT THE ENGINE DID NOT DEVELOP FULL POWER DURING TAKEOFF, POSSIBLY DUE TO FORMATION OF CARBURETOR ICE DURING RAIN SHOWERS. INSTEAD OF ABORTING, HE CONTINUED AND THE ACFT STRUCK TREES ON THE DEPARTURE.

Brief of Accident (Continued)

File No. - 1870

8/14/83

EAGLE, AK

A/C Reg. No. N4894A

Time (Lc1) - 1430 ADT

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

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED

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

Finding(s)

2. OBJECT - TREE(S)
3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. OBJECT - RAIN

-----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) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1894

9/13/83

ANIAK, AK

A/C Reg. No. N1688Z

Time (Lcl) - 1615 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 185A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3200
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/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- 080/015 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 1800 FT SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GRAVEL STRIP
Runway Ident - UNK/NR
Runway Lth/Wid - 750 -UNK/NR
Runway Surface - GRAVEL
Runway Status - DRY

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

Pilot-In-Command

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

Age - 30
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - 185

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	4300
Last 24 Hrs	5
Make/Model-	1200
Instrument-	70
Multi-Eng -	400
Last 30 Days-	UNK/NR
Last 90 Days-	100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS TAKING OFF FROM A STRIP NEAR A CAMP SITE. REPORTEDLY, THE STRIP WAS LOCATED ON A HILL (LEVEL BENCH AREA) & WAS ORIENTED GENERALLY IN A NORTH/SOUTH DIRECTION. THE PLT REPORTED THAT THE WIND WAS FROM 080 DEG AT ABOUT 15 GUSTING 18 KTS. THE ACFT WAS EQUIPPED WITH A ROBERTSON STOL KIT WHICH, ACCORDING TO THE PLT, DIMINISHES ITS X-WIND CAPABILITY. HE REPORTED THAT HE LIFTED OFF NEAR THE END OF THE RWY AT APRX 50 TO 55 MPH, THEN ABOUT 300 FROM THE END, THE ACFT BEGAN TO SETTLE. SUBSEQUENTLY, IT TOUCHED DOWN ON ROUGH TERRAIN & WAS SUBSTANTIALLY DAMAGED. THE PLT BELIEVED THAT DUE TO THE TERRAIN, THE WIND (BEYOND THE END OF THE RWY) HAD SHIFTED TO A QUARTERING TAILWIND.

Brief of Accident (Continued)

File No. - 1894

9/13/83

ANIAK, AK

A/C Reg. No. N1688Z

Time (Lc1) - 1615 ADT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - GUSTS
5. WEATHER CONDITION - UNFAVORABLE WIND
6. WEATHER CONDITION - TAILWIND

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

Finding(s)

7. STALL/MUSH
8. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1911

9/15/83

ANIAK,AK

A/C Reg. No. N1363A

Time (Lcl) - 1900 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious Minor

None

Type of Operation -BUSINESS

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

1

Accident Occurred During -TAKEOFF

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

Make/Model - PIPER PA-18

Eng Make/Model - LYCOMING O-320-A2A

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 1750

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 150 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 290/010 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 5000 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

ANIAK

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

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

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) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED FROM ABOUT 5 FT AGL AFTER THE CONTROL STICK CAME OUT OF ITS MOUNTING DURING TAKEOFF. THE OWNER OF THE ACFT STATED THAT THE RETAINING PIN AT THE BASE OF THE CONTROL STICK CAME OUT, WHICH RESULTED IN THE STICK DISLODGING FROM ITS MOUNT. THE PIN WAS FOUND AFTER THE ACCIDENT. THE PLT DID NOT FILE AN ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 1911

9/15/83

ANIAK,AK

A/C Reg. No. N1363A

Time (Lc1) - 1900 ADT

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

Finding(s)

1. FLIGHT CONTROL SYSTEM - DISCONNECTED
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

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

Occurrence #3 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. - 1985

7/04/83

VERNON,AL

A/C Reg. No. N8056W

Time (Lcl) - 1600 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - PIPER L-21B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
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 - UNK/NR
Stall Warning System - UNK/NR

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

LAMAR COUNTY
Runway Ident - 16
Runway Lth/Wid - 3600/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
NONE

Age - 21

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL

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 DEPARTED THE RWY & NOSED OVER INVERTED DURING AN UNAUTHORIZED FLIGHT. AFTER THE ACCIDENT THE NON-CERTIFICATED PLT TOLD THE OWNER THAT HE HAD FLOWN THE ACFT SEVERAL TIMES BASED ON THE PERMISSION OF A FRIEND WHO WAS AUTHORIZED TO FLY THE ACFT.

Brief of Accident (Continued)

File No. - 1985

7/04/83

VERNON,AL

A/C Reg. No. N8056W

Time (Lcl) - 1600 CDT

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - UNQUALIFIED PERSON
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - UNQUALIFIED PERSON
 3. GROUND LOOP/SWERVE - UNCONTROLLED - UNQUALIFIED PERSON
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1844 7/15/83 JACKSONVILLE,AL A/C Reg. No. N6256D Time (Lcl) - 1300 CDT

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

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

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

Make/Model - AERO COMMANDER 680	Eng Make/Model - LYCOMING GSO-480-31A6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 340 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	JACKSONVILLE,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	JACKSONVILLE MUNI
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 27
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - SPECIAL VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1263
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 176
	Aircraft Type - PA-34	Instrument- UNK/NR
		Multi-Eng - 193
		Last 24 Hrs - 1
		Last 30 Days- 18
		Last 90 Days- 26
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE TAKEOFF, THE ACFT HAD APRX 40 GAL OF FUEL IN THE MAIN TANKS & 10 GAL WAS ADDED TO EACH OF THE AUXILIARY TANKS. THE PLT TOOK OFF IN HAZY CONDITIONS FOR A SHORT FLT OF APPRX 10 MIN. WHILE ON DOWNWIND FOR A LANDING, HE SWITCHED FROM THE AUXILIARY TO THE MAIN TANKS. AS THE ACFT TURNED TO FINAL APCH, BOTH ENGS LOST POWER, SIMULTANEOUSLY. THE PLT WAS UNABLE TO START THE ENGS & LANDED THE ACFT SHORT OF THE RWY. DURING THE LANDING ROLL, THE LEFT MAIN GEAR FAILED. AN EXAMINATION OF THE ENGS & FUEL SYS REVEALED NO PREIMPACT DISCREPANCIES. THE RIGHT ENG WAS STARTED & IT OPERATED NORMALLY. THE LEFT ENG COULD NOT BE STARTED DUE TO IMPACT DAMAGE.

Brief of Accident (Continued)

File No. - 1844

7/15/83

JACKSONVILLE, AL

A/C Reg. No. N6256D

Time (Lcl) - 1300 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)
1. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE
2. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation

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

Finding(s)
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1843 9/22/83 MONTGOMERY, AL A/C Reg. No. N6715V Time (Lcl) - 1400 CDT

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

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

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

Make/Model - BEECH 77	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BIRMINGHAM, AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DANNELLY
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - 09
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - 9041/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
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 - 19
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 17
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT FLEW TO MONTGOMERY, AL, INTENDING TO MAKE A TOUCH-AND-GO LANDING, AND THEN RETURN TO BIRMINGHAM, AL. AFTER ARRIVING, HE MADE AN APCH TO RWY 09 WITH A WIND FROM 360 DEG AT 10 GUSTING 14 KTS. WHILE ON THE LANDING ROLL, THE ACFT BEGAN TO VEER TO THE LEFT. SUBSEQUENTLY, THE ACFT DEPARTED THE RWY & COLLIDED WITH A VASI LIGHT.

Brief of Accident (Continued)

File No. - 1843

9/22/83

MONTGOMERY, AL

A/C Reg. No. N6715V

Time (Lc1) - 1400 CDT

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

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. WEATHER CONDITION - GUSTS
 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

Finding(s)

6. OBJECT - APPROACH LIGHT/NAVAID
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1827 9/26/83 ANDALUSIA,AL A/C Reg. No. N8031V Time (Lcl) - 0900 CDT

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

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

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

Make/Model - AERO COMMANDER A-9	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 - 3000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 070/004 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point FLORALA,AL</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>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND,ME LAND</p> <p>HELICOPTER</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - C-150</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 8000</p> <p>Make/Model- 150</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER SPRAYING 2 FIELDS, THE PLT WAS EN ROUTE TO SPRAY A 3RD FIELD WHEN A SEVERE VIBRATION OF THE ACFT WAS ENCOUNTERED. HE ELECTED TO LAND IN THE 1ST AVAILABLE FIELD & DUMPED HIS CHEMICAL LOAD. DURING THE LANDING, THE ACFT HIT A TERRACE & NOSED OVER. THE PLT STATED THAT HE DID NOT REALIZE THE FIELD WAS UNEVEN & TERRACED UNTIL THE ACFT WAS ON THE GROUND. GRASS & TALL WEEDS WERE GROWING IN THE FIELD. AN INVESTIGATION REVEALED THAT THE UPPER RIGHT ENG MOUNT HAD FAILED. NO FATIGUE WAS FOUND; HOWEVER, THERE WAS EVIDENCE OF HAMMERING, INDICATING MULTIPLE IMPACTS AFTER THE INITIAL FAILURE.

Brief of Accident (Continued)

File No. - 1827

9/26/83

ANDALUSIA,AL

A/C Reg. No. N8031V

Time (Lc1) - 0900 CDT

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

Finding(s)

1. ENGINE ASSEMBLY,MOUNT - FAILURE,TOTAL
2. ENGINE ASSEMBLY - VIBRATION

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

Finding(s)

3. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. TERRAIN CONDITION - HIGH VEGETATION
7. TERRAIN CONDITION - HIDDEN OBSTRUCTION(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) 1,2,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1984

9/29/83

BRUNDIDGE, AL

A/C Reg. No. N79025

Time (Lcl) - 1702 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation - PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

0

0

0

0

Accident Occurred During -STANDING

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

Make/Model - CESSNA 172K

Eng Make/Model - LYCOMING O-320-E2D

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2150

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 150 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 200/016 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - 8000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

OZARK, AL

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

BRUNDIDGE MUNICIPAL

Runway Ident - 07

Runway Lth/Wid - 3000/ 80

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

FULL STOP

PRECAUTIONARY LANDIN

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND, ME LAND, SE SEA

HELICOPTER

Age - 38

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 9065

Make/Model- 700

Instrument- 796

Multi-Eng - 509

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 58

Rotorcraft - 7631

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING AT 2,000 FT THE PLT SMELLED FUEL FUMES & ELECTED TO MAKE A PRECAUTIONARY LANDING. WHEN WITHIN GLIDING DISTANCE OF THE ARPT, HE SECURED THE ENG WITH THE MIXTURE CONTROL & MADE AN UNEVENTFUL DEADSTICK LANDING. AFTER EXITING THE ACFT HE NOTICED FUEL DRIPPING FROM THE LOWER ENG COWLING IN THE VICINITY OF THE CARB. THE PLT OPENED AN EXCESS DOOR & FLAMES ERUPTED WITHIN. THE ACFT EVENTUALLY BECAME ENGULFED IN FLAMES. THE PLT, WHO IS ALSO AN A&P, PERFORMED THE LAST 100 HR INSP IN 4/83 AT WHICH TIME HE FOUND THAT THE FUEL SUPPLY LINE WAS LOOSE AT THE CARB & HAD TO BE TIGHTENED. ON THE DAY AFTER THE ACCIDENT THE ACFT WAS EXAMINED & THE FUEL SUPPLY LINE WAS FOUND NO LONGER CONNECTED TO THE CARB INLET FITTING. THE #3 CYLINDER EXHAUST PIPE WAS BROKEN AWAY FROM THE RIGHT SIDE END PLATE OF THE MUFFLER, PROVIDING A POSSIBLE SOURCE OF IGNITION FOR ANY FUEL LEAKING IN THE ENG COMPARTMENT.

Brief of Accident (Continued)

File No. - 1984

9/29/83

BRUNDIDGE,AL

A/C Reg. No. N79025

Time (Lc1) - 1702 CDT

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

Finding(s)

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

Occurrence #2 FIRE
Phase of Operation STANDING - ENGINE(S) NOT OPERATING

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 4. EXHAUST SYSTEM,END PLATE - SEPARATION
 5. FIRE EXTINGUISHER,PORTABLE - LACK OF
-

-----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) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1845 10/02/83 ELBERTA,AL A/C Reg. No. N5646D Time (Lcl) - 0930 CDT

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

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

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

Make/Model	- MAULE M-6-235	Eng Make/Model	- LYCOMING IO-540-W1ASD	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 235 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- 140/006 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - 4000 FT SCATTERED</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point JACKSON,MS</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>MILES NEUMANN</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 4000/ 60</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND,ME LAND</p> <p>GLIDER</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - B-58</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1822</p> <p>Make/Model- 106</p> <p>Instrument- 127</p> <p>Multi-Eng - 651</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 31</p> <p>Last 90 Days- 81</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT TOOK OFF WITH A PASSENGER, WHO WAS ALSO A PLT, BUT WAS NOT PERFORMING AS SUCH ON THIS FLT. AFTER RETURNING TO THE ARPT, THE PLT LANDED ON THE NORTH-SOUTH RWY. HE STATED THAT DURING THE LANDING ROLL, HE ENCOUNTERED A X-WIND THAT CAUSED THE ACFT TO DRIFT TO THE LEFT SIDE OF THE GRASS STRIP. THERE WAS A PARALLEL STRIP OF SMOOTH GROUND BESIDE THE RWY. THE PLT STATED THAT HE THOUGHT THE GROUND BESIDE THE RWY WAS HARD, PACKED DIRT, SO HE ALLOWED THE ACFT TO CONTINUE OFF THE GRASS AREA. HOWEVER, THE SOIL WAS SOFT. SUBSEQUENTLY, THE GEAR DUG IN & THE ACFT NOSED OVER. APRX 18 MI EAST NORTHEAST AT PENSACOLA, FL, THE WIND WAS FROM 140 DEG AT 6 KTS.

Brief of Accident (Continued)

File No. - 1845

10/02/83

ELBERTA,AL

A/C Reg. No. N5646D

Time (Lc1) - 0930 CDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. PROPER ALIGNMENT - NOT FOLLOWED - PILOT IN COMMAND
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 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. - 1928

2/06/83

TUCSON, AZ

A/C Reg. No. N4687D

Time (Lcl) - 1747 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 - APPROACH

Fire
NONE

Crew
Pass

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

Make/Model - BEECH H35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3050
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 240 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- 360/006 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GUAYMAS, MX
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TUCSON INTL.
Runway Ident - 29L
Runway Lth/Wid - 9120/ 75
Runway Surface - ASPHALT
Runway Status - UNK/NR

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

Pilot-In-Command

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

Age - 40

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - H35

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1106	Last 24 Hrs	- 6
Make/Model-	1011	Last 30 Days-	UNK/NR
Instrument-	14	Last 90 Days-	187

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PLT WAS ADVISED OF THE POSITION OF A BOEING 727 THAT WAS LANDING ON RWY 29R & HE REPORTED SEEING THE ACFT. HE ALSO WAS CAUTIONED ABOUT POSSIBLE WAKE TURBULENCE FROM THE BOEING & HE ACKNOWLEDGED. THE PLT REPORTED THAT WHILE HE WAS ON AN APPROACH TO LAND, ABOUT 2 MI FROM THE ARPT, HIS BEECH H35 SUDDENLY PITCHED UP & FLIPPED OVER. HE RECOVERED, WAS ABLE TO CONTINUE THE APPROACH AND LANDED SAFELY. AN EXAM AFTER LANDING REVEALED THAT THE V-TAIL WAS DAMAGED. THE INBOARD LEADING EDGE OF THE RIGHT STABILIZER WAS DEFORMED DOWNWARD ABOUT 1 3/4 INCHES & ITS LOWER SKIN WAS BUCKLED BETWEEN THE FRONT & REAR SPARS. THE FRONT SPAR OF THE RIGHT RUDDERVATOR WAS TWISTED & THERE WAS SKIN DEFORMATION ON BOTH RUDDERVATORS. INVESTIGATION REVEALED THE BEECH HAD CROSSED THE PATH OF THE LARGE ACFT AT APRX THE SAME ALT & ABOUT 60 TO 65 SEC LATER. THE SPEED AT THE TIME OF THE UPSET WAS APRX 160 KTS. THE MANEUVERING SPEED WAS 124 KTS IAS. THE AIM RCMDs 2 MIN SEPN BEHIND A LARGE ACFT WHEN LANDING ON THE SAME RWY OR A PARALLEL RWY WITHIN 2500 FT.

Brief of Accident (Continued)

File No. - 1928

2/06/83

TUCSON, AZ

A/C Reg. No. N4687D

Time (Lcl) - 1747 MST

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation APPROACH

Finding(s)

1. TRAFFIC ADVISORY - ISSUED - ATC PSNL(LCL/GND/CLNC)
 2. SAFETY ADVISORY - ISSUED - ATC PSNL(LCL/GND/CLNC)
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 4. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -
 6. STABILIZER - OVERLOAD
 7. FLIGHT CONTROL, RUDDER/VATOR - OVERLOAD
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1994 11/13/83 TUCSON,AZ A/C Reg. No. N7015R Time (Lcl) - 0900 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew Fatal
NONE Pass 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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling -
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 - 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)
STUDENT

Age - 39
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 - 74 Last 24 Hrs - UNK/NR
Make/Model- 74 Last 30 Days- UNK/NR
Instrument- 1 Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING ENGINE-OUT FORCED LANDINGS. WHILE RECOVERING AT ABOUT 200 FT AGL HE INADVERTENTLY PULLED OUT THE MIXTURE CONTROL CAUSING THE ENG TO SHUT DOWN. THERE WAS INSUFFICIENT ALTITUDE FOR A RESTART & THE ACFT TOUCHED DOWN IN A ROUGH FEILD.

Brief of Accident (Continued)

File No. - 1994

11/13/83

TUCSON,AZ

A/C Reg. No. N7015R

Time (Lcl) - 0900 MST

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
 2. MIXTURE - INADVERTENT USE - PILOT IN COMMAND
-

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

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

Finding(s)

3. 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. - 1817 1/03/83 MAMMOTH LAKES,CA A/C Reg. No. N1931T Time (Lcl) - 1805 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - PIPER PA-28-235
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540
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 - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - UNK/NR
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MAMMOTH LAKES,CA
Destination
SAN DIEGO,CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MAMMOTH
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 - 41

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 344	Last 24 Hrs	- UNK/NR
Make/Model-	180	Last 30 Days-	UNK/NR
Instrument-	44	Last 90 Days-	27
Multi-Eng	- 112		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DEPARTURE FROM THE MAMMOTH LAKES ARPT (ELEV 7128 FT), THE ACFT WAS SLOW TO CLIMB & ENG POWER BEGAN TO DETERIORATE. IT WAS DARK & THE PLT WAS UNABLE TO REACH THE DEPARTURE ARPT, SO HE BEGAN AN EMERGENCY LANDING ON THE NORTHBOUND LANES OF HIGHWAY 395. ALL OF THE TRAFFIC WAS SOUTHBOUND IN THAT AREA. THE PLT HAD DIFFICULTY SEEING THE NORTHBOUND LANES. DURING THE LANDING, THE RIGHT WING HIT A SNOWBANK ON THE RIGHT SIDE OF THE ROAD. NO CAUSE FOR THE ENG MALFUNCITON WAS FOUND.

Brief of Accident (Continued)

File No. - 1817

1/03/83

MAMMOTH LAKES, CA

A/C Reg. No. N1931T

Time (Lcl) - 1805 PST

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. UNDETERMINED

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

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

Finding(s)
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. LIGHT CONDITION - DARK NIGHT
4. TERRAIN CONDITION - SNOWBANK

-----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. - 2000

3/08/83

CONCORD, CA

A/C Reg. No. N1560D

Time (Lcl) - 1510 PST

-----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 - CESSNA 195
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 4

Eng Make/Model - JACOBS R-755-9
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 245 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC
Wind Dir/Speed- 070/006 KTS
Visibility - UNK/NR

Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary:

Last Departure Point
SAME AS ACC/INC

Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BUCHANAN
Runway Ident - 01L
Runway Lth/Wid - 4700 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND

Age - 52

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2137	Last 24 Hrs	- UNK/NR
Make/Model-	17	Last 30 Days-	UNK/NR
Instrument-	172	Last 90 Days-	3
Multi-Eng	- 327		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ABOUT 50 FT AGL DURING THE TAKEOFF PORTION OF A TOUCH-AND-GO, THE ENG LOSS POWER & THE ACFT CRASHED INTO A FENCE. THE CARBURETOR BOWL WAS DRAINED & ABOUT 2/3 OF THE FLUID WAS DETERMINED TO BE WATER. THE FUEL STRAINER ALSO CONTAINED WATER.

Brief of Accident (Continued)

File No. - 2000

3/08/83

CONCORD, CA

A/C Reg. No. N1560D

Time (Lc1) - 1510 PST

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

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
2. FLUID, FUEL - WATER
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

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

Finding(s)

4. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1960

3/27/83

GORMAN,CA

A/C Reg. No. N4235R

Time (Lcl) - 2034 PST

-----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 -CLIMB

Fire
NONE

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

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 7

Eng Make/Model - LYCOMING IO-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
Wind Dir/Speed- 270/015 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 8500 FT SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
LAS VEGAS,NV
Destination
CONCORD,CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 231
Make/Model- 26
Instrument- 5
Last 24 Hrs - 7
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

ENCOUNTERING CLOUDS ENROUTE THE PLT DESCENDED TO FLY THROUGH THE TETON PASS. AFTER CONFIRMING A VFR CHECK POINT, HE COMMENCED A CLIMB. SHORTLY THEREAFTER THE ACFT STRUCK A POWERLINE.

Brief of Accident (Continued)

File No. - 1960

3/27/83

GORMAN, CA

A/C Reg. No. N4235R

Time (Lc1) - 2034 PST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CLIMB

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1999 4/05/83 SAN LUIS OBISPO, CA A/C Reg. No. N15278 Time (Lcl) - 1635 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - PIPER PA 32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 3500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SANTA BARBARA, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SAN LUIS OBISPO
Runway Ident - 07
Runway Lth/Wid - 4000/ 150
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 23
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2843 Last 24 Hrs - 3
Make/Model- 16 Last 30 Days- UNK/NR
Instrument- 74 Last 90 Days- 52
Multi-Eng - 203

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DEPARTED RWY 29, & AT ABOUT 200 FT AGL THE ENG WAS HEARD TO SPUTTER & SURGE. THE ACFT WAS THEN OBSERVED IN A STEEP LEFT BANK TOWARD RWY 7. THE WINGS LEVELED JUST PRIOR TO IMPACT ABOUT 100 FT SHORT OF RWY 7. ARPT POLICE PERSONNEL INSPECTED THE ACFT IMMEDIATELY AFTER THE ACCIDENT & FOUND THE FUEL SELECTOR POSITIONED TO THE LEFT TIP TANK. THE LEFT TIP TANK WAS EMPTY & BOTH MAINS WERE FULL. THE PLT STATED HE HAD SWITCHED THE FUEL TANK TO LEFT MAIN PRIOR TO TAKEOFF.

Brief of Accident (Continued)

File No. - 1999

4/05/83

SAN LUIS OBISPO, CA

A/C Reg. No. N15278

Time (Lc1) - 1635 PST

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

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - NOT IDENTIFIED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 UNDERSHOOT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1996

4/28/83

MADERA, CA

A/C Reg. No. N2062Z

Time (Lc1) - 1730 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -BUSINESS

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - CESSNA 150C

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1500

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 090/005 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 7000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

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 - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 37

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1529

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS FLYING IN & OUT OF SEVERAL CROP DUSTER STRIPS. DURING TAKEOFF FROM THE 4TH STRIP THE ENGINE QUIT. THE ACFT NOSED OVER IN A PLOWED FIELD. THE PLT ATTRIBUTED THE ENGINE FAILURE TO WATER IN FUEL.

Brief of Accident (Continued)

File No. - 1996

4/28/83

MADERA, CA

A/C Reg. No. N2062Z

Time (Lcl) - 1730 PDT

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

Finding(s)

1. FLUID, FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INTENTIONAL - 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)

3. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1998 5/12/83 REDDING, CA A/C Reg. No. N2492D Time (Lcl) - 1448 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - CESSNA 170B
Landing Gear - UNK/NR
Max Gross Wt - 2200
No. of Seats - 4

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 160/007 KTS
Visibility - UNK/NR

Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

REDDING
Runway Ident - 16
Runway Lth/Wid - 7003/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 39

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 91	Last 24 Hrs	- 3
Make/Model-	3	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	6
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD TRAVELED FROM ALASKA TO PURCHASE THE ACFT. AFTER PURCHASE, AND SOME MINOR REPAIRS BY A LOCAL MECHANIC, THE PLT RECEIVED A ONE HR CHECKOUT PRIOR TO DEPARTING ON THE FIRST LEQ OF THE RETURN TRIP. WHEN THE ACFT ARRIVED AT REDDING IT WAS OBSERVED TO LAND HARD, BOUNCE AND VEER OFF THE RWY.

Brief of Accident (Continued)

File No. - 1998

5/12/83

REDDING, CA

A/C Reg. No. N2492D

Time (Lcl) - 1448 PDT

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

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

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

Finding(s)

3. LANDING GEAR, TAILWHEEL ASSEMBLY - INCORRECT
 4. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

6. OBJECT - APPROACH LIGHT/NAVAID
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1866

7/02/83

ADELANTO, CA

A/C Reg. No. N37849

Time (Lcl) - 0930 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -TEST

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

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

Make/Model - MILLER RA1

Eng Make/Model - CONTINENTAL 85

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - UNK/NR

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 85 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

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 - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 44

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 - 64

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-----

WITNESSES OBSERVED THAT SHORTLY AFTER TAKEOFF THE GYROCOPTER PORPOISED. THE MAIN ROTOR BLADES SEPARATED IN FLIGHT AND THE ACFT CRASHED.

Brief of Accident (Continued)

File No. - 1866

7/02/83

ADELANTO, CA

A/C Reg. No. N37849

Time (Lcl) - 0930 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation CRUISE - NORMAL

Finding(s)

1. ROTOR SYSTEM, MAIN ROTOR BLADE - SEPARATION
2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. ROTOR SYSTEM, MAIN ROTOR BLADE - UNDETERMINED
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - GROUND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1807 7/14/83 BIGGS, CA A/C Reg. No. N9043P Time (Lcl) - 0830 PST

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

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

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

Make/Model - SIKORSKY S-58	Eng Make/Model - WRIGHT 1820-84	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 12700	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - UNK/NR	Rated Power - 1275 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	JONES AIR STRIP
Wind Dir/Speed- 140/001 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10584
ME LAND	Months Since - UNK/NR	Make/Model- 240
HELICOPTER	Aircraft Type - S-58	Instrument- UNK/NR
		Multi-Eng - 10
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE BROUGHT THE HELICOPTER TO A HOVER IN THE LOADING AREA & EASED FORWARD TO THE RWY WHERE HE ATTEMPTED TO "TRANSITION FROM A HOVER TO FLT." HE BECAME AWARE THAT THE HELICOPTER WAS NOT GOING TO HAVE SUFFICIENT PERFORMANCE, SO HE ELECTED TO MAKE A ROLL-ON LANDING. HE REPORTED THAT DURING THE ABORTED TAKEOFF, GROUND RESONANCE OCCURRED. THE HELICOPTER BEGUN SHAKING FROM SIDE TO SIDE, THE LEFT GEAR FAILED & THE HELICOPTER WENT OVER ON ITS LEFT SIDE. THE TEMP WAS 85 DEG & THE WIND WAS NEARLY CALM.

Brief of Accident (Continued)

File No. - 1807

7/14/83

BIGGS,CA

A/C Reg. No. N9043P

Time (Lc1) - 0830 PST

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

5. LANDING GEAR - OVERLOAD
-

Occurrence #3 ROLL 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) 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. - 1867 7/23/83 SEAL BEACH, CA A/C Reg. No. N98BB Time (Lcl) - 1110 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - RAND ROBINSON KR-1
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - VW 1622CC
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 60 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 220/008 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CORONA, CA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

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 - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 33

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR

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 A WITNESS, THE ACFT APCHD AT ABOUT 1000 FT, MADE 3 CIRCLES & HEADED IN AN EASTERLY DIRECTION. THE ACFT WAS THEN OBSERVED TO MAKE A STEEP BANKED TURN TOWARD THE WITNESS AT AN ESTIMATED ALTITUDE OF 200 TO 300 FT ABOVE THE WATER. IT THEN NOSED DOWN, ROLLED OVER & ENTER A DIVE WITH FULL POWER, HITTING THE WATER, NOSE & 1 WING 1ST. ENOUGH OF THE WRECKAGE WAS RECOVERED TO DETERMINE THAT ALL CONTROLS WERE INTACT & HAD MAINTAINED CONTINUITY. THE ENG WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 1867

7/23/83

SEAL BEACH,CA

A/C Reg. No. N98BB

Time (Lc1) - 1110 PDT

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

Finding(s)

1. MANEUVER - PERFORMED - PILOT IN COMMAND
 2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1997 7/27/83 LOS BANOS, CA A/C Reg. No. N9770C Time (Lcl) - 0730 PDT

-----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
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Fire Crew 0
ON GROUND Pass 0

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

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

Eng Make/Model - LYCOMING VO-540-C2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 305 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/002 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - WET
HIGH VEGETATION

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 45
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	25000
Make/Model-	3062
Instrument-	UNK/NR
Multi-Eng -	UNK/NR
Last 24 Hrs -	4
Last 30 Days-	UNK/NR
Last 90 Days-	140
Rotorcraft -	3062

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD DROPPED OFF A FLAGMAN IN AN AREA TO BE SPRAYED, & HAD JUST DEPARTED & OBTAINED TRANSLATIONAL LIFT WHEN THE ENG LOST POWER. THE ACFT TOUCHED DOWN IN A FRESHLY IRRIGATED COTTON FIELD, ROLLED OVER INVERTED & BURST INTO FLAMES. THE "B" NUT WHICH ATTACHES THE TUBING TO THE FUEL FILTER WAS FOUND CRACKED & LOOSE.

Brief of Accident (Continued)

File No. - 1997

7/27/83

LOS BANOS, CA

A/C Reg. No. N9770C

Time (Lcl) - 0730 PDT

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

Finding(s)

1. FUEL SYSTEM, LINE - CRACKED
 2. FUEL SYSTEM, LINE - LOOSE
 3. FUEL SYSTEM, LINE - LEAK
-

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

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1935 7/30/83 EL MONTE, CA A/C Reg. No. N2958J Time (Lcl) - 1422 PDT

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

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

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

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL 11	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	EL MONTE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	EL MONTE
Wind Dir/Speed- 190/013 KTS	ATC/Airspace	Runway Ident - 19
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3995/ 75
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 - 47	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- 5
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT GROUNDLOOPED TO THE RIGHT AND COLLIDED WITH A FENCE DURING LANDING. THE PLT FEELS THIS ACCIDENT WAS CAUSED BY THE FAILURE OF THE LANDING GEAR ATTACH BOLTS ON THE RIGHT MAIN LANDING GEAR. THE FAA INSPECTED THE ACFT AND FOUND THAT THE ATTACH BOLTS WERE SHEARED. THERE WAS ABOUT A WEEKS DELAY BETWEEN ACCIDENT AND INSPECTION BECAUSE THE OCCURRENCE WAS INITIALLY REPORTED AS AN INCIDENT.

Brief of Accident (Continued)

File No. - 1935

7/30/83

EL MONTE, CA

A/C Reg. No. N2958J

Time (Lcl) - 1422 PDT

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

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - FAILURE, TOTAL

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

Finding(s)

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

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

Finding(s)

4. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1868

8/03/83

CHINO, CA

A/C Reg. No. N26798

Time (Lcl) - 1151 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - GRUMMAN AMERICAN AA-5A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CHINO
Runway Ident - 26
Runway Lth/Wid - 3800/ 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 - UNK/NR
Aircraft Type - AA-5A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	155	Last 24 Hrs	-	1
Make/Model	-	80	Last 30 Days	-	UNK/NR
Instrument	-	5	Last 90 Days	-	3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT ON TAKEOFF FROM A TOUCH AND GO LANDING THE ACFT LOST POWER. THE FUEL BOOST PUMPS WERE ON AND THE MIXTURE WAS FULL RICH. HE SWITCHED FUEL TANKS BUT THE ENGINE DID NOT REGAIN POWER. THE ACFT WAS LANDED IN A HAY FIELD. A POST ACCIDENT RUN OF THE ENGINE DISCLOSED A SHORTED LEAD FROM THE NO. 2 MAGNETO.

Brief of Accident (Continued)

File No. - 1868

8/03/83

CHINO, CA

A/C Reg. No. N26798

Time (Lc1) - 1151 PDT

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

Finding(s)

1. IGNITION SYSTEM, MAGNETO - SHORTED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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. - 1933

8/05/83

FULLERTON, CA

A/C Reg. No. N6539L

Time (Lcl) - 2026 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

1

Accident Occurred During -CLIMB

Other

0

0

0

1

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

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 110 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 210/008 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - 12000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point

FULLERTON, CA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FULLERTON

Runway Ident - 24

Runway Lth/Wid - 3121/ 75

Runway Surface - UNK/NR

Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 42

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2781

Make/Model- 719

Instrument- 114

Multi-Eng - 42

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 329

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N6539L, A CESSNA 152, AND N1172H A PIPER PA-32R-300 COLLIDED WITH EACH OTHER APPROX 2 MI WEST OF THE FULLERTON MUNICIPAL ARPT. AT AN ALT OF APPROX 1200 FT AGL. BOTH PLTS REPT CLEAR SKIES, A BRIGHT NIGHT, AND NO RESTRICTIONS TO VIS. BOTH PLTS STATED THEY MADE BLIND TRANSMISSIONS ON TOWER FREQ PRIOR TO DEPT; HOWEVER, THEY COULD NOT RECALL ANY OTHER ACFT ON THAT FREQ DURING TAXI AND TAKEOFF.

Brief of Accident (Continued)

File No. - 1933

8/05/83

FULLERTON, CA

A/C Reg. No. N6539L

Time (Lc1) - 2026 PDT

Occurrence MIDAIR COLLISION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. RADIO COMMUNICATIONS - NOT RECEIVED - 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. - 1933 8/05/83 FULLERTON,CA A/C Reg. No. N1172H Time (Lcl) - 2026 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew 0
NONE Pass 0
Other 0

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

Make/Model - PIPER PA-32R-300
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 2

Eng Make/Model - LYCOMING IO-540-KLG5D
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- 210/008 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 12000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
FULLERTON,CA
Destination
BURBANK,CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FULLERTON
Runway Ident - 24
Runway Lth/Wid - 3121/ 75
Runway Surface - UNK/NR
Runway Status - UNK/NR

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

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

Age - 25
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2751
Last 24 Hrs - 4
Make/Model- 312
Last 30 Days- UNK/NR
Instrument- 83
Last 90 Days- 261
Multi-Eng - 664

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N6539L, A CESSNA 152, AND N1172H A PIPER PA-32R-300 COLLIDED WITH EACH OTHER APPROX 2 MI WEST OF THE FULLERTON MUNICIPAL ARPT, AT AN ALT OF APPROX 1200 FT AGL. BOTH PLTS REPT CLEAR SKIES, A BRIGHT NIGHT, AND NO RESTRICTIONS TO VIS. BOTH PLTS STATED THEY MADE BLIND TRANSMISSIONS ON TOWER FREQ PRIOR TO DEPT; HOWEVER, THEY COULD NOT RECALL ANY OTHER ACFT ON THAT FREQ DURING TAXI AND TAKEOFF.

Brief of Accident (Continued)

File No. - 1933

8/05/83

FULLERTON,CA

A/C Reg. No. N1172H

Time (Lcl) - 2026 PDT

Occurrence MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. RADIO COMMUNICATIONS - NOT RECEIVED - 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. - 1864

9/18/83

MECCA,CA

A/C Reg. No. N6167R

Time (Lcl) - 0945 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA T210F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - UNK/NR
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-520-C
Number Engines - 1
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command
Certificate(s)/Rating(s)
UNK/NR

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

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE STOLEN ACFT, OPERATED BY PERSONS UNKNOWN, LANDED ON A ROAD AND TURNED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 1864

9/18/83

MECCA, CA

A/C Reg. No. N6167R

Time (Lcl) - 0945 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE

----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. - 1860 9/22/83 HESPERIA,CA A/C Reg. No. N2865H Time (Lcl) - 0515 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
DESTROYED
Fire
NONE

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

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

Make/Model - ERCOUPE 415C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1260
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-75-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 75 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- CALM
Visibility - UNK/NR
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

HESPERIA AIR LODGE
Runway Ident - 03
Runway Lth/Wid - 3750/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 43

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - 415C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 309	Last 24 Hrs	- 1
Make/Model-	308	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	79

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE WAS DEPARTING THE APT, USING THE TWO PRECEDING ACFT AS REFERENCED, AS HIS ACFT HAD NO TAXI OR LANDING LIGHTS. HIS ACFT WAS CAUGHT IN THE WAKE OF THE ACFT AHEAD, CAUSING THE PILOT TO LOSE CONTROL. THE ACFT STRUCK A BUSH APRX 100 FEET TO THE LEFT OF THE RWY CENTERLINE, SPUN 360 DEGREES AND LANDED FLAT.

Brief of Accident (Continued)

File No. - 1860

9/22/83

HESPERIA, CA

A/C Reg. No. N2865H

Time (Lc1) - 0515 PDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - INADEQUATE
5. DISTANCE - NOT ATTAINED - PILOT IN COMMAND
6. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - TREE(S)

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

Finding(s)

8. TERRAIN CONDITION - GROUND

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

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

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. - 1993 10/19/83 BAKERSFIELD,CA A/C Reg. No. N9626X Time (Lcl) - 1932 PDT

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

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

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

Make/Model - CESSNA 210B	Eng Make/Model - CONTINENTAL IO-470-S	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SACRAMENTO,CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MEADOWS
Wind Dir/Speed- 020/005 KTS	ATC/Airspace	Runway Ident - 30R
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 6700/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 2240
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 860
		Instrument- 65
		Last 30 Days- UNK/NR
		Last 90 Days- 85

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS UNABLE TO LOWER ALL THREE GEAR USING NORMAL & EMERGENCY PROCEDURES. THE ACFT LANDED WITH ONLY THE NOSE & LEFT MAIN GEAR EXTENDED. THE RIGHT MAIN LANDING GEAR ACTUATOR ASSEMBLY WAS FOUND CRACKED & RUPUTRED, RESULTING IN A LOSS OF HYDRAULIC PRESSURE.

Brief of Accident (Continued)

File No. - 1993

10/19/83

BAKERSFIELD, CA

A/C Reg. No. N9626X

Time (Lc1) - 1932 PDT

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

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - CRACKED
2. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, PARTIAL
3. HYDRAULIC SYSTEM - NO PRESSURE
4. FUEL BOOST PUMP SELECTOR POSITION - NOT POSSIBLE - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1995 11/30/83 MADERA, CA A/C Reg. No. N31184 Time (Lcl) - 1100 PST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

-----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
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 525 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 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 - UNK/NR

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

Pilot-In-Command

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 7547	Last 24 Hrs - UNK/NR
Make/Model-	2100	Last 30 Days- UNK/NR
Instrument-	13	Last 90 Days- 103
Multi-Eng -	31	Rotorcraft - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ABOUT 75 FT AGL IN A PROCEDURE TURNAROUND THE ACFT STALLED & COLLIDED WITH ORANGE TREES.

Brief of Accident (Continued)

File No. - 1995

11/30/83

MADERA, CA

A/C Reg. No. N31184

Time (Lcl) - 1100 PST

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 OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

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) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1962 5/20/83 MONTROSE, CO A/C Reg. No. N1129W Time (Lcl) - 0943 MDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PAX/CARGO	0	0	1	0
Flight Conducted Under	-14 CFR 135	0	0	0	1
Accident Occurred During	-MANEUVERING				

Crew
Pass

0
0

0
0

1
0

0
1

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

Make/Model - BELL 47G-3B-1
Landing Gear - SKID
Max Gross Wt - 2950
No. of Seats - 3

Eng Make/Model - ALLISON 250-C20-B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 400 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 - IMC
Wind Dir/Speed- CALM
Visibility - UNK/NR
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 100 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MONTROSE, CO
Destination
STORM KING MTN, CO

Airport Proximity
OFF AIRPORT/STRIP

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 - COMPANY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING

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

Pilot-In-Command

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

Age - 35
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5874
Make/Model- 342
Instrument- 50
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 52
Rotorcraft - 5872

Instrument Rating(s) - NONE

-----Narrative-----

WX AT THE DEPARTURE POINT WAS VMC BUT THE SURROUNDING MOUNTAINS WERE PARTIALLY OBSCURED. THE PLT STATED THAT HE WAS FOLLOWING A ROAD UP THE MOUNTAIN & LANDED AS THE VISIBILITY DETERIORATED. EACH TIME THE CLOUD LIFTED THE PLT WOULD LIFT-OFF & AGAIN LAND AS THE VISIBILITY DETERIORATED. DURING THE 5TH TRIP UP THE ROAD, VISIBILITY WAS ABOUT 1/2 MI. THE PLT STATED THE 1ST SWITCHBACK WAS "...NOT LANDABLE, BUT THE SECOND ONE APPEARED TO BE." ABOUT 1/2 WAY TO THE SECOND SWITCHBACK THE CEILING "...PLUMMETED DOWN. THE ROAD CLOSED IN BEHIND ME AND I STARTED LOOSING THE NEXT SWITCHBACK." OAK BRUSH TREES ON THE HILLSIDE BORE EVIDENCE OF BEING CUT & BROKEN NEXT TO THE WRECKAGE.

Brief of Accident (Continued)

File No. - 1962

5/20/83

MONTROSE, CO

A/C Reg. No. N1129W

Time (Lcl) - 0943 MDT

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

Finding(s)

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

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

Finding(s)

4. OBJECT - TREE(S)
 5. TERRAIN CONDITION - OPEN FIELD
-

----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. - 1838

7/30/83

FOWLER,CO

A/C Reg. No. N6217Z

Time (Lcl) - 0745 MDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -DESCENT

Fire
NONE

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

Make/Model - PIPER PA-25

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2300

No. of Seats - 1

Eng Make/Model - LYCOMING O-320-A2B

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FOWLER,CO

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - DRY

ROUGH

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 - 19

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 371

Make/Model- 60

Instrument- 5

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 110

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & THE OWNER THOUGHT THERE WAS ENOUGH FUEL REMAINING FOR ABOUT 1 HR OF AERIAL APPLICATION. DURING A PROCEDURE TURN, APRX 45 MIN AFTER TAKEOFF, THE ENG LOST POWER. THE PLT REPORTED HE TRIED TO START THE ENG, BUT THE ACFT WAS SO LOW THAT HE DIDN'T HAVE TIME. HE REPORTED THAT HE HAD JUST CLEARED A POWER LINE & STALLED THE ACFT ABOUT 50 FT IN THE AIR. NO FUEL WAS FOUND REMAINING.

Brief of Accident (Continued)

File No. - 1838

7/30/83

FOWLER,CO

A/C Reg. No. N6217Z

Time (Lc1) - 0745 MDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. SUPERVISION - INADEQUATE - COMPANY/OPERATOR MGMT
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 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. MANEUVER - PERFORMED - PILOT IN COMMAND
7. AIRSPEED - INADEQUATE - PILOT IN COMMAND
8. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1980 8/26/83 ROCKY FORD, CO A/C Reg. No. N7972L Time (Lcl) - 1900 MDT

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

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

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

Make/Model - BEECH 23	Eng Make/Model - LYCOMING O-320-E2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE/010 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - 10000 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 LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>MELON</p> <p>Runway Ident - 08</p> <p>Runway Lth/Wid - 3800/ 80</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 45</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 128</p> <p>Make/Model- 128</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 4</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED HARD & BOUNCED. THE IMPACT WRINKLED THE RIGHT WING AT THE FUEL CELL POSITION.

Brief of Accident (Continued)

File No. - 1980

8/26/83

ROCKY FORD, CO

A/C Reg. No. N7972L

Time (Lc1) - 1900 MDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1979 9/01/83 GRAND JUNCTION, CO A/C Reg. No. N8739T Time (Lcl) - 1804 MDT

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

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

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

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 040/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 12000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 878
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 45
		Last 30 Days- UNK/NR
		Instrument- 38
		Last 90 Days- 332

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI STATED THAT WHILE PRACTICING EMERGENCY LANDINGS, SMOKE STARTED BILLOWING INTO THE COCKPIT. SHE ALSO NOTICED A LOT OF HEAT NEAR HER LEGS. THINKING THAT THERE MIGHT BE A FIRE ON THE OTHER SIDE OF THE FIREWALL, THE CFI DECIDED TO LAND IN A CORN FIELD. THE CORN WAS 12 FT TALL & THE ACFT NOSED OVER ON ITS BACK. THE ONLY EVIDENCE OF SMOKE, HEAT OR FIRE WAS THAT THE WIRE LEAD FROM THE ELECTRICAL BUS BAR TO A RADIO WAS BURNED & MELTED AT THE END, AS WAS THE JUMPER WIRE BETWEEN THE BUS BARS. A SHOPOWNER AT THE ARPT STATED THAT THE JUMPER WIRE WAS UNDERSIZED & BECAME OVERLOADED CAUSING THE INSULATION TO BURN. THE CABIN HEATER VALVE WAS FOUND POSITIONED TO THE ON POSITION WHICH WOULD ALLOW ENGINE HEAT TO ENTER THE COCKPIT NEAR THE FLOOR LEVEL.

Brief of Accident (Continued)

File No. - 1979

9/01/83

GRAND JUNCTION, CO

A/C Reg. No. N8739T

Time (Lc1) - 1804 MDT

Occurrence #1 FIRE
Phase of Operation MANEUVERING

Finding(s)

1. ELECTRICAL SYSTEM, ELECTRIC WIRING - INCORRECT
 2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
 3. ELECTRICAL SYSTEM, ELECTRIC WIRING - BURNED
-

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
-

-----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. - 1990 9/04/83 DURANGO, CO A/C Reg. No. N7590 Time (Lcl) - 1500 MDT

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

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

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

Make/Model - SCHWEIZER SGS 2-33A	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - N/A	
No. of Seats - 1	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	VAL-AIR
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 17
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 200
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
GLIDER	Aircraft Type - UNK/NR	Make/Model- 200
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 2
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RELEASING FROM AN AERIAL TOW ABOUT 2,000 FT AGL, THE PLT WAS UNABLE TO FIND LIFTING THERMALS. THE GLIDER BEGAN TO DESCEND ABOUT 800 FPM SO THE PLT MANEUVERED TO RETURN TO THE AIRSTRIIP. THE GLIDER COLLIDED WITH SEVERAL SMALL TREES SHORT OF THE RWY.

Brief of Accident (Continued)

File No. - 1990

9/04/83

DURANGO, CO

A/C Reg. No. N7590

Time (Lc1) - 1500 MDT

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

Finding(s)
 1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1946

9/05/83

FORT MORGAN, CO

A/C Reg. No. N3124U

Time (Lcl) - 1120 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 - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/005 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FORT MORGAN MUNICIPAL
Runway Ident - 14
Runway Lth/Wid - 5450/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 39

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - 182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 126	Last 24 Hrs - UNK/NR
Make/Model- 71	Last 30 Days- UNK/NR
Instrument- 2	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WENT OFF THE RWY AND NOSED OVER DURING LANDING. THE PLT LANDED ON RWY 14 WITH THE WIND REPORTED AS BEING FROM 250 DEGREES AT 5 KTS WITH GUSTS TO 7 KTS. THE PLT REPORTED A GUST OF WIND PICKED UP THE RIGHT WING. HE LOST DIRECTIONAL CONTROL, THE ACFT LEFT THE RWY AND RAN INTO THE SOFT DIRT.

Brief of Accident (Continued)

File No. - 1946

9/05/83

FORT MORGAN, CO

A/C Reg. No. N3124U

Time (Lcl) - 1120 MDT

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

Finding(s)

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

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1988 10/16/83 FALCON, CO A/C Reg. No. N1232S Time (Lcl) - 1150 MDT

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

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

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

Make/Model	- SCHWEIZER SGS 2-33A	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- N/A	Stall Warning System	- UNK/NR
Max Gross Wt	- UNK/NR	Engine Type	- N/A		
No. of Seats	- 2	Rated Power	- N/A		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/020 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 15000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>MEADOW LAKE</p> <p>Runway Ident - 23</p> <p>Runway Lth/Wid - 1500 -UNK/NR</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 109
SE LAND	Months Since - UNK/NR	Make/Model- 5
GLIDER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE DESCENT FOR LANDING, THE PLT OBSERVED THAT THE WIND WAS FROM THE SOUTH. THE PLT DECIDED TO LAND DOWNWIND IN THE UPSLOPING DIRECTION OF THE GLIDER STRIP RATHER THAN UPWIND IN THE DOWNSLOPING DIRECTION. HE MADE HIS BASE LEG TOO CLOSE TO THE STRIP & HE WAS HIGH & FAST ON FINAL. DURING THE LANDING FLARE A GUST OF WIND RAISED THE LEFT WING WHICH CAUSED THE RIGHT WING TO DRAG & THE GLIDER TO GROUND LOOP. THE WIND WAS GUSTING TO 25 KTS.

Brief of Accident (Continued)

File No. - 1988

10/16/83

FALCON,CO

A/C Reg. No. N1232S

Time (Lc1) - 1150 MDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

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

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. - 1944 10/22/83 BENNETT,CO A/C Reg. No. N7858 Time (Lcl) - 1320 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	3	0
Pass	0	0	1	0

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

Make/Model - CESSNA 172A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 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- 220/010 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ERIE,CO
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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 - FULL STOP

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

Pilot-In-Command

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

Age - 48
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - 172A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	87
Make/Model-	81
Instrument-	4
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	2

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE LANDED ON A DIRT ROAD, APPROX 12 FT WIDE, AND A GUST OF WIND PICKED-UP THE RIGHT WING. HE APPLIED FULL RT AILERON BUT THE LT WING DRAGGED ON THE GROUND. THE ACFT SPUN TO THE LT AND THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1944

10/22/83

BENNETT,CO

A/C Reg. No. N7858

Time (Lcl) - 1320 MDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
 4. WEATHER CONDITION - GUSTS
 5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 2,3,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1978 11/06/83 GREELEY, CO A/C Reg. No. N6TH Time (Lcl) - 1530 MST

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

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

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

Make/Model - BEECH V35B	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CHEYENNE, WY	GREELEY/WELD COUNTY
Wind Dir/Speed- 140/008 KTS	ATC/Airspace	Runway Ident - 09
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 7035/ 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 - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1240
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 32
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT IMMEDIATELY PRIOR TO ROTATION SPEED HE SAW A DEER RUNNING TOWARDS THE ACFT AT A 90 DEG COLLISION ANGLE. HE "HAULED BACK" ON THE CONTROL WHEEL & THE ACFT "MUSHED OFF THE GROUND." THE DEER IMPACTED THE BOTTOM OF THE FUSELAGE & THE WING ROOT.

Brief of Accident (Continued)

File No. - 1978

11/06/83

GREELEY, CO

A/C Reg. No. N6TH

Time (Lcl) - 1530 MST

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

Finding(s)

1. OBJECT - ANIMAL(S)

----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. - 1876 10/09/83 EAST HADDAM, CT A/C Reg. No. N4860S Time (Lcl) - 1425 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 0
Pass 0

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

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

Make/Model - THORP T-18
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1200
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/015 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BROOKHAVEN, NY
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

GOODSPEED
Runway Ident - 32
Runway Lth/Wid - 2118/ 50
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 - 30
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total	- 300	Last 24 Hrs	- 2
Make/Model	- 25	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 58
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE FIRST APRCH WAS TOO HIGH AND HE WENT AROUND. ON THE SECOND APRCH, AFTER FLARE, THERE WAS A GUST OF WIND FROM THE RIGHT AND THE ACFT LOST LIFT. POWER WAS ADDED TO REDUCE THE SINK RATE, BUT THE ACFT BOUNCED AND SETTLED TO THE RWY. HE REDUCED POWER BUT THE SPEED DID NOT BLEED OFF. THE ACFT CONTINUED TO ROLL TOWARD PARKED ACFT, SO TO AVOID A COLLISION HE TURNED THE ACFT TOWARD THE WATER. THE ACFT CAME TO REST A FEW FEET FROM THE WATER, BUT FLIPPED OVER AS THE MAIN GEAR HIT AN OBJECT.

Brief of Accident (Continued)

File No. - 1876

10/09/83

EAST HADDAM, CT

A/C Reg. No. N4860S

Time (Lc1) - 1425 EDT

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

Finding(s)

1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
 2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
-

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

Finding(s)

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

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

Finding(s)

4. TERRAIN CONDITION - LOOSE OBJECTS
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1851 11/04/83 NEW MILFORD, CT A/C Reg. No. N2222R Time (Lcl) - 1100 EST

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

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

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

Make/Model	- PIPER PA-28-181	Eng Make/Model	- LYCOMING D-360-A4M	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point NEW MILFORD, CT</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 -</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data CANDLELIGHT FARMS</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 2100/ 300</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 228
SE LAND	Months Since - UNK/NR	Make/Model- 99
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 22

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT REPORTED THAT AS HE WAS STARTING THE ENGINE, FIRE BROKE OUT. HE ATTEMPTED TO PUT OUT THE FIRE WITH ON-BOARD EXTINGUISHERS, BUT FAILED. THE ACFT WAS DESTROYED BY FIRE.

Brief of Accident (Continued)

File No. - 1851

11/04/83

NEW MILFORD,CT

A/C Reg. No. N2222R

Time (Lc1) - 1100 EST

Occurrence FIRE

Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. MISCELLANEOUS - FIRE
 2. UNDETERMINED
-

----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. - 1832 10/22/83 CHESWOLD,DE A/C Reg. No. N2029Z Time (Lc1) - 1712 EDT

-----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

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

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

Make/Model - BEECH 58P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6100
No. of Seats - 8

Eng Make/Model - CONTINENTAL TS10-520-L
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 090/007 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 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
BALTIMORE,MD

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data
DELAWARE

Runway Ident - 09
Runway Lth/Wid - 3484/ 50
Runway Surface - ASPHALT
Runway Status - ROUGH

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

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

Age - 39
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total	- 2200	Last 24 Hrs	- 4
Make/Model	- 2000	Last 30 Days	- UNK/NR
Instrument	- 60	Last 90 Days	- 20
		Rotorcraft	- 200

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT REPORTED THAT THE WESTERN 1/3 OF RWY 9 CONSISTED OF ROUGH CHAT ROCK & PACKED SOIL. THE REMAINING RWY SURFACE CONSISTED OF ASPHALT. THE PLT ELECTED TO MAKE A NO-FLAP TAKEOFF, USING ALL OF THE RWY. HE STATED THAT DUE TO THE ROUGH RWY SURFACE, UP ELEVATOR CONTROL PRESSURE WAS USED TO RELIEVE LOADS ON THE NOSE GEAR & TO RAISE THE PROPS SLIGHTLY OFF THE GRAVEL SURFACE. HE INTENDED TO PROGRESSIVELY RELIEVE THE UP ELEVATOR CONTROL & TAKEOFF AT 86 KTS. HOWEVER, SHORTLY AFTER THE ACFT STARTED ITS TAKEOFF ROLL, IT REPORTEDLY ENTERED A NOSE HIGH ATTITUDE & BECAME AIRBORNE PREMATURELY. THE ACFT THEN YAWED TO THE LEFT & SUBSEQUENTLY COLLIDED WITH TREES WHICH WERE LOCATED NEAR THE NORTH EDGE OF THE RWY. THE PLT, WHO WAS SERIOUSLY INJURED, STATED THAT HIS SHOULDER HARNESS DID NOT FUNCTION.

Brief of Accident (Continued)

File No. - 1832

10/22/83

CHESWOLD,DE

A/C Reg. No. N2029Z

Time (Lc1) - 1712 EDT

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

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY
3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - TREE(S)
7. MISC EQPT/FURNISHINGS,SHOULDER HARNESS - INOPERATIVE

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1883 3/20/83 FT. LAUDERDALE, FL A/C Reg. No. NONE Time (Lcl) - 0750 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - MANTA FOXBAT
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 552
No. of Seats - 1

Eng Make/Model - CUYUNA 430 CC
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 35 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - 18
Runway Lth/Wid - 1000/ 100
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 - EXPIRED
Flight Time (Hours)

Total	- 93	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- UNK/NR
Multi-eng	- 0	Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE PLT HAD RECEIVED ABOUT 5 HRS OF GROUND HANDLING INSTRUCTIONS BEFORE HE FLEW THE FOXBAT, ULTRALIGHT VEHICLE. THE ULTRALIGHT WAS EQUIPPED WITH A WEIGHT SHIFT CONTROL SYS. WHILE LANDING ON HIS 1ST FLT WITH THIS VEHICLE, IT COLLIDED WITH THE GROUND. ACCORDING TO WITNESSES, THE PLT FAILED TO ARREST THE RATE OF DESCENT WHEN HE SHOULD HAVE FLARED TO LAND. ACCORDING TO RELATIVES, THE PLT HAD ABOUT 93 HOURS OF PREVIOUS FLT TIME, BUT THIS WAS HIS 1ST FLT IN A WEIGHT SHIFT ULTRALIGHT. ACCORDING TO WITNESSES, THE PLT HAD HIS SEAT BELT FASTENED AT THE BEGINNING OF THE FLT; HOWEVER, THE SEAT BELT WAS FOUND UNBUCKLED. AN EXAM OF THE WRECKAGE AREA REVEALED THE PLT WAS EJECTED FROM THE SEAT DURING THE CRASH SEQUENCE & WAS FATALLY INJURED BY THE PROPELLER. TESTING OF THE SEAT BELT REVEALED THAT IT WOULD RELEASE WHEN SUBJECTED TO A SUDDEN PULL.

Brief of Accident (Continued)

File No. - 1883

3/20/83

FT. LAUDERDALE, FL

A/C Reg. No. NONE

Time (Lcl) - 0750 EST

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

4. MISC EQPT/FURNISHINGS, SEAT BELT - INADEQUATE
5. MISC EQPT/FURNISHINGS, SEAT BELT - DISCONNECTED

----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. - 1922 7/14/83 NEAR CLERMONT,FL A/C Reg. No. N57996 Time (Lcl) - 0744 EDT

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

Type Operating Certificate-EXTERNAL LOAD

Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 133
Accident Occurred During -HOVER

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - KAMAN H-43B
Landing Gear - UNK/NR
Max Gross Wt - 9100
No. of Seats - 2

Eng Make/Model - LYCOMING T-5311B
Number Engines - 1
Engine Type - TURBO shaft
Rated Power - 900 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/003 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 9000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LOUGHMAN,FL
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

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 - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND,ME LAND
HELICOPTER

Age - 53

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - H-34B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 15000	Last 24 Hrs	- 1
Make/Model-	1000	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- 2100	Rotorcraft	- 12500

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER CRASHED IN AN UNCONTROLLED DESCENT FROM A HOVER. A WITNESS STATED THAT THE HELICOPTER WAS SLOWING DESCENDING TO POSITION A 150 FT LINE FOR THE GROUND CREW WHEN HE OBSERVED SOMETHING SEPARATE AND THE HELICOPTER CAME DOWN IN A VERTICAL DESCENT. INVESTIGATION SHOWED THAT THE TRANSMISSION AND ROTOR ASSEMBLIES SEPARATED IN FLT. THE ENGINE CONTINUED TO OPERATE AFTER THE CRASH AND HAD TO BE SHUT DOWN. THE PILOT SUSTAINED A HEAD INJURY AND DOES NOT RECALL THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1922

7/14/83

NEAR CLERMONT, FL

A/C Reg. No. N57996

Time (Lc1) - 0744 EDT

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

Finding(s)

1. ROTOR SYSTEM - SEPARATION
 2. ROTOR DRIVE SYSTEM, MAIN GEAR BOX/TRANSMISSION - SEPARATION
-

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

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1957 7/28/83 PORT MANATEE, FL A/C Reg. No. N25273 Time (Lcl) - 1430 EDT

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

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

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

Make/Model - PIPER PA-38	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 - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 040/012 KTS Visibility - UNK/NR Lowest Sky/Clouds - 3000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point ST. PETERSBURG, FL 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 AIRSTRIP Airport Data MANTEE Runway Ident - 28 Runway Lth/Wid - 3000 -UNK/NR Runway Surface - GRASS/TURF Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 26 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 - 67 Make/Model- 65 Instrument- 3 Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Last 90 Days- UNK/NR
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Instrument Rating(s) - NONE

-----Narrative-----

AFTER OVERFLYING THE STRIP TO CHECK THE CONDITION, THE PLT RE-ENTERED THE PATTERN FOR A TOUCH & GO. AFTER TOUCHDOWN HE APPLIED FULL POWER & MADE A LOW PASS DOWN THE STRIP. HE BEGAN TO PULL UP ABOUT MIDWAY DOWN THE STRIP & NOTICED A LOSS OF POWER. THE ACFT SETTLED BACK DOWN ON THE STRIP. NOT HAVING TIME TO STOP THE ACFT BEFORE THE END OF THE STRIP, HE APPLIED ONE NOTCH OF FLAPS TO INCREASE LIFT. HE FINALLY MADE A LANDING IN A FIELD LEADING TO A LAKE. THE ACFT BOUNCED & ENDED UP IN THE LAKE.

Brief of Accident (Continued)

File No. - 1957

7/28/83

PORT MANATEE, FL

A/C Reg. No. N25273

Time (Lc1) - 1430 EDT

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

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
 2. UNDETERMINED
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1959

8/02/83

LANTANA, FL

A/C Reg. No. N42787

Time (Lcl) - 1157 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - PIPER PA-28-151

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2150

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 100/013 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - 30000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PALM BEACH, FL

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND, SE SEA

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	- 1082	Last 24 Hrs	- 6
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Make/Model-	123	Last 30 Days-	UNK/NR
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Instrument-	67	Last 90 Days-	240
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Multi-Eng	- 42
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLT THE ENG STARTED VIBRATING & THE CFI NOTED ZERO OIL PRESSURE. THE ENG FAILED. THE ACFT SUSTAINED SUBSTANTIAL DAMAGE DURING THE FORCED LANDING. EXAM OF THE OIL LINE, P/N63901-49, REVEALED THAT IT WAS FRAYED & BROKEN ALLOWING OIL TO BE PUMPED FROM THE SYSTEM. THE ACFT WAS ANNUALED ON 6/6/83, ABOUT 11 FLT HRS PRIOR TO THE ENG FAILURE.

Brief of Accident (Continued)

File No. - 1959

8/02/83

LANTANA, FL

A/C Reg. No. N42787

Time (Lc1) - 1157 EDT

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

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - FAILURE,TOTAL
 2. MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
 3. FLUID,OIL - EXHAUSTION
-

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. - 1958

11/22/83

BUNNELL, FL

A/C Reg. No. N24842

Time (Lcl) - 1215 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation - INSTRUCTIONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

Other

0

0

0

1

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

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING O-235

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 110 HP

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 090/008 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LEESBURG, FL

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

FLAGLER COUNTY

Runway Ident - 06

Runway Lth/Wid - 5000/ 200

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 33

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 40

Last 24 Hrs - 2

Make/Model- 40

Last 30 Days- UNK/NR

Instrument- 1

Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF THE C-172 STATED THAT AS HE ENTERED THE LANDING PATTERN HE OBSERVED ANOTHER COMPANY C-172 MAKING LANDINGS & TOOK AN APPROPRIATE INTERVAL BEHIND THE OBSERVED TRAFFIC. THE PLT OF THE C-152 STATED HE MADE HIS APPROACH BEHIND AN ACFT HE OBSERVED IN THE TRAFFIC PATTERN. BOTH PLTS STATED THEY MADE THE STANDARD BLIND TRANSMISSIONS ON UNICOM. THE C-172 HAD COMPLETED ONE TOUCH-AND-GO & WAS ON ITS SECOND LANDING ROLL WHEN THE C-152 LANDED ON TOP OF THE C-172.

Brief of Accident (Continued)

File No. - 1958

11/22/83

BUNNELL, FL

A/C Reg. No. N24842

Time (Lcl) - 1215 EST

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

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
 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. - 1958 11/22/83 BUNNELL,FL A/C Reg. No. N176ER Time (Lcl) - 1215 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	DAYTONA BEACH,FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	FLAGLER COUNTY
Wind Dir/Speed- 090/008 KTS	ATC/Airspace	Runway Ident - 06
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 200
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 304
SE LAND	Months Since - UNK/NR	Make/Model- 84
	Aircraft Type - UNK/NR	Instrument- 84
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF THE C-172 STATED THAT AS HE ENTERED THE LANDING PATTERN HE OBSERVED ANOTHER COMPANY C-172 MAKING LANDINGS & TOOK AN APPROPRIATE INTERVAL BEHIND THE OBSERVED TRAFFIC. THE PLT OF THE C-152 STATED HE MADE HIS APPROACH BEHIND AN ACFT HE OBSERVED IN THE TRAFFIC PATTERN. BOTH PLTS STATED THEY MADE THE STANDARD BLIND TRANSMISSIONS ON UNICOM. THE C-172 HAD COMPLETED ONE TOUCH-AND-GO & WAS ON ITS SECOND LANDING ROLL WHEN THE C-152 LANDED ON TOP OF THE C-172.

Brief of Accident (Continued)

File No. - 1958

11/22/83

BUNNELL, FL

A/C Reg. No. N176ER

Time (Lc1) - 1215 EST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1986 6/09/83 FORT VALLEY,GA A/C Reg. No. N5071S Time (Lcl) - 1745 EDT

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

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

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

Make/Model - AIR TRACTOR AT-301	Eng Make/Model - P&W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 060/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172	Make/Model- 751
		Instrument- 27
		Last 30 Days- UNK/NR
		Last 90 Days- 87
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG QUIT AT 200 FT AGL AS THE PLT WAS RETURNING TO A STRIP. A FORCED LANDING WAS MADE IN A WHEAT FIELD & THE ACFT ROLLED THROUGH A NARROW TREE LINE. THE CARB FLOAT WAS FOUND CRACKED & LEAKING.

Brief of Accident (Continued)

File No. - 1986

6/09/83

FORT VALLEY, GA

A/C Reg. No. N5071S

Time (Lcl) - 1745 EDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - CRACKED
 2. FUEL SYSTEM, CARBURETOR - LEAK
-

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

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

Finding(s)

3. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1903

6/23/83

MILLHAVEN,GA

A/C Reg. No. N333FB

Time (Lcl) - 0157 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model - LOCKHEED L-18
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 18500
No. of Seats - 2

Eng Make/Model - WRIGHT R-1820-76D

Number Engines - 2

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 1425 HP

ELT Installed/Activated - UNK/NR

Stall Warning System - UNK/NR

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 040/004 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - 400 FT SCATTERED

Lowest Ceiling - 7500 FT BROKEN

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

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 - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 60

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING AN ATTEMPTED OFF ARPT LANDING AT NIGHT FOR MARIJUANA UNLOADING. THE ACFT WAS BEING FOLLOWED BY A U.S CUSTOMS HELICOPTER, THE OCCUPANTS OF THIS HELICOPTER SAID THE ACFT HAD MADE ONE MISSED APPROACH AND DURING THE GO-AROUND ON THE DOWNWIND LEG THE ACFT DESCENDED UNTIL IT HIT THE TREES. THERE WAS A LAYER OF "SCUD" AT ABOUT 100-200 FT AGL. VISIBILITY UNDER THE LOW LYING INTERMITTANT CLOUD LAYER WAS ABOUT 2 MILES. AFTER THE CRASH THE HELICOPTER LANDED ABOUT 30 YARDS AWAY BUT APPROACH ON FOOT WAS NOT POSSIBLE DUE TO HEAT FROM THE BURNING WRECKAGE.

Brief of Accident (Continued)

File No. - 1903

6/23/83

MILLHAVEN,GA

A/C Reg. No. N333FB

Time (Lc1) - 0157 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 3. WEATHER CONDITION - FOG
 4. LIGHT CONDITION - DARK NIGHT
 5. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1857 7/09/83 ROOPVILLE, GA A/C Reg. No. N6597H Time (Lc1) - 2045 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

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

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SPARTANBURG, SC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GUM CREEK
Runway Ident - 24
Runway Lth/Wid - 2300/ 75
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 - UNK/NR
Aircraft Type - 150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	39
Make/Model	39
Instrument	1
Last 24 Hrs	UNK/NR
Last 30 Days	2
Last 90 Days	39

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO A WITNESS, JUST AFTER TAKEOFF THE ACFT BEGAN A LEFT TURN WHICH SUDDENLY STEEPENED. THE ACFT RETURNED TO A WINGS LEVEL ATTITUDE AND A POWER REDUCTION WAS HEARD. THE ACFT AGAIN ROLLED INTO A LEFT TURN AND THE WITNESS HEARD AN INCREASE IN POWER. THE LEFT BANK SUDDENLY INCREASED ACCOMPANIED BY A REDUCTION IN POWER. THE ACFT PASSENGER DESCRIBED THE ACFT AS VEERING LEFT AS THE PILOT BEGAN TO LEVEL OFF. THE ACFT FELT AS IF IT WERE SHAKING OR WOBBLING AND THEN IT BEGAN TO LOSE ALTITUDE.

Brief of Accident (Continued)

File No. - 1857

7/09/83

ROOPVILLE,GA

A/C Reg. No. N6597H

Time (Lc1) - 2045 EDT

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

Finding(s)

1. STALL - INADVERTENT - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,TOTAL - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - GROUND
-

-----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. - 1921

7/17/83

ATLANTA,GA

A/C Reg. No. N8387X

Time (Lcl) - 1001 EDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -NON SCHED,DOMESTIC,PASSENGER

Fire
NONE

Flight Conducted Under -14 CFR 135

Accident Occurred During -TAKEOFF

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

Make/Model - PIPER PA-34-220T

Eng Make/Model - CONTINENTAL TSIO-360-KB

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 4750

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 220 HP

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

Weather Data

Wx Briefing - FSS

Method - IN PERSON

Completeness - WEATHER NOT PERTINENT

Basic Weather - IMC

Wind Dir/Speed- 320/005 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - PART OBS

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

NEW BERN,NC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

DEKALB-PEACHTREE

Runway Ident - 20L

Runway Lth/Wid - 5001/ 100

Runway Surface - CONCRETE

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 46

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6000

Make/Model- 175

Instrument- UNK/NR

Multi-Eng - 2800

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 60

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON A TAKEOFF ROLL WHEN THE LEFT MAIN AND NOSE GEAR RETRACTED. INVESTIGATION REVEALED A FLT SWITCH FOR THE HOBBS METER HAD BEEN INSTALLED TO AUTOMATICALLY RECORD ONLY FLT TIME WHEN THE SWITCH WAS IN THE FLT POSITION. IN THIS POSITION THE HOBBS METER WAS TIED IN TO THE WEIGHT ON THE ACFT WHEELS. THE SWITCH HAD RECENTLY BEEN MODIFIED AND THIS WAS THE FIRST FLT WITH THE SWITCH IN THE FLT POSITION. DURING A TEST AFTER THE ACCIDENT THE GEAR RETRACTED IN THIS POSITION EVEN WITH THE GEAR HANDLE DOWN. NO TEST OF THE GEAR HAD BEEN MADE AFTER THE MODIFICATION PRIOR TO RELEASE FOR FLT.

Brief of Accident (Continued)

File No. - 1921

7/17/83

ATLANTA,GA

A/C Reg. No. N8387X

Time (Lcl) - 1001 EDT

Occurrence GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. ELECTRICAL SYSTEM,ELECTRIC WIRING - INCORRECT
 2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
 3. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - IMPROPER
 4. GEAR RETRACTION - UNCONTROLLED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1842 7/30/83 BRUNSWICK,GA A/C Reg. No. N9078 Time (Lc1) - 1111 EDT

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

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

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

Make/Model - ENSTROM F-28A	Eng Make/Model - LYCOMING H10-360-C1B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 205 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	HILTON HEAD,SC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	JACKSONVILLE,FL	Runway Ident - UNK/NR
Wind Dir/Speed- 220/006 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 400 FT SCATTERED	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - 1500 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - UNK/NR	Total - 10051
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 13
HELICOPTER ,GYROPLANE	Aircraft Type - UNK/NR	Make/Model- 755
		Last 30 Days- UNK/NR
		Instrument- 43
		Last 90 Days- 105
		Multi-Eng - 450
		Rotorcraft - 8500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT THE HELICOPTER WAS "TOPPED OFF" WITH FUEL BEFORE TAKEOFF. ABOUT 1 HR & 10 MIN AFTER TAKEOFF, THERE REPORTEDLY WAS A LOUD "BANG" WHICH WAS FOLLOWED BY SPUTTERING FROM THE ENG & A DECAY IN THE ENG RPM. AN AUTOROTATION WAS MADE INTO A SMALL CLEARING IN A WOODED, SWAMPY AREA. DURING LANDING, THE MAIN ROTOR SEVERED THE TAIL BOOM. AN EXAM OF THE ENG WAS MADE, BUT NO DESCREPANCIES THAT WOULD RESULT IN A POWER LOSS WERE FOUND.

Brief of Accident (Continued)

File No. - 1842

7/30/83

BRUNSWICK,GA

A/C Reg. No. N9078

Time (Lc1) - 1111 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. TERRAIN CONDITION - SOFT
5. TERRAIN CONDITION - WET

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1835 8/29/83 JESUP,GA A/C Reg. No. N5633J Time (Lcl) - 1710 EDT

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

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

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

Make/Model - CESSNA A188A	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - UNK/NR	

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

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

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - UNK/NR
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - PA-44	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PLT WAS SPRAYING A FIELD THAT WAS BORDERED BY TREE LINES ON THE NORTH & SOUTH EDGES. WHILE PULLING UP FROM A SWATH RUN AT THE SOUTH SIDE OF THE FIELD, THE ACFT HIT THE TOP OF A PECAN TREE. REPORTEDLY, AFTER IMPACTING THE TREE, THE ACFT PITCHED UP, ENTERED A SPIN & CRASHED. NO PREIMPACT DISCREPANCIES OF THE ACFT OR ENG WERE FOUND.

Brief of Accident (Continued)

File No. - 1835

8/29/83

JESUP,GA

A/C Reg. No. N5633J

Time (Lc1) - 1710 EDT

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

Finding(s)

1. OBJECT - TREE(S)
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 3. PULL-UP - DELAYED - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1886 8/31/83 BLACKSHEAR,GA A/C Reg. No. N1635S Time (Lcl) - 1200 EDT

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

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

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

Make/Model	- SNOW 600-S2C	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	- UNK/NR
Max Gross Wt	- 6000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- UNK/NR		

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</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 - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 2400 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
--	--	---

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND,ME LAND</p>	<p>Age - 33</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - UNK/NR</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</td> <td>- 1691</td> <td>Last 24 Hrs</td> <td>- 2</td> </tr> <tr> <td>Make/Model-</td> <td>49</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>10</td> <td>Last 90 Days-</td> <td>101</td> </tr> <tr> <td>Multi-Eng -</td> <td>18</td> <td></td> <td></td> </tr> </table>	Total	- 1691	Last 24 Hrs	- 2	Make/Model-	49	Last 30 Days-	UNK/NR	Instrument-	10	Last 90 Days-	101	Multi-Eng -	18		
Total	- 1691	Last 24 Hrs	- 2															
Make/Model-	49	Last 30 Days-	UNK/NR															
Instrument-	10	Last 90 Days-	101															
Multi-Eng -	18																	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING A SPRAY RUN, A VIBRATION WAS FELT, THE ENGINE BACKFIRED AND FLAMES ERUPTED FROM THE RIGHT UNDERSIDE OF THE COWLING. POWER WAS LOST CONTINUOUSLY UNTIL OVER THE LANDING STRIP AT 50 FEET AGL WHEN ALL POWER WAS LOST. THE ACFT LANDED HARD.

Brief of Accident (Continued)

File No. - 1886

8/31/83

BLACKSHEAR,GA

A/C Reg. No. N16355

Time (Lcl) - 1200 EDT

Occurrence #1 FIRE
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. INDUCTION AIR CONTROL, LINKAGE - BURNED
 2. INDUCTION AIR CONTROL, LINKAGE - UNDETERMINED
-

Occurrence #2 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. ENGINE ASSEMBLY - UNDETERMINED
-

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

Finding(s)

4. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1950

9/08/83

LUDDWICI,GA

A/C Reg. No. N73113

Time (Lcl) - 1400 EDT

-----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

Flight Conducted Under -14 CFR 137

Accident Occurred During -TAKEOFF

Fire
ON GROUND

Crew
Pass

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

Make/Model - CESSNA 188B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3300

No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - UNK/NR

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 320/010 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LUDDWICI,GA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

N/A

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 - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2820

Make/Model- 1953

Instrument- 1

Multi-Eng - 11

Last 24 Hrs - 10

Last 30 Days- UNK/NR

Last 90 Days- 161

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO TREES AND BURNED DURING A TAKEOFF ATTEMPT ON A COUNTRY ROAD WITH 120 GALLONS OF AERIAL SPRAY ON BOARD. THIS WAS THE 1ST TAKEOFF AFTER LUNCH AND THE PLT SAID THE ACFT SEEMED "GLUED TO THE ROAD". SEEING THAT HE WAS GOING TO IMPACT WIRES HE DUMPED MOST OF HIS LOAD. THE ACFT MADE IT OVER THE OBSTACLES BUT STARTED TO SETTLE SO THE PLT DUMPED THE REMAINDER OF THE LOAD. THE ACFT STRUCK THE TOPS OF SOME TREES AND CRASHED IN A SWAMP.

Brief of Accident (Continued)

File No. - 1950

9/08/83

LUDDWICI,GA

A/C Reg. No. N73113

Time (Lcl) - 1400 EDT

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

Finding(s)

1. OBJECT - TREE(S)
2. PERFORMANCE DATA - NOT ATTAINED - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. ABORTED TAKEOFF - NOT POSSIBLE - PILOT IN COMMAND
5. LOAD JETTISON - DELAYED - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1913 9/08/83 CHAMBLEE,GA A/C Reg. No. N333TQ Time (Lcl) - 2330 EDT

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

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

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

Make/Model - BEECH 58	Eng Make/Model - CONTINENTAL IO-520C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	BIRMINGHAM,AL	DEKALB-PEACHTREE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 20L
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 5001/ 100
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 8241
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 310
	Aircraft Type - UNK/NR	Instrument- 108
		Multi-Eng - 4100
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 180

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RAN OFF THE DEPARTURE END OF THE RWY AFTER AN ABORTED TAKEOFF DUE TO A CABIN DOOR OPENING. THE CFI SAID THAT MORE THAN HALF THE RWY REMAINED WHEN THE THROTTLES WERE RETARDED AND THE RIGHT DOOR POPPED OPEN AT 91 MPH. ONE ATTEMPT WAS MADE TO CLOSE THE DOOR BEFORE THE PLT DECIDED TO ABORT THE TAKEOFF. THE ACFT OVERRAN THE RWYS END AND THE NOSE GEAR COLLAPSED WHEN IT HIT A WINDROW. THE BRAKES WERE EXAMINED AFTER THE ACCIDENT AND THE OPERATION WAS NORMAL. THE BRAKES REPORTEDLY "FADED" FROM OVER HEATING DURING THE ABORT. THE ACFT HANDBOOK STATES "THAT WHEN AN UNLATCHED DOOR OPENS DURING TAKEOFF.....FLT CHARACTERISTICS WILL NOT BE AFFECTED EXCEPT FOR A REDUCTION IN PERFORMANCE. RETURN TO THE FIELD IN A NORMAL MANNER."

Brief of Accident (Continued)

File No. - 1913

9/08/83

CHAMBLEE,GA

A/C Reg. No. N333TQ

Time (Lcl) - 2330 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DOOR, EXTERIOR CREW - OPEN
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND(CFI)
3. DOOR, EXTERIOR CREW - NOT ENGAGED
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
5. EMERGENCY PROCEDURE - NOT FOLLOWED - DUAL STUDENT

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. ABORTED TAKEOFF - IMPROPER USE OF - DUAL STUDENT

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1825 9/25/83 DUBLIN,GA A/C Reg. No. N15KP Time (Lcl) - 1830 EDT

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

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

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

Make/Model - AEROTEK (PITTS) S-2A	Eng Make/Model - LYCOMING AEIO-360-A1E	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	EASTMAN,GA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	DUBLIN,GA	
Wind Dir/Speed- 050/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1776
SE LAND	Months Since - UNK/NR	Make/Model- 175
	Aircraft Type - UNK/NR	Instrument- 55
		Multi-Eng - 657
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LANDED AT EASTMAN, GA, WHERE HE PLANNED TO REFUEL, WHILE EN ROUTE FROM MILTON, FL TO SUMTER, SC. FUEL WAS NOT AVAILABLE, SO HE DEPARTED FOR SWAINSBORO, GA. HOWEVER, HE DECIDED THAT WOULD BE TOO FAR, AND PLANNED INSTEAD, TO LAND AT DUBLIN WHICH WAS 30 MI CLOSER. WHILE IN A CRUISE DESCENT TO DUBLIN, THE ENG LOST POWER. THE PLT STATED THAT HE TURNED THE ELECTRIC FUEL BOOST PUMP ON & NOTED NORMAL FUEL PRESURE, BUT WAS UNABLE TO RESTART THE ENG. HE STARTED AN EMERGENCY LANDING ON A ROAD, BUT THERE WAS CONFLICTING TRAFFIC, SO HE LANDED IN A RECENTLY PLOWED FIELD. APRX 60 FT AFTER TOUCHING DOWN, THE ACFT NOSED OVER. THE PLT SAID HE REMOVED THE FUEL CAP TO SEE IF FUEL WAS REMAINING. REPORTEDLY, SOME LEAKED OUT, BUT WAS NOT COLLECTED OR MEASURED. DURING THE INVESTIGATION, 1/2 GAL OF FUEL WAS FOUND. NO FUEL WAS FOUND IN THE FUEL LINES FROM THE FUEL PUMP. THE ENG OPERATIONALLY CHECKED NORMAL. FUEL CALCULATIONS INDICATED, ALL FUEL WOULD HAVE BEEN CONSUMED, EXCEPT APRX 1 GAL. ABOUT 1 GAL OF FUEL WAS UNUSABLE.

Brief of Accident (Continued)

File No. - 1825

9/25/83

DUBLIN,GA

A/C Reg. No. N15KP

Time (Lcl) - 1830 EDT

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

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

----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. - 1816

9/04/83

BLOOMFIELD,IA

A/C Reg. No. N4057N

Time (Lc1) - 1220 CDT

-----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 - MOONEY M20C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1D
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- 220/012 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DAVENPORT,IA
Destination
AGUSTA,KS

Airport Proximity
OFF AIRPORT/STRIP

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

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 926
Make/Model- 77
Instrument- 24
Multi-Eng - 20
Last 24 Hrs - 8
Last 30 Days- UNK/NR
Last 90 Days- 415

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE, THE PLT ENCOUNTERED A PROGRESSIVE, PARTIAL POWER LOSS. AT 1ST THE ENG BEGAN RUNNING ROUGH, THEN THE MANIFOLD PRESSURE DROPPED TO 15 INCHES (18 INCHES HAD BEEN SET FOR CRUISE). HE HEARD A CLICKING NOISE & STARTED A DESCENT FROM HIS CRUISE ALT OF 8500 FT. HE BEGAN A PRECAUTIONARY LANDING. WHEN HE SAW THAT THE WIND WOULD CARRY THE ACFT BEYOND THE FIELD HE HAD SELECTED, HE USED WHAT AVAILABLE POWER HE HAD TO CROSS OVER A ROAD & A POND, AND TO AVOID A TRANSMISSION LINE. HOWEVER, HE WAS UNABLE TO AVOID A FENCE. THE PLT STATED THAT THE ACFT TORE THRU A FENCE, JUST BEFORE TOUCHDOWN. AN INVESTIGATION REVEALED THAT THE #4 EXHAUST PUSHROD WAS BENT & THE HOUSING WAS BROKEN.

Brief of Accident (Continued)

File No. - 1816

9/04/83

BLOOMFIELD,IA

A/C Reg. No. N4057N

Time (Lcl) - 1220 CDT

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

Finding(s)

1. ENGINE ASSEMBLY,PUSH ROD - BENT
 2. ENGINE ASSEMBLY,OTHER - 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)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 4. OBJECT - FENCE
-

----Probable Cause----

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

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. - 1895 10/09/83 CLEAR LAKE, IA A/C Reg. No. N69035 Time (Lcl) - 1415 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 - INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-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- 120/014 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CARROLL, IA

Destination

AMES, IA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 12
Runway Lth/Wid - 5500/ 150
Runway Surface - ASPHALT
Runway Status - UNK/NR

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 - 20

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 - 68

Make/Model- 68

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A X-COUNTRY FLT THAT HAD ORIGINATED AT AMES, IA. WHILE ENROUTE, HE HAD LANDED AT CARROLL, IA, BUT DID NOT REFUEL. HE STATED THAT HE WAS ON A LONG, RIGHT BASE LEG TO LAND ON RWY 12 AT THE MASON CITY MUNI ARPT WHEN THE ENG BEGAN LOOSING POWER. AT THAT TIME, HE NOTED THAT THE LEFT FUEL GAGE INDICATED NEARLY EMPTY WHILE THE RIGHT GAGE INDICATED APRX 1/2 FULL. THE PLT WAS UNABLE TO RESTART THE ENG. DURING AN EMERGENCY LANDING IN A PLOWED FIELD, THE ACFT NOSED OVER. ACCORDING TO THE OWNER OF THE ACFT, THERE WAS NO FUEL REMAINING IN THE ACFT.

Brief of Accident (Continued)

File No. - 1895

10/09/83

CLEAR LAKE, IA

A/C Reg. No. N69035

Time (Lcl) - 1415 CDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
3. FLUID, FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING

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) 1,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1938 12/29/83 DAVENPORT, IA A/C Reg. No. N7947Q Time (Lcl) - 1348 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					1
						4

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

Make/Model - CESSNA 402B	Eng Make/Model - CONTINENTAL TSIO-520-E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 10	Rated Power - 300 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- 300/010 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point DES MOINES, IA</p> <p>Destination DAVENPORT, IA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data DAVENPORT MUNI</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 4001/ 100</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - ICE COVERED</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP, CFI</p> <p>SE LAND</p>	<p>Age - 64</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - B-58</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 8326</p> <p>Make/Model- 436</p> <p>Instrument- 82</p> <p>Multi-Eng - 7110</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 2</p> <p>Last 90 Days- 143</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT SKIDDED SIDEWAYS DURING LANDING ON AN ICY RWY. THE NOSE GEAR COLLAPSED SIDEWAYS WHEN IT COLLIDED WITH A SNOWBANK AT THE RWYS EDGE. THERE WERE NO INJURIES.

Brief of Accident (Continued)

File No. - 1938

12/29/83

DAVENPORT, IA

A/C Reg. No. N7947Q

Time (Lc1) - 1348 CST

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

Finding(s)

1. TERRAIN CONDITION - ICY
 2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
-

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

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1841 12/29/83 HOSPERS,IA A/C Reg. No. N7229T Time (Lcl) - 1140 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 172A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 290/015 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LE MARS,IA
Destination
SHELDON,IA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 54

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 16058	Last 24 Hrs	- 3
Make/Model-	345	Last 30 Days-	UNK/NR
Instrument-	545	Last 90 Days-	100
Multi-Eng	- 2811		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID HE WAS ON A POWER LINE PATROL FLT & WAS FLYING APRX 60 TO 80 FT AGL. REPORTEDLY, HE APPLIED CARBURETOR HEAT FOR ABOUT 1 MIN. WHEN THE CARBURETOR HEAT WAS TURNED OFF, THE ENG QUIT. THE PLT REAPPLIED THE HEAT & THE ENG RESTARTED FOR A MOMENT & THEN QUIT AGAIN. DURING A FORCED LANDING ON SNOW COVERED TERRAIN, THE ACFT NOSED OVER. AN EXAM OF THE ACFT & ENG REVEALED NO EVIDENCE OF A PREIMPACT FAILURE OR DEFICIENCY. THE TEMP & DEW POINT WERE -4 & -17 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CURVES, CARBURETOR ICING WOULD NOT BE PROBABLE.

Brief of Accident (Continued)

File No. - 1841

12/29/83

HOSPERS, IA

A/C Reg. No. N7229T

Time (Lcl) - 1140 CST

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 NOSE OVER
Phase of Operation LANDING

Finding(s)

2. TERRAIN CONDITION - SNOW COVERED

----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. - 1923 10/05/83 KOOTENAI CITY, ID A/C Reg. No. N488RV Time (Lcl) - 1650 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

IN FLIGHT

Crew

Pass

Fatal

0

0

Injuries

Serious

1

0

Minor

0

0

None

0

0

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

Make/Model - HORDEMANN RV-4
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/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- 230/004 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SPOKANE, WA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 01

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)

PRIVATE

SE LAND

Age - 52

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 104

Make/Model- 12

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 10

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT HE WAS CRUISING AT 11500 MSL WHEN SMOKE STARTED COMING FROM THE LOWER FORWARD SECTION OF THE COCKPIT AND A FIRE DEVELOPED AROUND HIS FEET. THE ENGINE WAS SHUT DOWN AND THE FIRE SUBSIDED OR WENT OUT. DURING THE GLIDE FOR LANDING THE ENGINE WAS RESTARTED AND THE FIRE RETURNED. THE PLT EXECUTED A CONTROLLED, FORCED LANDING WITH THE FIRE IN PROGRESS.

Brief of Accident (Continued)

File No. - 1923

10/05/83

KOOTENAI CITY, ID

A/C Reg. No. N488RV

Time (Lc1) - 1650 PDT

Occurrence #1 FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE ACCESSORIES - FIRE

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. - 1823

6/03/83

DONGOLA,IL

A/C Reg. No. N218W

Time (Lcl) - 1500 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

1

Accident Occurred During -LANDING

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

Make/Model - CESSNA 182G

Eng Make/Model - CONTINENTAL O-470R

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2800

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 230 HP

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 260/010 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MILTON,FL

Destination

DONGOLA,IL

Airport Proximity

ON AIRPORT

Airport Data

DONGOLA

Runway Ident - 36

Runway Lth/Wid - 1800 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - WET

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND,ME LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3355

Last 24 Hrs - 5

Make/Model- 27

Last 30 Days- UNK/NR

Instrument- 228

Last 90 Days- 118

Multi-Eng - 2183

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE LANDING WITH A X-WIND AT 10 GUSTING 20 KTS, THE ACFT ENCOUNTERED A GUST & FLOATED ALMOST HALF WAY DOWN THE 1800 FT SOD STRIP. IT BECAME APPARENT TO THE PLT THAT BRAKING ALONE MAY NOT BE SUFFICIENT TO STOP. HE ELECTED NOT TO GO-AROUND SINCE THERE WERE POWER LINES & ELEVATED TERRAIN NEAR THE NORTH END OF THE RWY. THE PLT ELECTED TO PURPOSELY TURN OFF THE RWY & ROLL TOWARD RISING TERRAIN. THOUGH THE TERRAIN LOOKED FIRM, IT WAS SOFT (THERE HAD BEEN A RECENT RAIN). AFTER LEAVING THE RWY, THE NOSEWHEEL DUG INTO THE SOFT TERRAIN & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1823

6/03/83

DONGOLA, IL

A/C Reg. No. N218W

Time (Lcl) - 1500 CDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. GO-AROUND - NOT POSSIBLE - PILOT IN COMMAND
6. TERRAIN CONDITION - SOFT
7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1973

6/04/83

PARK FORREST,IL

A/C Reg. No. N5258G

Time (Lcl) - 0920 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -FLT TESTING

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

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

Make/Model - CESSNA 305A

Landing Gear - TAILWHEEL-RETRACTABLE MAINS

Max Gross Wt - 2100

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470-11

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 213 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 320/007 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

HAEDTLER

Runway Ident - 36

Runway Lth/Wid - 2000/ 200

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND,ME LAND,SE SEA

Age - 64

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 11078

Make/Model- 42

Instrument- 508

Multi-Eng - 10734

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS BEING FLOWN ON A ROUTINE FLIGHT CHECK AFTER HAVING COMPLETED AN ANNUAL INSPECTION. THE PLT STATED THAT AFTER TAKEOFF HE CLIMBED TO 800 FT, TURNED DOWNWIND, EXTENDED FLAPS TO 30 DEG, SLOWED TO 70-80, & INTENDED TO MAKE A PASS OVER THE FIELD TO MAKE SURE IT WAS CLEAR PRIOR TO MAKING A FINAL APPROACH FOR LANDING. THE PLT THEN STATED THAT UPON ENTRY TO A RWY HEADING THE ACFT "APPARENTLY ENTERED AN AREA OF EXTREME THERMO-LIFT CAUSING RIGHT WING TO RISE SUDDENLY CAUSING MOMENTARY INCREASE IN BANK AND APPARENT ACCELERATED STALL CAUSING AIRCRAFT TO DIVE INTO GROUND." THE OFFICIAL TEMPERATURE RECORDED 0850 AT CHICAGO MIDWAY ARPT, LOCATED 18 MI NORTH, WAS 68 DEG F.

Brief of Accident (Continued)

File No. - 1973

6/04/83

PARK FORREST, IL

A/C Reg. No. N5258G

Time (Lcl) - 0920 CDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

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

-----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. - 1974

6/12/83

WAUKEGAN, IL

A/C Reg. No. N4824S

Time (Lcl) - 1330 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - PIPER PA-32-260

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 3400

No. of Seats - 7

Eng Make/Model - LYCOMING O-540-E485

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

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- 190/012 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

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

WAUKEGAN MEMORIAL

Runway Ident - 23

Runway Lth/Wid - 4600/ 150

Runway Surface - CONCRETE

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

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 - 753

Make/Model- 6

Instrument- 26

Multi-Eng - 1

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 24

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT WAS RECEIVING A HIGH PERFORMANCE CHECKOUT. DURING THE THIRD LANDING THE ACFT LANDED HARD.

Brief of Accident (Continued)

File No. - 1974

6/12/83

WAUKEGAN, IL

A/C Reg. No. N4824S

Time (Lc1) - 1330 CDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - IMPROPER - DUAL STUDENT
 2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND(CFI)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1970 7/31/83 CAMP POINT, IL A/C Reg. No. N4332Y Time (Lc1) - 0850 CDT

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

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

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

Make/Model	- PIPER PA-25-235	Eng Make/Model	- LYCOMING O-540-B2C5	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 235 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		OFF AIRPORT/STRIP	
Method	- UNK/NR	LA PRAIRIE, IL			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- UNK/NR
Wind Dir/Speed	- 230/005 KTS	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Visibility	- UNK/NR	Type of Flight Plan	- NONE	Runway Surface	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- UNK/NR
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 36	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 1200	Last 24 Hrs - 10
SE LAND	Months Since - UNK/NR	Make/Model - 1000	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 50	Last 90 Days - 100

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PLT HAD JUST COMPLETED A SWATH RUN. AS HE APPROACHED A ROAD HE PULLED UP TO AVOID A CAR, THEN ATTEMPTED TO DESCEND BELOW POWER LINES & IN SO DOING COLLIDED WITH A STOP SIGN. THE ACFT CARTWHEELED & LANDED INVERTED IN A BEAN FIELD.

Brief of Accident (Continued)

File No. - 1970

7/31/83

CAMP POINT, IL

A/C Reg. No. N4332Y

Time (Lc1) - 0850 CDT

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

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1881

8/04/83

DWIGHT, IL

A/C Reg. No. N2876X

Time (Lc1) - 1714 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire Crew
NONE Pass

-----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/NO
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OVERCAST
Obstructions to Vision- HAZE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FRANKFORT, IL
Destination
MATTOON, IL

Airport Proximity
OFF AIRPORT/STRIP

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 - NONE

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

Pilot-In-Command

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

Age - 50

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	158	Last 24 Hrs -	2
Make/Model-	21		Last 30 Days-	UNK/NR
Instrument-	4		Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN A CORN FIELD DURING A HEAVY RAINSTORM WHILE ON A CROSS COUNTRY FLIGHT. THE PILOT HAD LOGGED 4 HOUR OF SIMULATED INSTRUMENT TIME AND WAS NOT INSTRUMENT RATED.

Brief of Accident (Continued)

File No. - 1881

8/04/83

DWIGHT, IL

A/C Reg. No. N2876X

Time (Lcl) - 1714 CDT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. WEATHER CONDITION - RAIN
 5. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 6. WEATHER CONDITION - THUNDERSTORM
-

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

Finding(s)

7. WEATHER CONDITION - LOW CEILING
 8. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 9. WEATHER CONDITION - RAIN
 10. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

11. TERRAIN CONDITION - GROUND
-

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

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1824 8/05/83 LANSING, IL A/C Reg. No. N53122 Time (Lcl) - 1920 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination -	Airport Data
Completeness - N/A	MOUEE, IL	LANSING MUNICIPAL
Basic Weather - VMC	ATC/Airspace	Runway Ident - 09
Wind Dir/Speed- 135/005 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 2432/ 75
Visibility - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - NONE	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1044
SE LAND	Months Since - UNK/NR	Make/Model- 339
	Aircraft Type - UNK/NR	Instrument- 120
		Multi-Eng - 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 11
		Rotorcraft - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD JUST BEEN GIVEN AN ANNUAL INSPECTION & THE PLT WAS ON THE 1ST FLT BACK TO THE HOME ARPT. HE REPORTED THAT BEFORE TAKEOFF, HE NOTED THAT THE ENG WOULD NOT IDLE BELOW 850 RPM. HE ELECTED TO CONTINUE WITH THE FLT. DURING THE TAKEOFF ROLL, HE PULLED BACK ON THE YOKE TO ROTATE, BUT THE ACFT DID NOT FEEL LIKE IT WANTED TO FLY. THE PLT ELECTED TO ABORT BUT WAS UNABLE TO STOP ON THE REMAINING RWY WITH THE HIGH IDLE RPM. SUBSEQUENTLY, THE ACFT HIT A DITCH NEAR THE END OF THE RWY. AN INVESTIGATION REVEALED THE ELEVATOR TRIM WAS IN THE FULL NOSE DOWN POSITION.

Brief of Accident (Continued)

File No. - 1824

8/05/83

LANSING,IL

A/C Reg. No. N53122

Time (Lc1) - 1920 CDT

Occurrence #1 OVERRUN

Phase of Operation TAKEOFF

Finding(s)

1. FUEL SYSTEM,CARBURETOR - INCORRECT
2. MAINTENANCE,ADJUSTMENT - ABOVE - OTHER MAINTENANCE PSNL
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
5. ELEVATOR TRIM - IMPROPER USE OF - PILOT IN COMMAND
6. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1829 8/06/83 MARSEILLES,IL A/C Reg. No. N6351A Time (Lcl) - 1015 CDT

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

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

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

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRARIE LAKE
Wind Dir/Speed- 010/006 KTS	ATC/Airspace	Runway Ident - 36
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2540/ 120
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 812
SE LAND	Months Since - UNK/NR	Make/Model- 374
	Aircraft Type - C-172	Instrument- 58
		Last 24 Hrs - 1
		Last 30 Days- 24
		Last 90 Days- 43

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON A PARACHUTE JUMPING MISSION. AFTER CLIMBING TO 9000 FT MSL, 4 SKY DIVERS JUMPED OUT & THE PLT BEGAN A DESCENT BACK TO THE ARPT. THE ACFT WAS SEEN LEVEL AT APRX 500 FT AGL & IN THE APRX POSITION FOR A DOWNWIND LEG FOR A LEFT PATTERN FOR RUNWAY 36. ABOUT 1/2 MI NORTH OF THE NORMAL TURN POINT FOR THE BASE LEG, THE ACFT BEGAN A STEEP DESCENDING LEFT TURN. WITNESSES DESCRIBED A BANK ANGLE OF 45 TO 75 DEG & A NOSE DOWN ATTITUDE OF 20 TO 30 DEG. ONE OF THE WITNESSES REPORTED THAT THE BANK AND DESCENT ANGLES THEN BEGAN TO DECREASE, BUT AT IMPACT, THE NOSE WAS STILL LOW & THE BANK ANGLE WAS ABOUT 20 DEG. OBSERVERS SAW NO INDICATION OF PLT CONTROL MOVEMENT BEFORE IMPACT. AN EXAM OF THE WRECKAGE REVEALED NO EVIDENCE OF AN INFLT FAILURE/MALFUNCTION. THE PLT'S WIFE SAID THAT ON OCCASIONS, HE HAD EXPERIENCED SEVERE HEADACHES, BUT NEVER TO AN ALARMING POINT. SHE REPORTED THAT HE TOOK ONLY ASPRIN FOR THE HEADACHES. PATHOLOGICAL & TOXICOLOGICAL EXAMS REFLECTED NO EVIDENCE OF A PREIMPACT INCAPACITATING PROBLEM.

Brief of Accident (Continued)

File No. - 1829

8/06/83

MARSEILLES,IL

A/C Reg. No. N6351A

Time (Lc1) - 1015 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1826 8/20/83 BLOOMINGTON, IL A/C Reg. No. N2XG Time (Lcl) - 1430 CDT

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

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

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

Make/Model - GREAT LAKES 2T-1A-2	Eng Make/Model - LYCOMING AEIO-360-B1G	ELT Installed/Activated - YES-UNK/NR
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 - 2	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	BLOOMINGTON
Wind Dir/Speed- 200/005 KTS	ATC/Airspace	Runway Ident - 21
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3723/ 100
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 542
SE LAND	Months Since - UNK/NR	Make/Model- 65
	Aircraft Type - UNK/NR	Instrument- 117
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 48

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING TAKEOFF, THERE WAS A LOSS OF POWER AT APPX 100 FT AGL. HE HAD LIFTED OFF BEFORE REACHING THE MIDPOINT OF THE RWY. HOWEVER, DUE TO THE CLIMB ATTITUDE & CONFIGURATION OF THE ACFT, HE COULD NOT SEE THE RWY BELOW & THOUGHT HE WAS AT OR BEYOND THE END OF THE RWY. HE STATED THAT HE LOWERED THE NOSE & THERE WAS AN IMMEDIATE & RAPID SINK RATE, BUT NO INDICATION OF A STALL. SHORTLY AFTER THAT, THE ACFT CONTACTED THE GROUND HARD IN A WINGS LEVEL ATTITUDE & WITH LITTLE FORWARD MOVEMENT. IT CAME TO REST BESIDE THE RWY & ABOUT 900 FT FROM THE DEPARTURE END. AN EXAM OF THE ENG & FUEL SYS REVEALED NO PREIMPACT DISCREPANCIES, EXCEPT THE SPARK PLUGS WERE HEAVILY SOOTED. THE PLT REPORTED THAT 2 WITNESSES NOTED SMOKE FROM THE ENG AREA DURING THE CLIMB. THE TEMP WAS 95 DEG & THE ELEVATION WAS 875 FT. THERE WAS SUBSTANTIAL DAMAGE TO THE GEAR, COWLING & LOWER PART OF THE WING AREA.

Brief of Accident (Continued)

File No. - 1826

8/20/83

BLOOMINGTON, IL

A/C Reg. No. N2XG

Time (Lcl) - 1430 CDT

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. FLARE - NOT POSSIBLE - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1968 10/06/83 AURORA,IL A/C Reg. No. N7165Y Time (Lc1) - 1952 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Make/Model - PIPER PA-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3609
No. of Seats - 6

Eng Make/Model - LYCOMING IO-320
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 160 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- CALM
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MOLINE,IL
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

AURORO
Runway Ident - 27
Runway Lth/Wid - 2650/ 40
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

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

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

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

ATP
SE LAND,ME LAND

Age - 55
Biennial Flight Review

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

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

Total	- 3675	Last 24 Hrs	- 2
Make/Model-	675	Last 30 Days-	UNK/NR
Instrument-	42	Last 90 Days-	65
Multi-Eng	- 2525		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

APPROACHING THE DESTINATION ARPT THE PLT WAS ADVISED BY AURORA LOCAL CONTROL THAT THE ONLY AVAILABLE LANDING AREA WAS AN UNLIGHTED TAXIWAY, DESIGNATED TEMPORARY RWY 9/27, USED AS A DAY VFR RWY. USE OF THE TEMPORARY RWY AFTER SUNSET WAS NOT AUTHORIZED, & THE PLT WAS ADVISED THAT ALL ARPT LIGHTING, WITH THE EXCEPTION OF THE ROTATING BEACON, WILL BE OFF. THE PLT WAS ALSO ADVISED THAT LANDING ON THE TEMPORARY RWY WOULD BE AT THE PLT'S OWN RISK. THE ACFT TOUCHED DOWN 490 FT SHORT, & NORTH OF THE TAXIWAY, CONTINUED FOR ABOUT 325 FT PARALLELING THE TAXIWAY, ACROSS THE N/S TAXIWAY & STRUCK FOUR TAXI LIGHTS, VEERED LEFT & CROSSED THE N/S RWY, CROSSED THE SE CORNER OF THE TEMPORARY RWY, & OVER A GULLEY AT WHICH POINT THE LEFT MAIN GEAR SEPARATED. THE TOWER HAD ISSUED A NOTAM DATED 9/2/83, EFFECTIVE 9/6/83, ADVISING OF THE CONSTRUCTION & LANDING RESTRICTIONS. TO THE BEST OF THE PLT'S RECOLLECTION HE DID NOT ASK FSS FOR A NOTAM CHECK DURING HIS PREFLIGHT BRIEFING, NOR DID THE FSS ADVISE THE PLT OF THE NOTAM.

Brief of Accident (Continued)

File No. - 1968

10/06/83

AURORA,IL

A/C Reg. No. N7165Y

Time (Lc1) - 1952 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. NOTAMS - NOT OBTAINED - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. AIRPORT FACILITIES,TAXIWAY LIGHTING - UNAVAILABLE

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

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD

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

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

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. - 1830 11/05/83 ELWIN, IL

A/C Reg. No. NONE

Time (Lcl) - 1705 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -MANEUVERING

Fire
NONE

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

Make/Model - QUICKSILVER MX
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 400
No. of Seats - 1

Eng Make/Model - CUYUNA 430
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 39 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
ELWIN, IL
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 - 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 - 17
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total	-	73	Last 24 Hrs	- UNK/NR
Make/Model-	30		Last 30 Days-	UNK/NR
Instrument-	2		Last 90 Days-	55

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT POSSESSED A STUDENT PLT & 3RD CLASS MEDICAL CERTIFICATE. AFTER TAKEOFF, HE CIRCLED OVER THE AIRFIELD, THEN CLIMBED TO ABOUT 200 FT AGL. A HIGH SCHOOL CLASSMATE STATED THAT THE ULTRALIGHT THEN ENTERED A NOSE HIGH ATTITUDE & APPEARED TO ENTER A PRACTICE STALL MANEUVER. BASED ON WITNESS OBSERVATIONS, THE ULTRALIGHT ENTERED THIS MANEUVER FROM ABOUT 150 TO 250 FT AGL. THE ULTRALIGHT THEN WENT INTO A NOSE LOW ATTITUDE & CRASHED. NO EVIDENCE OF A PREIMPACT FAILURE/MALFUNCTION OF THE ULTRALIGHT WAS FOUND.

Brief of Accident (Continued)

File No. - 1830

11/05/83

ELWIN,IL

A/C Reg. No. NONE

Time (Lc1) - 1705 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. LIGHT CONDITION - DUSK
2. PROPER ALTITUDE - NOT SELECTED - PILOT IN COMMAND
3. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. STALL - INTENTIONAL - PILOT IN COMMAND
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1837 5/29/83 DELPHI, IN A/C Reg. No. N3661R Time (Lcl) - 1540 EST

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

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

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

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-AYA	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point DELPHI, IN	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		DELPHI MUNI
Basic Weather - VMC	ATC/Airspace	Runway Ident - 18
Wind Dir/Speed- 270/016 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 2900/ 50
Visibility - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - SCATTERED	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Lowest Ceiling - 3500 FT BROKEN	FULL STOP	
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 - 97
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 7
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 58

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL FLT, THE PLT NOTICED CLOUDS THAT LOOKED LIKE SMOKE APPROACHING THE ARPT FROM THE WEST. HE STATED THAT HE DECIDED TO LAND TO KEEP FROM LOSING VISIBILITY. THE PLT STATED THAT WHILE APPROACHING RWY 18 WITH A X-WIND FROM 270 DEG, HE HAD TO CRAB TO THE RIGHT. HE REPORTED THAT HE STAIGHTENED THE NOSE WITH LEFT RUDDER & RIGHT BANK. REPORTEDLY, THE ACFT ENCOUNTERED A GUST OF WIND IN THE FLARE & THE RIGHT WING CONTACTED THE GROUND. THE ACFT THEN WENT OUT OF CONTROL & CRASHED. THE WIND WAS REPORTED TO BE FROM 270 DEG AT 16 KTS. ACCORDING TO THE MANUFACTURER, THE MAX DEMONSTRATED X-WIND FOR THIS ACFT WAS 15 MPH.

Brief of Accident (Continued)

File No. - 1837

5/29/83

DELPHI, IN

A/C Reg. No. N3661R

Time (Lc1) - 1540 EST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - CROSSWIND
5. WEATHER CONDITION - GUSTS
6. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

7. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1971 6/10/83 INDIANAPOLIS,IN A/C Reg. No. N30115 Time (Lcl) - 1830 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA T210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-H
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 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- 250/005 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TERRE HAUTE,IN
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

EAGLE CREEK
Runway Ident - 03
Runway Lth/Wid - 3700/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 54
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 - 195
Make/Model- 67
Instrument- 9
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 67

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING THE ACFT REPORTEDLY PORPOISED TWO TIMES ON THE NOSE GEAR. THE FLANGE ON THE NOSE GEAR TIRE RIM HAD PIECES BROKEN OFF OF THE FLANGE IN SEVERAL PLACES. THE LANDING WAS ALSO MADE WITH FULL TIP TANKS. THE FUEL SELECTOR IS PLACARDED PROHIBITING THIS FUEL LOADING FOR LANDING. THE OVERLOAD INDUCED BY THE FULL TIP TANKS RESULTED IN A DOWNWARD BENDING OF THE WING SPARS & WRINKLING OF THE WING SKINS.

Brief of Accident (Continued)

File No. - 1971

6/10/83

INDIANAPOLIS, IN

A/C Reg. No. N30115

Time (Lcl) - 1830 EST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, NOSE GEAR - OVERLOAD
2. LEVEL OFF - IMPROPER - PILOT IN COMMAND
3. WING, SPAR - BENT
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1932 9/17/83 ANDERSON,IN A/C Reg. No. N2462G Time (Lcl) - 1820 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew 0
NONE Pass 0
Other 0

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

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

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 180/002 KTS
Visibility - UNK/NR
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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ACE AIRPARK
Runway Ident - 27
Runway Lth/Wid - 3880/ 125
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 33

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 503	Last 24 Hrs	- UNK/NR
Make/Model-	309	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	81

Instrument Rating(s) - NONE

-----Narrative-----

CESSNA 150, N45257, COLLIDED WITH CESSNA 182, N2462G, AT ACE AIRPARK. N45257 WAS IN THE PROCESS OF LANDING AND N2462G WAS IN THE TAKEOFF PHASE OF OPERATION. NEITHER PLT USED THE AIRPORT UNICOM. BOTH PLTS REPT SLIGHTLY DIFFERENT WX CONDITIONS.

Brief of Accident (Continued)

File No. - 1932

9/17/83

ANDERSON, IN

A/C Reg. No. N2462G

Time (Lc1) - 1820 EST

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

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. RADIO COMMUNICATIONS - NOT USED - 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. - 1932 9/17/83 ANDERSON, IN A/C Reg. No. N45257 Time (Lcl) - 1820 EST

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

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

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

Make/Model - CESSNA 150M	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 - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	ACE AIRPARK
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 27
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3880/ 125
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 - 62	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3000
SE LAND	Months Since - UNK/NR	Make/Model- 210
	Aircraft Type - UNK/NR	Instrument- 115
		Multi-Eng - 1300
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

CESSNA 150, N45257, COLLIDED WITH CESSNA 182, N2462G, AT ACE AIRPARK. N45257 WAS IN THE PROCESS OF LANDING AND N2462G WAS IN THE TAKEOFF PHASE OF OPERATION. NEITHER PLT USED THE AIRPORT UNICOM. BOTH PLTS REPT SLIGHTLY DIFFERENT WX CONDITIONS.

Brief of Accident (Continued)

File No. - 1932

9/17/83

ANDERSON, IN

A/C Reg. No. N45257

Time (Lc1) - 1820 EST

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

Finding(s)

1. OBJECT - VEHICLE
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. RADIO COMMUNICATIONS - NOT USED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1976 10/21/83 INDIANAPOLIS,IN A/C Reg. No. N7536Y Time (Lcl) - 0015 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - PIPER PA-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-320-B1A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed - 060/010 KTS
Visibility - UNK/NR
Lowest Sky/Clouds -
Lowest Ceiling - 500 FT OVERCAST
Obstructions to Vision - FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
DYERSBURG,TN
Destination
PHILLIPSBURG,OH

Airport Proximity
ON AIRPORT

Airport Data

INDIANAPOLIS
Runway Ident - 04L
Runway Lth/Wid - 10000/ 150
Runway Surface - CONCRETE
Runway Status - WET

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - PRECAUTIONARY LANDING

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

Pilot-In-Command

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

Age - 58

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1176	Last 24 Hrs	- 9
Make/Model	- 240	Last 30 Days	- UNK/NR
Instrument	- 108	Last 90 Days	- 39
Multi-Eng	- 240		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF FROM DYERSBURG THE GEAR WOULD NOT FULLY RETRACT. THE PLT ATTEMPTED TO LOWER THE GEAR MANUALLY BUT IT WAS STUCK IN THE TRANSIENT POSITION. THE PLT THEN DIVERTED TO INDIANAPOLIS & LANDED WITH THE GEAR IN THE TRANSIENT POSITION. INVESTIGATION REVEALED THAT THE LEFT MAIN LANDING GEAR PUSH-PULL CABLE HAD BEEN PULLED OUT OF ITS HOUSING.

Brief of Accident (Continued)

File No. - 1976

10/21/83

INDIANAPOLIS, IN

A/C Reg. No. N7536Y

Time (Lc1) - 0015 EDT

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

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - DISABLED
 2. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
-

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

Finding(s)

3. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
 4. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1821 10/24/83 FORT WAYNE, IN A/C Reg. No. N4TS Time (Lc1) - 1615 EST

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

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

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

Make/Model - BEECHCRAFT BE90C	Eng Make/Model - P&W PT6A-6/C20	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9650	Engine Type - TURBOPROP	
No. of Seats - 7	Rated Power - 550 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FT. WAYNE, IN	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	TULSA, IN	
Wind Dir/Speed- 060/007 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 400 FT	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - 400 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 18980
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - PA31T	Instrument- 136
		Multi-Eng - 13211
		Last 24 Hrs - 2
		Last 30 Days- 64
		Last 90 Days- 182
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 1604 EST, THE ACFT DEPARTED FORT WAYNE ON A FERRY FLT. IFR CONDITIONS PREVAILED & THE PLT HAD FILED AN IFR FLT PLAN. WHILE CLIMBING AFTER TAKEOFF, THE PLT PASSED HIS ASSIGNED ALT OF 2500 FT MSL & FLEW TO 4200 FT. ALSO, HE FAILED TO TURN TO HIS INITIAL ASSIGNED HEADING OF 130 DEG. HE HAD PROBLEMS CONTACTING DEPARTURE CONTROL AS HE WAS NOT ON THE ASSIGNED FREQ. HE REPORTED PROBLEMS WITH HIS HEADING INDICATOR & HIS "GYRO". SHORTLY AFTER HIS LAST TRANSMISSION, THE ACFT LEFT 4200 FT MSL & CRASHED IN A STEEP DIVE. BEFORE TAKEOFF, THE ATP PLT REPORTED HE HAD FLOWN ALL KING AIR ACFT & WAS CURRENTLY FLYING THE BEECH 200. A REVIEW OF HIS LAST LOG BOOK REVEALED OVER 2000 HRS IN THE BEECH 200, BUT SHOWED NO TIME IN THE BEECH C90. A WITNESS THAT REVIEWED THE ACFT WITH THE PLT BEFORE THE FLT BELIEVED HE (THE PLT) WAS VERY FAMILIAR WITH THE ACFT SYSTEMS. DURING AN INSPECTION OF THE WRECKAGE, NO EVIDENCE WAS FOUND TO VERIFY A PREIMPACT MALFUNCTION OR FAILURE OF THE ACFT OR ENG. ALL INSTRUMENTS WERE DESTROYED.

Brief of Accident (Continued)

File No. - 1821

10/24/83

FORT WAYNE, IN

A/C Reg. No. N4TS

Time (Lc1) - 1615 EST

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

Finding(s)
1. UNDETERMINED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1919

7/27/83

PRATT,KS

A/C Reg. No. N76242

Time (Lcl) - 1245 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL APPLICATION

Fire

Crew

0

1

0

0

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

0

Accident Occurred During -MANEUVERING

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

Make/Model - CESSNA 140

Eng Make/Model - CONTINENTAL C85

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1450

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 80 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 200/020 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PRATT,KS

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 - UNK/NR

-----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 - 9675

Last 24 Hrs - 3

SE LAND

Months Since - UNK/NR

Make/Model- 385

Last 30 Days- UNK/NR

HELICOPTER

Aircraft Type - UNK/NR

Instrument- 54

Last 90 Days- 70

Rotorcraft - 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STALLED AND CRASHED IN A PLOWED FIELD DURING AN AERIAL APPLICATION FLT WHILE DISPENSING WASP EGGS ON A CORN FIELD. THE EGGS WERE CARRIED IN PLASTIC TUBES IN A STYROFOAM ICE CHEST BEHIND THE SEAT AND WERE TRANSFERRED BY THE PLT AS NEEDED TO THE DISPENSER ON THE RIGHT SEAT PAN. A WITNESS SAW THE ACFT AT ABOUT 100 FT AGL IN A NOSE HIGH ATTITUDE. THE ACFT SUDDENLY DROPPED AND CRASHED IN A NOSE LOW, LEFT WING LOW ALTITUDE. IT SLID FOR ABOUT 110 FT BEFORE STOPPING. THE PLT RECEIVED HEAD INJURIES AND DOES NOT REMEMBER THE ACCIDENT DETAILS.

Brief of Accident (Continued)

File No. - 1919

7/27/83

PRATT,KS

A/C Reg. No. N76242

Time (Lcl) - 1245 CDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. STALL - INADVERTENT - PILOT IN COMMAND
 3. WEATHER CONDITION - TURBULENCE
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1897

9/12/83

LAWRENCE,KS

A/C Reg. No. N2327G

Time (Lcl) - 1400 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 - PIPER PA-38-112

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3600

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 112 HP

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

Weather Data

Wx Briefing - COMPANY

Method - IN PERSON

Completeness - PARTIAL,LMTD BY PILOT

Basic Weather - VMC

Wind Dir/Speed- 010/020 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

LAWRENCE MUNI

Runway Ident - 01

Runway Lth/Wid - 3900/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 26

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 34

Last 24 Hrs - UNK/NR

Make/Model- 34

Last 30 Days- UNK/NR

Instrument- 0

Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS TAKING OFF FOR HIS FOURTH TOUCH AND GO LANDING WHEN THE ACFT WEATHERVANED AND HE LOST CONTROL OF THE ACFT. THE NOSE WHEEL STRUCK A CONCRETE DRAINAGE DITCH.

Brief of Accident (Continued)

File No. - 1897

9/12/83

LAWRENCE,KS

A/C Reg. No. N2327G

Time (Lc1) - 1400 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

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

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

2. TERRAIN CONDITION - DITCH
-

-----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. - 1846

8/31/83

CLINTON, KY

A/C Reg. No. N5256

Time (Lcl) - 0840 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----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-985-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CLINTON, KY
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4812
Last 24 Hrs - 8
Make/Model- 300
Last 30 Days- UNK/NR
Instrument- 46
Last 90 Days- 100
Multi-Eng - 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE WAS SPRAYING A FIELD THAT WAS BORDERED BY OBSTACLES. WHEN HE WAS ABOUT HALF WAY THRU A PROCEDURE TURN, THE ENG BEGAN "BACKFIRING & LOSING POWER." THE PLT MOVED THE THROTTLE TO ABOUT THE 1/2 POWER SETTING, HOPING THE CONDITION WOULD BE CORRECTED, BUT TO NO AVAIL. THERE WAS A HIGH POWER LINE ON ONE SIDE OF THE FIELD & A 300 FT TRANSMITTING TOWER ON THE OTHER. ALSO, THERE WAS A WOODED AREA AT THE END OF THE FIELD. THEREFORE, THE PLT ELECTED TO MAKE AN EMERGENCY LANDING IN A SMALL, ROLLING FIELD. DURING THE LANDING, THE GEAR COLLAPSED & THE WINGS WERE DAMAGED. AN EXAM OF THE ENG REVEALED THAT THE FRONT SPARK PLUGS WERE SOOTY; THE REAR SPARK PLUGS WERE RUSTED & COULD NOT BE REMOVED; THE #2, #4 & #8 CYLINDERS HAD BLOWN EXHAUST GASKETS; THE LEFT MAGNETO TIMING BUSHING WAS WORN EXCESSIVELY & THE MAGNETO WAS FOUND TO BE LOOSE.

Brief of Accident (Continued)

File No. - 1846

8/31/83

CLINTON, KY

A/C Reg. No. N5256

Time (Lcl) - 0840 CDT

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

Finding(s)

1. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
 2. IGNITION SYSTEM, MAGNETO - WORN
 3. IGNITION SYSTEM, MAGNETO - LOOSE
 4. IGNITION SYSTEM, SPARK PLUG - OTHER
-

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

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

Finding(s)

5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 6. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1918 9/10/83 LOUISVILLE, KY A/C Reg. No. N2457N Time (Lc1) - 1845 EDT

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

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

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

Make/Model - PIPER PA-38-12	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BARRETT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 36
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 120
SE LAND	Months Since - UNK/NR	Make/Model- 75
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 26
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A SANDBANK ON A PRIVATE AIRSTRIP DURING LANDING. THE WEATHER WAS CLEAR AND THE WIND WAS CALM. THE RWY WAS 75 FT WIDE AND DRY. AS THE ACFT SLOWED DURING THE ROLLOUT IT DRIFTED TO THE LEFT, THE PLT OVERCORRECTED WITH RIGHT RUDDER AND THE ACFT VEERED TO THE RIGHT WHERE THE RIGHT WING TIP HIT A SANDBANK.

Brief of Accident (Continued)

File No. - 1918

9/10/83

LOUISVILLE, KY

A/C Reg. No. N2457N

Time (Lcl) - 1845 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1863 4/19/83 CHENEYVILLE, LA A/C Reg. No. N3644X Time (Lcl) - 1440 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 137	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model - AERO COMMANDER S-2R	Eng Make/Model - P&W R1340-AN-1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CHEYNEYVILLE
Wind Dir/Speed- 225/010 KTS	ATC/Airspace	Runway Ident - 18
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 65
Lowest Sky/Clouds - 4000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4000 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 - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7500
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 3500
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 3500
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 35
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE OPERATOR, THE BRAKES FAILED DURING LANDING CAUSING THE ACFT TO GROUND LOOP OFF OF THE RWY. HE ALSO STATED THAT POSTCRASH INVESTIGATION REVEALED A BROKEN BRAKE LINE ON THE RIGHT BRAKE WHICH HE SUSPECTS WAS AN ACT OF SABOTAGE BY AN UNKNOWN PARTY.

Brief of Accident (Continued)

File No. - 1863

4/19/83

CHENEYVILLE, LA

A/C Reg. No. N3644X

Time (Lcl) - 1440 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. LANDING GEAR, NORMAL BRAKE SYSTEM - UNDETERMINED
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - GROUND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1861

4/27/83

WINSBORO, LA

A/C Reg. No. N70203

Time (Lcl) - 1930 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - CESSNA A188B

Eng Make/Model - CONTINENTAL IO-502-D

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3300

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 300 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 135/005 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

Runway Ident - 18

Runway Lth/Wid - 2800 -UNK/NR

Runway Surface - CONCRETE

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 45

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 5081

Make/Model- 1500

Instrument- 29

Multi-Eng - 81

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

APRX 600 FEET OF THE 2300 FOOT STRIP IS CONCRETE AND THE REMAINDER IS TURF. ACCORDING TO THE PILOT, HE RAISED THE TAIL PRIOR TO RUNNING OFF THE CONCRETE. AS THE TAKEOFF ROLL CONTINUED ONTO THE TURF, THE ACFT VEERED SHARPLY TO THE RIGHT. FULL LEFT RUDDER, LOCKING THE LEFT BRAKE AND SECURING THE ENGINE FAILED TO RESTORE DIRECTIONAL CONTROL. THE LEFT WING TIP STRUCK THE GROUND AND THE ACFT CAME TO REST IN THE WHEAT FIELD WEST OF THE RWY.

Brief of Accident (Continued)

File No. - 1861

4/27/83

WINSBORO, LA

A/C Reg. No. N70203

Time (Lcl) - 1930 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

2. TERRAIN CONDITION - GROUND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1905 7/10/83 WESTFIELD, MA A/C Reg. No. N83SK Time (Lcl) - 1327 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	ON GROUND	Pass	1	0	0
Accident Occurred During -APPROACH			0	0	0

-----Aircraft Information-----

Make/Model - BEDE BD-5B	Eng Make/Model - HONDA EB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 959	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 96 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	WESTFIELD, MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WESTFIELD, MA	BARNES MUNICIPAL
Wind Dir/Speed - 310/007 KTS	ATC/Airspace	Runway Ident - 33
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - 4500 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 - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 156
SE LAND	Months Since - UNK/NR	Make/Model - 13
	Aircraft Type - C-152	Instrument - 2
		Last 24 Hrs - 2
		Last 30 Days - 13
		Last 90 Days - 17

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED SHORT OF THE RWY DURING AN ATTEMPTED LANDING. THERE WERE SOME CONFUSING AND GARBLED TRANSMISSIONS AND SOME MISTAKEN INSTRUCTIONS FROM THE TOWER DURING THE PROBLEM EXPERIENCED BY THE ACCIDENT PLT. THIS PLT DID NOT MAKE IT CLEAR THAT HE HAD AN EMERGENCY BUT HE DID ASK FOR IMMEDIATE LANDING DUE TO A PROBLEM. HIS ENGINE WAS HEARD OPERATING AT ALTERNATING HIGH AND LOW LEVELS. HIS ACFT HAD A HISTORY OF OVERHEATING AND IT ALSO HAD AN IMPROPER PROPELLER INSTALLED. A NEW PROPELLER WAS ON ORDER. ACCORDING TO GREAT AMERICAN PROPELLER CO, THE PROPELLER INSTALLED ON THE ACFT DID NOT HAVE ENOUGH BLADE AREA FOR THE AIRFRAME/ENGINE COMBINATION. THIS COMBINATION COULD CAUSE ENFORCED MODERATE APPLICATION OF THROTTLE AND AT FULL THROTTLE AND LOW AIRSPEEDS COULD RESULT IN EXCESSIVE RPM AND PROBABLE CAVITATION AND LOSS OF THRUST.

Brief of Accident (Continued)

File No. - 1905

7/10/83

WESTFIELD,MA

A/C Reg. No. N83SK

Time (Lcl) - 1327 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - IMPROPER
2. COMMUNICATIONS - NOT UNDERSTOOD - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
4. INSTRUCTIONS, WRITTEN/VERBAL - INACCURATE - ATC PSNL(LCL/GND/CLNC)
5. CONTROL TOWER SERVICE - INADEQUATE - ATC PSNL(LCL/GND/CLNC)

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) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1809 8/14/83 STOW, MA A/C Reg. No. N80044 Time (Lcl) - 0945 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries				
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During	-LANDING			0	0	1	1

-----Aircraft Information-----

Make/Model	- LAKE LA-4-200	Eng Make/Model	- LYCOMING IO-360-A1B	ELT Installed/Activated	- YES/NO
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT	
Method	- TELEPHONE	SAME AS ACC/INC		
Completeness	- PARTIAL, LMTD BY FCSTR	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	MINUTEMAN	
Wind Dir/Speed	- 040/012 KTS	ATC/Airspace	Runway Ident	- 03
Visibility	- UNK/NR	Type of Flight Plan	Runway Lth/Wid	- 2800/ 48
Lowest Sky/Clouds	- SCATTERED	Type of Clearance	Runway Surface	- ASPHALT
Lowest Ceiling	- BROKEN	Type Apch/Lndg	Runway Status	- DRY
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 375	Last 24 Hrs - 2
SE LAND, SE SEA	Months Since - UNK/NR	Make/Model - 275	Last 30 Days - 2
	Aircraft Type - LA-4200	Instrument - 7	Last 90 Days - 2

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE PLT ENCOUNTERED A NOTICEABLE LOSS OF POWER & LOWERED THE NOSE TO MAINTAIN AIRSPEED. THE ACFT CONTINUED TO LOSE ALTITUDE, SO HE SELECTED AN OPEN FIELD FOR AN EMERGENCY LANDING. WHILE LANDING ON UNEVEN TERRAIN, THE LEFT WING STRUCK THE GROUND & THE ACFT CARTWHEELED. AN ON SITE INVESTIGATION & A SUBSEQUENT ENG RUN-UP REVEALED NO DISCREPANCIES THAT WOULD HAVE CAUSED THE POWER LOSS.

Brief of Accident (Continued)

File No. - 1809

8/14/83

STOW,MA

A/C Reg. No. N80044

Time (Lcl) - 0945 EST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - 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. - 1873 10/08/83 FALMOUTH, MA A/C Reg. No. N3438X Time (Lcl) - 1228 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	1
Accident Occurred During -LANDING			0	1	0
					None
					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 - 2500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 360 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	BALLSTON SPA, NY	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FALMOUTH MA
Wind Dir/Speed- 170/011 KTS		Runway Ident - 25
Visibility - UNK/NR	ATC/Airspace	Runway Lth/Wid - 2300/ 20
Lowest Sky/Clouds - 2960 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 133
SE LAND	Months Since - UNK/NR	Make/Model- 27
	Aircraft Type - M20E	Instrument- 11
		Multi-eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 8
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO WITNESSES, THE ACFT CIRCLED THE FIELD AND THEN CAME IN FOR LANDING. ON FINAL APRCH THE ACFT WAS IN A LEFT WING LOW CRAB. UPON TOUCHDOWN THE ACFT BOUNCED TOUCHED AGAIN AND THEN THE LEFT WING TOUCHED THE GROUND. THE PILOT APPLIED FULL POWER AND THE ACFT BEGAN TO CLIMB AND TURN TO THE LEFT. THE PILOT RETARDED THE POWER TO ABOUT 1/2 THROTTLE AND ATTEMPTED A PRECAUTIONARY LANDING, JUST SHORT OF A GROVE OF TREES.

Brief of Accident (Continued)

File No. - 1873

10/08/83

FALMOUTH, MA

A/C Reg. No. N3438X

Time (Lc1) - 1228 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - GROUND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
5. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1850 11/13/83 MARTHS VINEYARD,MA A/C Reg. No. N1882D Time (Lcl) - 1340 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - BEECH C35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2700
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-225
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
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- 340/010 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MARTHA VINEYARD,MA
Destination
PAWTUCKET,RI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 59
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 2430	Last 24 Hrs	- 1
Make/Model-	1190	Last 30 Days-	UNK/NR
Instrument-	79	Last 90 Days-	20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD DEPARTED MARTHA'S VINEYARD ARPT & WAS CLIMBING OVER LAGOON POND (A LARGE BODY OF SALT WATER) AT APRX 900 FT AGL WHEN THE ENG LOST POWER. THE PLT DECIDED THE ARPT WAS TOO FAR AWAY FOR AN EMERGENCY LANDING & THERE WERE TREES IN THE AREA, SO HE ELECTED TO LAND IN THE WATER. AFTER DITCHING, THE ACFT FLOATED FOR ABOUT 30 MIN, THAN SANK. IT REMAINED SUBMERGED FOR ABOUT 1 WEEK IN SALT WATER. NO REASON WAS FOUND FOR THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1850

11/13/83

MARTHS VINEYARD, MA

A/C Reg. No. N1882D

Time (Lc1) - 1340 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 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. - 1966 4/02/83 BALTIMORE, MD A/C Reg. No. N8415 Time (Lcl) - 2145 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
	NONE					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	Serious	Minor
Accident Occurred During	-DESCENT			0	1	0
				0	0	0
						None
						6
						184

-----Aircraft Information-----

Make/Model - BOEING 707-323C	Eng Make/Model - P&W JT3D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 4	Stall Warning System - YES
Max Gross Wt - 328000	Engine Type - TURBOFAN	
No. of Seats - 193	Rated Power - 17000 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ORLANDO, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 110/018 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - 1300 FT OVERCAST	Type Apch/Lndg -	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 30000
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 4000
	Aircraft Type - B-707	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT ENCOUNTERED TURBULENCE ABOUT 20-25 MIN PRIOR TO LANDING. THE FLT ATTENDANTS WERE RETRIEVING CUPS & TRASH AT THE CONCLUSION OF A HOT MEAL SERVICE. AN ATTENDANT WAS THROWN UPWARD STRIKING THE CEILING, THEN FELL TO THE FLOOR CAUSING A LOWER BACK INJURY. THE FLT WAS IN THE VICINITY OF SEVERAL THUNDERSTORMS WHEN THE TURBULENCE, CHARACTERIZED AS "HEAVY" OR "SEVERE" WAS ENCOUNTERED. A PA ANNOUNCEMENT WAS MADE EARLY IN THE FLT THAT TURBULENCE WAS EXPECTED & THAT THE SEAT BELT SIGN WOULD BE LEFT ON DURING THE FLT. THE ATTENDANTS WERE INSTRUCTED BY THE CAPTAIN TO PROVIDE THE SCHEDULED MEAL SERVICE. THE SENIOR ATTENDANT STATED SHE WAS TOLD BY THE CAPTAIN EARLIER IN THE FLT THAT SHE COULD HAVE THE OTHER ATTENDANTS TAKE THEIR SEATS (BECAUSE OF TURBULENCE) AT HER DISCRETION & THE CAPTAIN WOULD MAKE A PA ANNOUNCEMENT IF THE WX WORSENER. SHE ALSO STATED SHE THOUGHT SHE WOULD HAVE BEEN FIRED IF SHE CHOSE NOT TO PROVIDE THE MEAL SERVICE FOR SAFETY REASONS. THE FLT ATTENDANTS STATED THEY WERE NOT GIVEN ANY WARNING.

Brief of Accident (Continued)

File No. - 1966

4/02/83

BALTIMORE, MD

A/C Reg. No. N8415

Time (Lc1) - 2145 EST

Occurrence IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)
 3. SAFETY ADVISORY - NOT ISSUED - PILOT IN COMMAND
 4. SEAT BELT - NOT USED - FLIGHT ATTENDANT
 5. IMPROPER DECISION, PRESSURE - FLIGHT ATTENDANT
-

-----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) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1815 5/27/83 HOLLAND, MI A/C Reg. No. N4805B Time (Lc1) - 1115 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 -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 - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - PARTIAL, LMTD BY FCSTR	Destination	Airport Data
Basic Weather - VMC	LOCAL	TULIP CITY
Wind Dir/Speed- 180/012 KTS	ATC/Airspace	Runway Ident - 26
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3930/ 70
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 19
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 19
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE STUDENT PLT WAS TAKING OFF WITH A LEFT CROSSWIND, HE REPORTEDLY BECAME DISTRACTED WHEN HE BECAME AWARE THAT HE WAS APPLYING INCORRECT AILERON DEFLECTION FOR WIND CORRECTION. HE STATED THAT HE CORRECTED THE AILERONS, BUT IN THE MEANTIME, THE ACFT BEGAN GOING OFF THE RWY. IT THEN WENT INTO WEEDS, HIT A DRAINAGE DITCH & NOSED OVER.

Brief of Accident (Continued)

File No. - 1815

5/27/83

HOLLAND,MI

A/C Reg. No. N4805B

Time (Lcl) - 1115 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. AILERON - IMPROPER USE OF - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
6. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
7. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1926 9/07/83 LAPEER, MI A/C Reg. No. N275HW 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 -TAKEOFF

Aircraft Damage
DESTROYED
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - WARREN MONERI S
Landing Gear - UNK/NR
Max Gross Wt - 450
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

DUPONT LAPEER
Runway Ident - 27
Runway Lth/Wid - 1925/ 175
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND
GLIDER

Age - 57
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - SGS233

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1000	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- 6
Instrument- 5	Last 90 Days- 18
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER COLLIDED WITH THE GROUND AFTER AN UNSCHEDULED TOW RELEASE AT ABOUT 150 FT AGL. THIS WAS THE PLTS FIRST FLT IN THIS ACFT AFTER HAVING THE ENGINE REMOVED AND THE ACFT RECERTIFIED AS A GLIDER. GROUND PERSONNEL OBSERVED THE GLIDER AND TOW PILOT RELEASE THE TOW ROPE AT ABOUT THE SAME TIME. THE GLIDER'S BANK ANGLE CONTINUED TO INCREASE AND THE NOSE DROPPED. THE GLIDER CONTINUED IN THIS ATTITUDE UNTIL THE LEFT WING TIP STRUCK THE GROUND. EXAMINATION OF THE WRECKAGE REVEALED NO PRE-IMPACT MALFUNCTION/FAILURE.

Brief of Accident (Continued)

File No. - 1926

9/07/83

LAPEER,MI

A/C Reg. No. N275HW

Time (Lcl) - 1700 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1975 11/03/83 CHESANING,MI A/C Reg. No. N597HJ Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - JORDAN ACEY DEUCY
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LYCOMING O-290
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 140 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- 350/015 KTS
Visibility - UNK/NR
Lowest Sky/Clouds -
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 - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data
CHESANING

Runway Ident - 36
Runway Lth/Wid - 2360/ 300
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 59

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 200	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	3

Instrument Rating(s) - NONE

-----Narrative-----

THIS WAS THE FIRST FLIGHT OF THE HOMEBUILT. SHORTLY AFTER TAKEOFF THE ENG QUIT DUE TO INADEQUATE GROUNDING. THE PLT RETURNED TO THE FIELD & MADE A SMOOTH LANDING. AT THE END OF THE ROLL OUT THE ANCHOR PLATE FOR THE LANDING GEAR TRUSS FAILED CAUSING THE LEFT GEAR TO COLLAPSE. THE PLT STATED THAT THE 3/4 INCH X 0.049, 4130 SQUARE TUBING USED FOR THE ANCHOR PLATE WAS TOO LIGHT TO CARRY THE ACFT LOADING & THAT IT MAY HAVE BEEN PREVIOUSLY CRACKED FROM HIGH SPEED TAXI TESTS.

Brief of Accident (Continued)

File No. - 1975

11/03/83

CHESANING,MI

A/C Reg. No. N597HJ

Time (Lc1) - 1500 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM - INADEQUATE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

2. LANDING GEAR,MAIN GEAR ATTACHMENT - PREVIOUS DAMAGE
3. LANDING GEAR,MAIN GEAR ATTACHMENT - INADEQUATE
4. LANDING GEAR,MAIN GEAR ATTACHMENT - FAILURE,TOTAL
5. LANDING GEAR,MAIN GEAR ATTACHMENT - PREVIOUS DAMAGE
6. LANDING GEAR,MAIN GEAR ATTACHMENT - INADEQUATE
7. LANDING GEAR,MAIN GEAR ATTACHMENT - FAILURE,TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1884 3/15/83 PRINCETON, MN A/C Reg. No. N10HR Time (Lcl) - 1845 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING	Crew	0	0	0	2
	Pass	0	0	0	2

-----Aircraft Information-----

Make/Model - BEECH 35-C33	Eng Make/Model - CONTINENTAL IO-470-K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3050	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 225 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	ST. PAUL, MN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	BEMIDJI, MN	PRINCETON MUNI
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 1000 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - SNOW		
Condition of Light - DUSK		

-----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,CFI	Current - YES	Total - 3403
SE LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 1402
		Last 30 Days- UNK/NR
		Instrument- 24
		Last 90 Days- 175

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID THAT AT 6000 FEET MSL THE ENGINE BEGAN TO MISS AND GOT WORSE. HE TRIED TO CORRECT THE SITUATION BUT COULD NOT. HE REQUESTED AND WAS GIVEN VECTORS TO THE PRINCETON ARPT. THE ARPT WAS CLOSED AT THE TIME DUE TO SNOW COVERED RUTS ON THE RNWY AND THE RNWY LIGHTS WERE OUT. HE WAS UNABLE TO LOCATE THE RNWY AND A LANDING WAS ACCOMPLISHED IN A OPEN AREA ON THE ARPT. THE ACFT RAN INTO THE EMBANKMENT DURING LANDING ROLL. POST-ACCIDENT EXAM REVEALED THAT THE RIGHT MAGNETO WOULD NOT BENCH CHECK SATISFACTORILY. THE SPARK PLUG CENTER ELECTRODES WERE BURNED DOWN ALMOST TO THE PORCLAIN.

Brief of Accident (Continued)

File No. - 1884

3/15/83

PRINCETON, MN

A/C Reg. No. N10HR

Time (Lcl) - 1845 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF

Phase of Operation CRUISE - NORMAL

Finding(s)

1. IGNITION SYSTEM, MAGNETO - OPEN
2. MAINTENANCE, MAJOR REPAIR - NOT PERFORMED - OTHER MAINTENANCE PSNL
3. IGNITION SYSTEM, SPARK PLUG - BURNED
4. MAINTENANCE, REPLACEMENT - NOT PERFORMED - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

5. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
6. WEATHER CONDITION - SNOW
7. LIGHT CONDITION - DUSK
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) 2,4

Factor(s) relating to this accident is/are finding(s) 5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1819

7/18/83

HIBBING,MN

A/C Reg. No. N4831V

Time (Lcl) - 0855 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

0

Injuries

Serious

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - BELLANCA 17-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-D
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 - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 110/003 KTS
Visibility - UNK/NR
Lowest Sky/Clouds -
Lowest Ceiling - 300 FT BROKEN
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MADELINE ISLAND,WI
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CHISHOLM-HIBBING
Runway Ident - 31
Runway Lth/Wid - 6494/ 150
Runway Surface - ASPHALT
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - SPECIAL VFR
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 49

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - 17-30

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 844
Make/Model- UNK/NR
Instrument- 2
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- 18
Last 90 Days- 26
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO DEPARTURE, THE PLT OBTAINED A WX BRIEFING & WAS ADVISED TO CHECK BACK BEFORE DEPARTING TO SEE IF ANYTHING HAD DEVELOPED. REPORTEDLY, HE TOOK OFF AT 0815 CDT, AND AT 0831 CDT, HE RADIOED THE HIBBING FSS FOR WX INFO. THE FSS SPECIALIST ADVISED THAT THE HIBBING WX WAS BELOW VFR MINIMUMS & THAT VFR FLT WAS NOT RECOMMENDED. THE PLT STATED THAT HE WAS VFR ON TOP, THEN STATED HE DIDN'T THINK HE HAD ENOUGH FUEL TO DIVERT TO ELT, MN. HE REQUESTED A SPECIAL VFR CLEARANCE TO HIBBING WHICH WAS PROVIDED. AT 0849, HE REPORTED INBOUND OVER THE HIBBING VOR (7 MI SW OF THE ARPT). AT APRX 0855, THE ACFT CRASHED, SOUTHWEST OF THE INSTRUMENT APCH COURSE TO RWY 31 ON A HEADING OF 020 DEG. INITIAL IMPACT WAS WITH TREES & THE ANGLE OF DESCENT WAS MORE THAN 15 DEG. WITNESSES REPORTED THE ENG SOUND INCREASED JUST BEFORE IMPACT. A STRONG ODOR OF FUEL WAS NOTED AT THE CRASH SITE. DESPITE IMPACT DAMAGE, SOME FUEL WAS FOUND IN THE TANKS. REPORTEDLY, THE PLT HAD PREVIOUSLY DECLARED LOW FUEL STATUS FOR PREFERRED HANDLING. FOG OBSCURED THE TREE TOPS.

Brief of Accident (Continued)

File No. - 1819

7/18/83

HIBBING, MN

A/C Reg. No. N4831V

Time (Lc1) - 0855 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - HAZE
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

6. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. 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) 4,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1831

9/01/83

ANOKA, MN

A/C Reg. No. N4975A

Time (Lc1) - 1945 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 1	0	0	0
Pass 1	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

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-L2G
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- 180/007 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CRYSTAL, MN
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 - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 24
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 305
Make/Model- 134
Instrument- 53
Multi-Eng - 9
Last 24 Hrs - 1
Last 30 Days- 4
Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RENTED THE ACFT & REPORTED THAT HE & HIS FRIEND WOULD BE GOING ON A LOCAL FLT. A WITNESS STATED THAT HE SAW THE ACFT FLY OVER AT AN ESTIMATED 1000 TO 1500 FT AGL. REPORTEDLY, THE ACFT WAS IN LEVEL FLT WHEN THE PLT "CUT" THE POWER, THE ACFT "NOSED UP A LITTLE BIT", THEN ENTERED A SPIN. ANOTHER WITNESS STATED THAT SHE SAW THE ACFT & THOUGHT THAT "THEY WERE DOING SOME KIND OF STUNT." SUBSEQUENTLY, THE ACFT IMPACTED THE GROUND IN A NOSE DOWN ATTITUDE. THE WRECKAGE WAS CONFINED WITHIN THE DIMENSIONS OF THE ACFT. NO PREIMPACT/MECHANICAL FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1831

9/01/83

ANOKA, MN

A/C Reg. No. N4975A

Time (Lc1) - 1945 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

1. STALL/SPIN - INTENTIONAL - PILOT IN COMMAND
 2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1961 8/24/83 BOONVILLE, MO A/C Reg. No. N5270X Time (Lcl) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew	2	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During - DESCENT						

-----Aircraft Information-----

Make/Model - CHAMPION 7KCAB	Eng Make/Model - LYCOMING IO-320-E2A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	UNK/NR
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 060/003 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 939
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 44
		Multi-Eng - 12
		Last 24 Hrs - 1
		Last 30 Days- 74
		Last 90 Days- 242
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED IN A NOSE LOW, LEFT WING LOW ATTITUDE DURING AN AEROBATIC TRAINING FLT. THERE WERE NO SIGNS OF STRETCH ON THE SEAT BELTS OF BOTH SEATS. THE INSTRUCTOR PLT'S BODY WAS FOUND IN THE WRECKAGE; HOWEVER, THE PRIVATE PLT'S BODY WAS FOUND ABOUT 900 FT EAST OF THE WRECKAGE. EXAMINATION OF THE PRIVATE PLT'S PARACHUTE REVEALED EVIDENCE OF IMPACT DAMAGE. EXAMINATION OF THE WRECKAGE REVEALED THAT THE CABLE BETWEEN THE RIGHT REAR RUDDER PEDAL & THE RUDDER WAS FOUND DISCONNECTED AT THE PEDAL END. THE END OF THE CABLE WAS PULLED OUT OF THE NICOPRESS SLEEVE. THE SLEEVE WAS TESTED WITH A TERMINAL GAUGE & THE COMPRESSED PORTION OF THE SLEEVE WOULD NOT ENTER THE GAUGE. IT COULD NOT BE DETERMINED IF THE CABLE DISCONNECTED PRIOR TO OR DURING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1961

8/24/83

BOONVILLE,MO

A/C Reg. No. N5270X

Time (Lc1) - 1730 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. UNDETERMINED
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1896

9/04/83

EASTON, MO

A/C Reg. No. N23085

Time (Lcl) - 1230 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
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - WEST-HECKMAN BABY-ACE
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 900
No. of Seats - 1

Eng Make/Model - CONTINENTAL A-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 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- 180/035 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TARKIO, MO
Destination
PLATTSBURG, MO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 62

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	-	70	Last 24 Hrs	-	2
Make/Model	-	70	Last 30 Days	-	UNK/NR
Instrument	-	UNK/NR	Last 90 Days	-	9
Multi-Eng	-	UNK/NR	Rotorcraft	-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE TOOK OFF FROM TARKIO, MO ON A RETURN FLT TO PLATTSBURG, MO WITH 1/2 TO 3/4 OF A TANK OF AUTO FUEL. HE ENCOUNTERED STRONG HEAD WINDS, AND SUBSEQUENTLY, NOTICED THAT THE FUEL GAGE WAS REGISTERING EMPTY. AT ABOUT THAT TIME, THE ENG LOST POWER FROM FUEL EXHAUSTION. WHILE LANDING BESIDE A HIGHWAY, THE ACFT IMPACTED WITH TERRAIN & THE LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1896

9/04/83

EASTON,MO

A/C Reg. No. N2308S

Time (Lc1) - 1230 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1943

9/08/83

CATRON, MO

A/C Reg. No. N4889Q

Time (Lcl) - 1145 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - CESSNA 188B

Eng Make/Model - LYCOMING IO-520-D

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 3300

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 300 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 200/005 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

CATRON

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

HELICOPTER

Age - 44

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - 172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 14000

Make/Model- 3000

Instrument- 40

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WENT OUT OF CONTROL DURING THE TAKEOFF ROLL FROM A FARM FIELD. THE PLT STATES THAT AS THE ROLL BEGAN THE LEFT WING STARTED TO DROP AND THE ACFT BEGAN TURNING LEFT. THE PLT TRIED TO CORRECT WITH RIGHT BRAKE BUT WAS UNABLE TO MAKE A CORRECTION. THE LEFT WING MADE GROUND CONTACT AND THE PLT CUT THE POWER AND SLIDE TO A STOP. AN EXAMINATION BY FAA SHOWED THAT AN ATTACH BOLT HAD SHEARED, THE STRUT ABOVE THE WHEEL BROKE AND THE LEFT WHEEL SEPARATED FROM THE ACFT.

Brief of Accident (Continued)

File No. - 1943

9/08/83

CATRON, MO

A/C Reg. No. N4889Q

Time (Lc1) - 1145 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. LANDING GEAR, MAIN GEAR ATTACHMENT - FAILURE, TOTAL
2. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1840 11/11/83 KIRKSVILLE,MO A/C Reg. No. N9117Y Time (Lcl) - 1945 CST

-----Basic Information-----

Type Operating Certificate-COMMUTER	Aircraft Damage SUBSTANTIAL			Injuries	
Type of Operation - SCHEDULED, DOMESTIC, CARGO	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During - CRUISE			0	0	0
					2
					0

-----Aircraft Information-----

Make/Model - PIPER PA-31-310	Eng Make/Model - LYCOMING TIO-540-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	UNK/NR
Method - UNK/NR	ST. LOUIS, MO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	KIRKSVILLE, MO	
Wind Dir/Speed- 030/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	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 - 25000 FT BROKEN	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5197
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - PA-31	Make/Model- 500
		Instrument- 86
		Last 30 Days- UNK/NR
		Last 90 Days- 180
		Multi-Eng - 3604

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKING OFF & CLIMBING TO 2000 FT, THE PLT HEARD A "THUD." HE REDUCED POWER & DETECTED NO MECHANICAL OR CONTROL PROBLEM & CONTINUED TO KIRKSVILLE, MO. AFTER LANDING, DAMAGE & EVIDENCE OF A BIRD STRIKE WERE FOUND ON THE LEADING EDGE OF THE RIGHT WING.

Brief of Accident (Continued)

File No. - 1840

11/11/83

KIRKSVILLE, MO

A/C Reg. No. N9117Y

Time (Lcl) - 1945 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. OBJECT - BIRD(S)
3. WING - FOREIGN OBJECT DAMAGE

----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. - 1949 11/26/83 JACKSON,MS A/C Reg. No. N64791 Time (Lcl) - 0140 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA 172P	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 - UNK/NR	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	JACKSON,TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	THOMPSON FIELD
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 15L
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - 8500/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 85
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model- 28
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DITCHED IN A RESERVOIR AT NIGHT AFTER A POWER LOSS. THE PLT WAS DESCENDING TO LAND, IN PREPARATION FOR THE LANDING THE PLT SWITCHED FUEL TANKS ON THE SELECTOR VALVE TO WHAT HE THOUGHT WAS BOTH TANKS POSITION. SHORTLY AFTER THIS THE ENGINE QUIT. THE PLT CHECKED THE FUEL SELECTOR BUT DID NOT CHANGE IT. HE CHANGED THE MAGNETO FROM BOTH TO RIGHT AND BACK TO BOTH. WHEN THE ENGINE FAILED TO RESTART HE WAS FORCED TO DITCH SHORT OF THE ARPT. THE OCCUPANTS EXITED AND SWAM TO SHORE SAFELY. WHEN THE ACFT WAS SALVAGED THE FUEL SELECTOR WAS FOUND IN THE OFF POSITION. NO FUEL WAS IN THE GASCOLATOR OR CARBURETOR. THE PLT STATED THAT THIS FUEL SELECTOR WAS DIFFERENT FROM OTHER ACFT HE HAD FLOWN AND IN THE DARKNESS HE SELECTED AN IMPROPER POSITION. THE "OFF" POSITION IS DIRECTLY OPPOSITE THE "BOTH" POSITION. THERE IS NO GUARD OR PROTECTIVE DEVICE TO PREVENT MOVING THE SELECTOR TO OFF INADVERTENTLY.

Brief of Accident (Continued)

File No. - 1949

11/26/83

JACKSON, MS

A/C Reg. No. N64791

Time (Lcl) - 0140 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. FLUID, FUEL - STARVATION
5. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
6. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), AIRCRAFT COMPONENT - MANUFACTURER
7. FUEL SYSTEM, SELECTOR VALVE - SWITCHED OFF
8. REMEDIAL ACTION - INACCURATE - PILOT IN COMMAND

Occurrence #2 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. TERRAIN CONDITION - WATER, GLASSY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,7,8

Factor(s) relating to this accident is/are finding(s) 1,4,6,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1839 7/17/83 FORSYTH,MT A/C Reg. No. N5479B Time (Lcl) - 1500 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

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-L
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 - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ROUNDUP,MT
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FULL STOP
FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TILLITT
Runway Ident - 08
Runway Lth/Wid - 4800/ 75
Runway Surface - GRASS/TURF
Runway Status - ROUGH

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1375	Last 24 Hrs	-	4
Make/Model	-	800	Last 30 Days	-	UNK/NR
Instrument	-	5	Last 90 Days	-	23

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT ORIGINATED AT CAMBRIDGE, ID WITH A PLANNED REFUELING STOP AT BILLINGS, MT. THE PLT STATED THE ACFT WAS "TOPPED OFF" AT CAMBRIDGE BEFORE TAKEOFF. EN ROUTE, SOUTHERLY WINDS WERE ENCOUNTERED WHICH DRIFTED THE ACFT NORTH, SO A REFUELING STOP WAS MADE AT ROUNDUP, MT. NO FUEL WAS AVAILABLE & THE PLT ESTIMATED 15 GAL WAS REMAINING, SO HE ELECTED TO FLY 81 MI TO FORSYTH, MT. DURING ARRIVAL AT FORSYTH, THE ENG LOST POWER. DURING AN EMERGENCY LANDING, THE ACFT WENT THRU A FENCE, THEN HIT ANOTHER FENCE & 2 TREES. ACCORDING TO THE PLT, HE DRAINED 5 GAL OF FUEL FROM THE ACFT (WHICH WAS LEAKING FUEL). THE ACFT HELD 3.5 GAL OF UNUSABLE FUEL. LATER, THE ENG WAS STARTED & RUN TO 1500 RPM, BUT NO HIGHER DUE TO A BENT BLADE. AN EXAM OF THE ENG REVEALED NO PREIMPACT DISCREPANCIES. THE TEMP WAS 88 DEG, BUT THE DEW POINT WAS UNKNOWN. APRX 9 GAL OF FUEL WOULD HAVE BEEN REQUIRED TO FLY TO FORSYTH FROM ROUNDUP.

Brief of Accident (Continued)

File No. - 1839

7/17/83

FORSYTH,MT

A/C Reg. No. N5479B

Time (Lcl) - 1500 MDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

2. OBJECT - FENCE
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. - 1927 6/08/83 MOCKSVILLE, NC A/C Reg. No. N5722T Time (Lcl) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	1	0	1
Accident Occurred During	-APPROACH		Other 0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 172	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 - 2300	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	TWIN LAKES
Wind Dir/Speed- 040/008 KTS	ATC/Airspace	Runway Ident - 09
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2950/ 50
Lowest Sky/Clouds - 4500 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 - 17	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 51
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 51
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

N5722T, A CESSNA 172, AND N3452J, A CESSNA 150, COLLIDED OVER THE APPROACH END OF RUNWAY 09 WHILE BOTH ACFT WERE ON SHORT FINAL APPROACH. BOTH ACFT IMPACTED THE RUNWAY AND CAME TO REST ABOUT 180 FT EAST OF RUNWAY 09 THRESHOLD.

Brief of Accident (Continued)

File No. - 1927

6/08/83

MOCKSVILLE, NC

A/C Reg. No. N5722T

Time (Lcl) - 1600 EDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. RADIO COMMUNICATIONS - NOT ATTAINED - 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1927 6/08/83 MOCKSVILLE, NC A/C Reg. No. N3452J Time (Lcl) - 1600 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	1	0
Accident Occurred During	-APPROACH		Pass 0	0	1	0
			Other 0	1	0	2

-----Aircraft Information-----

Make/Model - CESSNA 150G	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 145 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 040/008 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - 4500 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 MOCKSVILLE, GA</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 TWIN LAKES</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 2950/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 396
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 148
		Instrument- 56
		Last 30 Days- UNK/NR
		Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N5722T, A CESSNA 172, AND N3452J, A CESSNA 150, COLLIDED OVER THE APPROACH END OF RUNWAY 09 WHILE BOTH ACFT WERE ON SHORT FINAL APPROACH. BOTH ACFT IMPACTED THE RUNWAY AND CAME TO REST ABOUT 280 FT EAST OF RUNWAY 09 THRESHOLD.

Brief of Accident (Continued)

File No. - 1927

6/08/83

MOCKSVILLE, NC

A/C Reg. No. N3452J

Time (Lc1) - 1600 EDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1936 7/02/83 ERNUL,NC A/C Reg. No. NONE Time (Lc1) - 1210 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -CLIMB

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - AIRMASS SUNBURST MODEL B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - CUYUNA 430R
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- 225/005 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
HAVELOCK,NC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg -

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 32
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR

	Flight Time (Hours)	
Total	10	Last 24 Hrs - UNK/NR
Make/Model-	10	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS EN ROUTE FROM AYDEN, NC, WHERE HE PURCHASED THE ULTRALIGHT, TO HIS HOME IN HAVELOCK, NC. WHILE EN ROUTE, HE HAD LANDED AT ERNUL, NC TO REFUEL. AFTER REFUELING, HE TOOK OFF, CIRCLED BACK OVER THE FIELD, THEN ADDED POWER & BEGAN TO CLIMB. AT ABOUT THAT TIME, THE LEFT WING FOLDED UP FROM THE ROOT, AND SUBSEQUENTLY, THE ULTRALIGHT IMPACTED THE GROUND IN A STEEP NOSE-DOWN ATTITUDE. AN INVESTIGATION REVEALED THAT BOTH LEFT WING FLYING WIRES (CABLES) HAD SEPARATED WHERE THEY WERE ROUTED OVER THIMBLES FOR ATTACHMENT TO THE HANG CAGE. THE NICOPRESS SLEEVE (SWEDGE FITTING) ON ONE OF THE CABLES HAD BEEN INSTALLED OVER THE PLASTIC COATING ON THE CABLE, RATHER THAN DIRECTLY ON THE CABLE.

Brief of Accident (Continued)

File No. - 1936

7/02/83

ERNUL,NC

A/C Reg. No. NONE

Time (Lc1) - 1210 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB

Finding(s)

1. WING,BRACING WIRE - DISCONNECTED
 2. MAINTENANCE,INSTALLATION - IMPROPER -
 3. WING - FAILURE,TOTAL
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1828 7/17/83 ASHEVILLE,NC A/C Reg. No. N55703 Time (Lcl) - 1110 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

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-L2A
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - UNK/NR

Wind Dir/Speed- 350/008 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - PART OBS

Lowest Ceiling - 30000 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NEW MARKET,VA

Destination

CLEVELAND,TN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - ASPHALT

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)

PRIVATE

SE LAND

Age - 57

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 864

Make/Model- 46

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 46

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED ON A X-COUNTRY FLT WITHOUT OBTAINING A WX BRIEFING. HE INDICATED THAT DURING THE FLT, HE WAS FLYING OVER A BROKEN SKY CONDITION & REPORTED THAT THE VOR WENT BAD. AFTER FLYING ABOUT 5 HRS, HE BECAME UNSURE OF HIS LOCATION. WITH THE FUEL RUNNING LOW, THE PLT ELECTED TO LAND ON AN INTERSTATE HIGHWAY. THE ACFT WAS SPACED ABOUT 300 FT BEHIND A TRACTOR TRAILER TRUCK FOR A PRECAUTIONARY LANDING. HOWEVER, DURING THE LANDING ROLL, THE PLT LOST CONTROL & THE ACFT WENT OFF THE RIGHT SIDE OF THE HIGHWAY & NOSED OVER. THE PLT BELIEVED THAT HE HAD ENCOUNTERED WAKE TURBULENCE BEHIND THE TRUCK. THE PLT WAS NOT INSTRUMENT RATED & REPORTED ONLY 1.5 HRS OF INSTRUMENT TIME.

Brief of Accident (Continued)

File No. - 1828

7/17/83

ASHEVILLE,NC

A/C Reg. No. N55703

Time (Lc1) - 1110 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - HAZE
4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
5. IMPROPER DECISION,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
6. IMPROPER DECISION,DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation LANDING - ROLL

Finding(s)

7. COMM/NAV EQUIPMENT,VOR RECEIVER - UNDETERMINED
8. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
9. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
10. FLUID,FUEL - LOW LEVEL
11. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
12. OBJECT - VEHICLE
13. CLEARANCE - INADEQUATE - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

14. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

15. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 9,13

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,10,12,15

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1924

8/02/83

GREENSBORO, NC

A/C Reg. No. N39710

Time (Lcl) - 0950 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	1	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 310
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-V0
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 260/007 KTS
Visibility - UNK/NR
Lowest Sky/Clouds -
Lowest Ceiling - 700 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HARRISBURG, PA
Destination
JONESBORO, GA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg -

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GREENSBORO
Runway Ident - 23
Runway Lth/Wid - 8300/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 20
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 999
Make/Model- 13
Instrument- 51
Multi-Eng - 13
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 140

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED SHORT OF THE RWY AFTER A LOSS OF POWER IN THE ENGINE OCCURRED DURING THE SECOND APPROACH ATTEMPT TO THE AIRPORT. ACCORDING TO THE PLT, EMERGENCY PROCEDURES WERE INITIATED, AND AN ENGINE RESTART WAS ATTEMPTED. WHEN UNABLE TO RESTART THE ENGINE, THE PLT ELECTED TO LAND IN A CORNFIELD ABOUT 1 1/2 MI SHORT OF THE RUNWAY. EXAMINATION OF THE ACFT FUEL TANKS SHOWED LESS THAN 1 PINT IN THE LEFT MAIN, 2 GAL IN THE RIGHT MAIN AND AUXILIARY FUEL TANK APPROXIMATELY 1/2 FULL.

Brief of Accident (Continued)

File No. - 1924

8/02/83

GREENSBORO, NC

A/C Reg. No. N39710

Time (Lcl) - 0950 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. FLUID, FUEL - STARVATION
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
4. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN
8. LANDING GEAR, MAIN GEAR - OVERLOAD
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) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1885 8/19/83 MT. AIRY, NC A/C Reg. No. N6439J Time (Lcl) - 1930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

3

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2175
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/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 - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SURRY COUNTY
Runway Ident - 36
Runway Lth/Wid - 3500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 20
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 81 Last 24 Hrs - 1
Make/Model - 2 Last 30 Days - UNK/NR
Instrument - 2 Last 90 Days - 32

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, AFTER TAKEOFF, AT ABOUT 300 FEET AGL HE NOTICED AN ABNORMALITY BUT NO LOSS OF RPM. AFTER TURNING TO RETURN FOR LANDING THE ENGINE LOST POWER COMPLETELY. PRIOR TO REACHING A FIELD STRAIGHT AHEAD, THE ACFT STRUCK A POWER LINE CAUSING THE PILOT TO LOSE CONTROL. THE ACFT STRUCK THE TOP OF A TREE, TOUCHED DOWN BEHIND A HOUSE THEN SLID 100 FEET AND STRUCK A SHED. POST-ACCIDENT EXAM OF THE ENGINE REVEALED NO REASON FOR THE POWER LOSS. THE PILOT HAD NOT BEEN CHECKED OUT IN THIS MAKE/MODEL ACFT.

Brief of Accident (Continued)

File No. - 1885

8/19/83

MT. AIRY, NC

A/C Reg. No. N6439J

Time (Lcl) - 1930 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. OBJECT - WIRE, TRANSMISSION
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - UNQUALIFIED PERSON
4. PROPER DESCENT RATE - NOT MAINTAINED - UNQUALIFIED PERSON

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - BUILDING(NONRESIDENTIAL)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1915

9/24/83

MOCKSVILLE, NC

A/C Reg. No. N737DR

Time (Lcl) - 1430 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-320 H2AD
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 - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 070/005 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

TWIN LAKES
Runway Ident - 27
Runway Lth/Wid - 2900/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 68

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	-	350	Last 24 Hrs	-	UNK/NR
Make/Model	-	20	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	16

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT OVERRAN THE RWY DURING A NO-FLAP LANDING ROLL-OUT. THE PLT REPORTED THAT HE HAD ELECTRICAL FAILURE AFTER TAKEOFF AND RETURNED TO LAND BUT HE WAS UNABLE TO EXTEND THE FLAPS. THE APPROACH WAS HIGH AND FAST BUT THE PLT CONTINUED AND TOUCHED DOWN LONG. AS THE ACFT WENT OFF THE RWY END IT NOSED OVER. EXAMINATION OF THE ELECTRICAL SYSTEM FAILED TO REVEAL ANY FAILURE. INVESTIGATION REVEALED THE ACFT NEEDED A JUMP START PRIOR TO THE FLT.

Brief of Accident (Continued)

File No. - 1915

9/24/83

MOCKSVILLE, NC

A/C Reg. No. N737DR

Time (Lc1) - 1430 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
 2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1820

9/25/83

BENSON, NC

A/C Reg. No. N8360B

Time (Lcl) - 0858 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

2

0

0

0

Accident Occurred During -OTHER

-----Aircraft Information-----

Make/Model - CESSNA 172

Eng Make/Model - CONTINENTAL O-300-A

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2075

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 145 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 030/006 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- SMOKE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SMITHFIELD, NC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

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 - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 50

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 645

Make/Model- 642

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

APRX 3 MI SOUTH OF THE CRASH SITE, A WITNESS SAW THE ACFT FLYING NORTHBOUND ALONG A RAILROAD TRACK. HE REPORTED THAT THE ACFT WAS FLYING BELOW TREE TOP LEVEL & THE ENG WAS RUNNING SMOOTHLY. A SHORT TIME LATER, ANOTHER WITNESS APRX 1 1/2 MI FURTHER NORTH, ALSO SAW THE ACFT HEADING NORTH & REPORTED ITS ALT WAS SLIGHTLY ABOVE THE LEVEL OF THE TREES. THE ACCIDENT OCCURRED WHEN THE ACFT STRUCK A POWER LINE THAT CROSSED THE RAILROAD TRACK AT ABOUT 50 FT AGL. AFTER IMPACT, THE ACFT CAME TO REST NEXT TO THE TRACKS IN AN INVERTED ATTITUDE. NO DISCREPANCIES WERE FOUND THAT WOULD HAVE RESULT IN A PREIMPACT LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1820

9/25/83

BENSON, NC

A/C Reg. No. N8360B

Time (Lc1) - 0858 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. OBJECT - WIRE, TRANSMISSION
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1930 6/23/83 ST. THOMAS,ND A/C Reg. No. N3422B Time (Lcl) - 1515 CDT

-----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

Crew
Pass

-----Aircraft Information-----

Make/Model - BEECH D35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2700
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-11
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 205 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 - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

ST. THOMAS MUNICIPAL
Runway Ident - 35
Runway Lth/Wid - 2400/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 354
Make/Model- 60
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AFTER A FLT TO INSPECT FARM FIELDS HE "MADE AN APPROACH TO THE ARPT AND LANDED WITH THE GEAR UP."
HE SAID HE HEARD THE GEAR WARNING AS HE CROSSED THE THRESHOLD BUT INTERPETED IT AS A STALL WARNING.

Brief of Accident (Continued)

File No. - 1930

6/23/83

ST. THOMAS,ND

A/C Reg. No. N3422B

Time (Lc1) - 1515 CDT

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
2. CHECKLIST - NOT USED - 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. - 1991 11/01/83 HILLSBORO,ND A/C Reg. No. N6141K Time (Lc1) - 2200 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-MANEUVERING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

<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- 170/006 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination FARGO,ND</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - PRECAUTIONARY LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data HILLSBORO MUNICIPAL</p> <p>Runway Ident - 34</p> <p>Runway Lth/Wid - 3300/ 60</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - ROUGH</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 22</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 58</p> <p>Make/Model- 48</p> <p>Instrument- 3</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 15</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT ENCOUNTERED FOG IMMEDIATELY AFTER TAKEOFF AT ABOUT 150 AGL. THE PLT LOOKED BACK & COULD STILL SEE THE RWY LIGHTS, HE THEN BEGAN A DESCENDING RT TURN TO THE RWY TO LAND. DURING THIS DESCENDING TURN, THE RT WING HIT THE GROUND FOLLOWED BY THE NOSE GEAR AND PROPELLER.

Brief of Accident (Continued)

File No. - 1991

11/01/83

HILLSBORO,ND

A/C Reg. No. N6141K

Time (Lc1) - 2200 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - FOG
 2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
 4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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. - 1822 11/06/83 ANGORA,NE A/C Reg. No. N39468 Time (Lcl) - 1355 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Crew
Pass

-----Aircraft Information-----

Make/Model - STINSON 108
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1175
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-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- 240/008 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

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 - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 28

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	134	Last 24 Hrs - UNK/NR
Make/Model-	31		Last 30 Days- UNK/NR
Instrument-	2		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ENG BEGAN RUNNING ROUGH, THEN QUIT WHILE HE WAS FLYING OVER AN AREA OF ROUGH TERRAIN. HE REPORTED THAT AS HE WAS MAKING A FORCED LANDING, THE ACFT CAME IN CONTACT WITH A WASHED OUT DITCH, CARTWHEELED & HIT A FENCE. AN EXAM OF THE ENG REVEALED THAT THE #4 EXHAUST VALVE STEM HAD FAILED. THE #4 PISTON WAS DISINTEGRATED & PIECES WERE SCATTERED THRU-OUT THE INSIDE OF THE ENG, BUT THE VALVE HEAD WAS NOT FOUND. THE ENG HAD ACCUMULATED 555 HRS SINCE THE LAST MAJOR OVERHAUL.

Brief of Accident (Continued)

File No. - 1822

11/06/83

ANGORA, NE

A/C Reg. No. N39468

Time (Lcl) - 1355 MST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. ENGINE ASSEMBLY, VALVE - 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

Finding(s)

2. TERRAIN CONDITION - DITCH

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

3. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1879 10/27/83 NORTH CONWAY, NH A/C Reg. No. N7629 Time (Lcl) - 1300 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	-MANEUVERING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- SCHWEIZER SGS 1-34	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- UNK/NR	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 600	Engine Type	- N/A		
No. of Seats	- 1	Rated Power	- N/A		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 320/010 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - 8000 FT SCATTERED</p> <p>Lowest Ceiling -</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>NO. CONWAY, NH</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - UNK/NR</p> <p>Type of Clearance - UNK/NR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>WHITE MOUNTAIN</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 3000/ 70</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 338
SE LAND	Months Since - UNK/NR	Make/Model- 35
GLIDER	Aircraft Type - UNK/NR	Instrument- 56
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - UNK/NR

-----Narrative-----

ACCORDING TO THE PILOT, THE GLIDER WAS TOWED TO 2000 FEET AND RELEASED, IN LIFT. FLT WAS IN LIFT FOR ABOUT 30 MINUTES WHEN A STRONG SINK WAS SUDDENLY ENCOUNTERED. THE GLIDER CRASHED INTO TREES.

Brief of Accident (Continued)

File No. - 1879

10/27/83

NORTH CONWAY, NH

A/C Reg. No. N7629

Time (Lc1) - 1300 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1954

5/17/83

TETERBORO, NJ

A/C Reg. No. N2308T

Time (Lc1) - 2240 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 - TAXI

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 2

Eng Make/Model - LYCOMING IO-360
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - NIGHT(DARK)

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

TETERBORO
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 - UNK/NR

Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

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-----

ACFT COLLIDED WITH TAXIWAY SIGN COLLAPSING THE RIGHT LANDING GEAR.

Brief of Accident (Continued)

File No. - 1954

5/17/83

TETERBORO,NJ

A/C Reg. No. N2308T

Time (Lc1) - 2240 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

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. - 1953 8/20/83 FARMINGDALE, NJ A/C Reg. No. N19049 Time (Lcl) - 0915 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire NONE

Crew 0
Pass 0

Fatal 0

Injuries

Serious 0

Minor 0

None 1

0 0 0

-----Aircraft Information-----

Make/Model - CESSNA 150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 240/005 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 23

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 22

Make/Model- 22

Instrument- 2

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PLT WAS ON FIRST SOLO, ACFT OPERATED BY ARMY FLYING CLUB. DURING INITIAL CLIMB ENG QUIT DUE TO FUEL EXHAUSTION. ACFT LANDED IN GRAVEL PIT & FLIPPED OVER.

Brief of Accident (Continued)

File No. - 1953

8/20/83

FARMINGDALE,NJ

A/C Reg. No. N19049

Time (Lc1) - 0915 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - NORMAL

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1853 11/13/83 HACKETTSTOWN,NJ A/C Reg. No. N4720L Time (Lcl) - 1530 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During	-APPROACH						

-----Aircraft Information-----

Make/Model	- PIPER PA-28	Eng Make/Model	- LYCOMING O-360-A4A	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	HACKETTSTOWN,NJ	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	HACKETTSTOWN
Wind Dir/Speed	- 180/003 KTS	ATC/Airspace	Runway Ident
Visibility	- UNK/NR	Type of Flight Plan	- 05
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 3000/ 60
Lowest Ceiling	-	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 270	Last 24 Hrs - 2
SE LAND	Months Since - UNK/NR	Make/Model- 36	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 9
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

ACCORDING TO THE PLT, HE MADE AN EXTENDED PATTERN TO KEEP SPACING ON A SLOWER ACFT THAT WAS LANDING. HE STATED THAT HE WENT THRU THE LANDING CHECKLIST & EVERYTHING SEEMED NORMAL. ON FINAL APCH, THE ACFT GOT A LITTLE LOW, BUT WHEN THE THROTTLE WAS ADVANCED, THE ENG FAILED TO RESPOND. THE PLT ATTEMPTED TO GLIDE TO THE RWY, BUT WAS UNABLE TO CLEAR OVER A HEDGEROW. NO PREIMPACT/MECHANICAL FAILURE OR MALFUNCTION WAS FOUND. THE PLT STATED THAT EARLIER IN THE FLT, CARBURETOR ICING WAS EXPERIENCED WHICH CLEARED UP WHEN CARBURETOR HEAT WAS APPLIED.

Brief of Accident (Continued)

File No. - 1853

11/13/83

HACKETTSTOWN, NJ

A/C Reg. No. N4720L

Time (Lc1) - 1530 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

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 APPROACH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1955 11/17/83 PITTSTOWN, NJ A/C Reg. No. N18937 Time (Lcl) - 1300 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- BEECH B23	Eng Make/Model	- LYCOMING O-360-A4K	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 260/020 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</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>TRENTON, NJ</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>SKY MANOR</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 2504/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, CFI</p> <p>SE LAND</p>	<p>Age - 25</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 - 337</p> <p>Make/Model- 14</p> <p>Instrument- 40</p> <p>Multi-Eng - 5</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 207</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FIRST LANDING THE FLT ENCOUNTERED WINDSHEAR. THE STUDENT DID NOT MAKE PROPER CORRECTION SO THE CFI TOOK CONTROL & LANDED THE ACFT. PRIOR TO PERFORMING ANOTHER TAKEOFF & LANDING, THE PROBLEM OF WINDSHEAR & WHAT PROPER ACTION TO TAKE WAS DISCUSSED. DURING THE NEXT LANDING WINDSHEAR WAS AGAIN ENCOUNTERED. THE STUDENT PULLED THE NOSE UP INTO A STALL CONFIGURATION, & AS THE SINK RATE INCREASED THE CFI GRABBED THE CONTROLS, ADDED 3/4 POWER & LOWERED THE NOSE. HOWEVER, THE ACFT LANDED HARD COLLAPSING THE NOSE & RIGHT LANDING GEAR. WIND WAS GUSTING 35 KTS.

Brief of Accident (Continued)

File No. - 1955

11/17/83

PITTSBOWN,NJ

A/C Reg. No. N18937

Time (Lc1) - 1300 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - WINDSHEAR
3. FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. LANDING GEAR,NOSE GEAR - OVERLOAD
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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1802 3/15/83 RAMON,NM A/C Reg. No. N1841P Time (Lcl) - 1530 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	3

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1840
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/012 KTS
Visibility - UNK/NR
Lowest Sky/Clouds -
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TUCUMCARI,NM
Destination
BELLEN,NM

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 62

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 1750	Last 24 Hrs	- 5
Make/Model-	100	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	15
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT DEPARTED OKLAHOMA CITY, OK WITH EN ROUTE STOPS PLANNED AT AMARILLO, TX TUCUMCARI, NM. AT TUCUMCARI, THE OCCUPANTS FOUND THEMSELVES "STAGGERING A LITTLE" & CONCLUDED THIS WAS FROM EXPOSURE TO HI ALT (EN ROUTE 6500 FT, TUCUMCARI, 4065 FT). AFTER LEVELING AT 9600 FT ON THE NEXT LEG OF THE PLT, THE RGT FNT SEAT OCCUPANT BECAME NAUSEOUS, VOMITED & FELL ASLEEP. THE PLT BEGAN FEELING SLEEPY & PASSED OUT (FROM CARBON MONOXIDE). THE ACFT BEGAN A CIRCLING DESCENT & EFFORTS BY THE BACK SEAT OCCUPANTS TO REVIVE THOSE IN THE FNT SEATS WERE UNSUCCESSFUL, EXCEPT BRIEFLY, WHEN THE PLT ASKED "WHERE IS THE RWY." A 15 YR OLD PASSENGER IN THE BACK SEAT TOOK CONTROL OF THE ACFT BY REACHING BETWEEN THE SEATS, BUT THE ACFT HIT A FENCE DURING AN EMERGENCY FLARE-TOUCHDOWN. MULTIPLE EXHAUST CRACKS/LEAKS WERE FOUND IN THE HEATER-MUFFLER. THE ACFT HAD RECENT ANNUAL & 100 HR INSPECTIONS. THE MECHANICS REPORTED, EXHAUST AD/INSPECTIONS WERE MADE. THE OWNER HAD PERFORMED SOME OF HIS OWN MAINTENANCE, BUT HAD ALLOWED OPERATION WITH SEVERAL DISCREPANCIES.

Brief of Accident (Continued)

File No. - 1802

3/15/83

RAMON,NM

A/C Reg. No. N1841P

Time (Lc1) - 1530 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation OTHER

Finding(s)

1. MAINTENANCE - INADEQUATE - COMPANY/OPERATOR MGMT
2. EXHAUST SYSTEM,MUFFLER - CRACKED
3. MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
4. MAINTENANCE,100 HOUR INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
5. MAINTENANCE,COMPLIANCE WITH AD - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

6. FUSELAGE,CREW COMPARTMENT - FUMES
7. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INCAPACITATION(CARBON MONOXIDE) - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. AIRCRAFT HANDLING - PERFORMED - PASSENGER

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

10. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6,8

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1882 3/18/83 TORREON,NM A/C Reg. No. N5395E Time (Lc1) - 1100 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation	-PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	0	0	0	1
Accident Occurred During	-LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model	- BEECH K35	Eng Make/Model	- CONTINENTAL IO-470-C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 250 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - UNK/NR</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point ALBUQUERQUE,NM</p> <p>Destination FARMINGTON,NM</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 - 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) NONE</p>	<p>Age - UNK/NR</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - UNK/NR</p> <p>Flight Time (Hours)</p> <p>Total - 500</p> <p>Make/Model- 450</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p>	<p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT, WHO WAS NOT CERTIFICATED, STATED THAT PRIOR TO DEPARTURE HE RECEIVED A WX BRIEFING BY TELEPHONE FROM THE FSS. ENROUTE, AFTER MAKING SEVERAL HEADING CHANGES TO AVOID WX HE FOUND HIMSELF SURROUNDED BY LOW CEILING AND PRECIPITATION. HE DECIDED TO MAKE A PRECAUTIONARY LANDING ON A PAVED ROAD. ON THE FINAL TURN, THE ENGINE QUIT DUE TO FUEL EXHAUSTION. THE PILOT HAD SWITCHED TO HIS AUXILIARY TANK JUST PRIOR TO DECIDING TO LAND AND NEGLECTED TO SWITCH BACK TO THE MAIN TANKS.

Brief of Accident (Continued)

File No. - 1882

3/18/83

TORREON,NM

A/C Reg. No. N5395E

Time (Lcl) - 1100 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - SNOW
2. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

6. FLUID, FUEL - EXHAUSTION
7. FUEL TANK SELECTOR POSITION - SELECTED - PILOT IN COMMAND
8. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 2,5,7,8

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. - 1804 3/30/83 LOS LUNAS, NM A/C Reg. No. N2421S Time (Lcl) - 1140 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	1	0
Accident Occurred During -LANDING		0	0	1	0

-----Aircraft Information-----

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1625	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	TRUTH OR CONS, NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MID VALLEY
Wind Dir/Speed- 220/003 KTS	ATC/Airspace	Runway Ident - 17
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2150
SE LAND	Months Since - UNK/NR	Make/Model- 200
	Aircraft Type - UNK/NR	Instrument- 5
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL, THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT & IT WENT OFF THE RIGHT SIDE OF THE RWY & HIT AN IRRIGATION DITCH. REPORTEDLY, THERE WAS NO ACFT MALFUNCTION OR FAILURE PRIOR TO THE MISHAP.

Brief of Accident (Continued)

File No. - 1804

3/30/83

LOS LUNAS,NM

A/C Reg. No. N2421S

Time (Lcl) - 1140 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. 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) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1901 4/18/83 SOCORRO,NM A/C Reg. No. N5064P Time (Lcl) - 1220 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
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA 24-180
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/012 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RATON,NM
Destination
SOCORRO,NM

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SOCORRO
Runway Ident - 15
Runway Lth/Wid - 5848/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 395	Last 24 Hrs	- UNK/NR
Make/Model-	32	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 WAS RETURNING FROM A CROSS-COUNTRY FLT AND CRASH LANDED ABOUT 1 MILE FROM THE ARPT WHEN THE ENGINE QUIT. THE PILOT SAID HE ADDED POWER TO REACH THE RWY BUT THE ENGINE WOULD NOT RESPOND. THE ACFT IMPACTED THE GROUND AND SLID TO A STOP. AN FAA REPRESENTATIVE VISITED THE SCENE ABOUT 3 HOURS AFTER THE ACCIDENT. HE STATED HE COULD FIND NO FUEL IN EITHER TANK AND NO EVIDENCE OF FUEL LEAKAGE. HE ALSO STATED THAT THE THROTTLE CABLE APPEARED TO BE IN PROPER ORDER. THE ACFT WAS NOT REFUELED AT ITS ENROUTE STOP. THE TOTAL FLT TIME WAS 4 HOURS AND 39 MINUTES SINCE REFUELING.

Brief of Accident (Continued)

File No. - 1901

4/18/83

SOCORRO,NM

A/C Reg. No. N5064P

Time (Lc1) - 1220 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
 3. REFUELING - 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) 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. - 1992 10/23/83 INDIAN SPRINGS, NV A/C Reg. No. N6912 Time (Lcl) - 1015 PDT

-----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 - MOONEY M20F	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 - TELEPHONE	DEATH VALLEY, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LAS VEGAS, NV	Runway Ident - UNK/NR
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Surface - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - UNK/NR
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 - 3500
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 9
	Aircraft Type - C-402B	Instrument- 146
		Multi-Eng - 1200
		Last 24 Hrs - 1
		Last 30 Days- 80
		Last 90 Days- 308

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 5,500 FT ALTITUDE THE ENG BEGAN SLOWLY LOSING POWER. UNABLE TO MAINTAIN ALTITUDE, THE PLT MADE A GEAR UP LANDING IN ROUGH TERRAIN. EXAMINATION OF THE ENG REVEALED NO DISCREPANIIES.

Brief of Accident (Continued)

File No. - 1992

10/23/83

INDIAN SPRINGS, NV

A/C Reg. No. N6912

Time (Lcl) - 1015 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN
3. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1858

7/24/83

ACRA,NY

A/C Reg. No. N2617A

Time (Lcl) - 1215 EDT

-----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	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH V35A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3300
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-BA6
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 - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 150/006 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TETERBORO,NJ
Destination
GREAT BARRINGTO,MA

Airport Proximity
OFF AIRPORT/STRIP

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 - IFR
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Age - 53

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 8233	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- 58	Last 90 Days	- 31
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE WAS LOOKING FOR VMC EVEN THOUGH HE WAS ON AN IFR FLIGHT. WHILE INBOUND TO ALBANY HE SAID HE WAS CIRCLING DOWN FROM 4000 FEET IN A VFR SPOT TO GET UNDER THE CLOUDS. HE SUBSEQUENTLY CANCELLED HIS IFR FLT PLAN AND SAID HE WAS GOING TO FLY TO GREAT BARRINGTON, LOCATED EAST OF HIS LAST KNOWN POSITION. THE ACFT CRASHED WEST OF HIS LAST KNOWN POSITION. WEATHER IN THE AREA WAS SUCH THAT THE MOUNTAIN PEAKS WERE OBSCURED.

Brief of Accident (Continued)

File No. - 1858

7/24/83

ACRA,NY

A/C Reg. No. N2617A

Time (Lc1) - 1215 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

3. WEATHER CONDITION - LOW CEILING
 4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 6. JUDGEMENT - POOR - 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) 1,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1811

9/24/83

BATAVIA, NY

A/C Reg. No. N49008

Time (Lcl) - 1615 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 - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
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 - 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- 280/013 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BATAVIA, 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

GENESE COUNTY
Runway Ident - 28
Runway Lth/Wid - 4400/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 54
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 68	Last 24 Hrs - 3
Make/Model- 68	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS LANDING AT THE END OF RWY 28 & A GUST OF WIND YAWED THE ACFT. HE APPLIED FULL THROTTLE FOR A GO AROUND, BUT THE ACFT CLIMBED ONLY ABOUT 20 FT, THEN STALLED & CRASHED. HE REPORTED THE WIND WAS FROM 280 DEG AT 13, GUSTING 20 KTS.

Brief of Accident (Continued)

File No. - 1811

9/24/83

BATAVIA, NY

A/C Reg. No. N49008

Time (Lcl) - 1615 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - ISSUED - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

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. - 1812

9/29/83

BINGHAMTON, NY

A/C Reg. No. N9174G

Time (Lcl) - 1830 EDT

-----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 182N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/YES
Stall Warning System - 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 - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BINGHAMTON, 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

BROOME COUNTY
Runway Ident - 28
Runway Lth/Wid - 5000/ 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 - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	329	Last 24 Hrs -	1
Make/Model-	55		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING IN CALM WIND CONDITIONS, THE NOSE GEAR REPORTEDLY COLLAPSED ON TOUCHDOWN.

Brief of Accident (Continued)

File No. - 1812

9/29/83

BINGHAMTON, NY

A/C Reg. No. N9174G

Time (Lcl) - 1830 EDT

Occurrence NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1849 10/16/83 ISCHUA,NY A/C Reg. No. N4613K Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-TEST FLT	Fire	Crew	0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- RYAN NAVION	Eng Make/Model	- CONTINENTAL IO-470-H	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2750	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 260 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 220/010 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">OLEAN MUNI</p> <p>Runway Ident - 22</p> <p>Runway Lth/Wid - 4700/ 100</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 299
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - C-150	Make/Model- 179
		Last 30 Days- 10
		Instrument- 13
		Last 90 Days- 20
		Multi-Eng - 5

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD BEEN PARKED AT THE ARPT FOR ABOUT 7 MONTHS PRIOR TO THIS FLT. DURING THAT TIME, THE ENG HAD BEEN OVERHAULED. BEFORE TAKING OFF ON A MAINTENANCE TEST FLT, 37 GAL OF FUEL WAS ADDED TO THE CENTER TANK. ALSO, THE PLT WAS OBSERVED WORKING IN THE ENG AREA BEFORE TAKING OFF. AFTER TAKEOFF, THE ACFT WAS OBSERVED TO TURN TO A DOWNWIND LEG, THEN THE ENG BEGAN TO RUN ROUGH & FINALLY QUIT RUNNING. DURING AN EMERGENCY LANDING, THE ACFT HIT AN EMBANKMENT BEFORE REACHING THE RWY. BOTH OCCUPANTS RECEIVED HEAD INJURIES & COULD NOT REMEMBER DETAILS OF THE ACCIDENT. A POST ACCIDENT INSPECTION REVEALED A LOOSE B-NUT ON A FLEX LINE TO THE FUEL STRAINER. THE EXTERIOR OF THE ENGINE WAS BADLY DAMAGE. A TEARDOWN OF THE ENG DID NOT REVEAL ANY DISCREPANCIES THAT WOULD HAVE RESULTED IN A POWER LOSS.

Brief of Accident (Continued)

File No. - 1849

10/16/83

ISCHUA,NY

A/C Reg. No. N4613K

Time (Lcl) - 1500 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 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1917 11/18/83 SHIRLEY,NY A/C Reg. No. N704MQ Time (Lcl) - 2015 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	SUBSTANTIAL		Serious	Minor
Type of Operation -INSTRUCTIONAL	Fire	0	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0
Accident Occurred During -LANDING				

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FARMINGDALE,NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BROOKHAVEN
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 24
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 100
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 - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 45
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 45
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 1

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND DURING AN ABORTED GO-AROUND. THIS WAS A SUPERVISED SOLO FLT FOR PRACTICE TOUCH AND GO LANDINGS. DURING THE 1ST LANDING ATTEMPT THE PLT FLARED TOO HIGH AND DECIDED TO GO-AROUND. FULL POWER WAS ADDED AND AS THE PILOT MOVED HER HAND TOWARD THE FLAP CONTROL THE ACFT NOSE PITCHED UP AND THE PLT OVER COMPENSATED BY PUSHING THE NOSE DOWN WHILE ALLOWING THE ACFT TO DRIFT. THE PLT DECIDED TO ABORT THE GO-AROUND AND MANEUVERED BACK OVER THE RWY WITH THE NOSE DOWN AND FULL POWER ON, RAISED THE NOSE AS THE MAIN GEAR TOUCHED AND THE ACFT GROUNDLOOPED AND CAME TO REST.

Brief of Accident (Continued)

File No. - 1917

11/18/83

SHIRLEY,NY

A/C Reg. No. N704MQ

Time (Lc1) - 2015 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. ABORT - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1956 11/21/83 FARMINGDALE,NY A/C Reg. No. N557FL Time (Lcl) - 1140 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -FERRY	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	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GROTON,CT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	REPUBLIC
Wind Dir/Speed- 300/028 KTS	ATC/Airspace	Runway Ident - 32
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 6826/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 117
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 4
		Instrument- 19
		Multi-Eng - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

WIND WAS GUSTING 40 KTS WITH A REPORTED LOW LEVEL WINDSHEAR. THE PLT STATED HIS APPROACH SPEED WAS FAST & HE POSSIBLY DID NOT FLARE ENOUGH ON LANDING. THE ACFT LANDED HARD & PORPOISED. ON THE THIRD BOUNCE A STRONG GUST OF CROSSWIND FROM THE LEFT WAS ENCOUNTERED, THE LEFT WING WAS LIFTED UP AS THE NOSE DROPPED, BENDING THE NOSE GEAR SIDEWAYS. THE PROP THEN MADE GROUND CONTACT.

Brief of Accident (Continued)

File No. - 1956

11/21/83

FARMINGDALE, NY

A/C Reg. No. N557FL

Time (Lcl) - 1140 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. WEATHER CONDITION - WINDSHEAR
 5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1952 11/22/83 FT. PLAIN,NY

A/C Reg. No. N734YA

Time (Lcl) - 1610 EST

-----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 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - UNK/NR

Itinerary

Last Departure Point
BEDFORD,MA
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

NELLIS FIELD
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 177
Make/Model- 167
Instrument- 7
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT DEPARTED BEDFORD, MA AT ABOUT 1300. UPON ARRIVING IN THE AREA OF THE DESTINATION ARPT, THE PLT HAD DIFFICULTY IN LOCATING THE ARPT. AFTER SEEING WHAT HE THOUGHT WAS A WIND SOCK, HE LANDED IN A FARMER'S FIELD. HE WAS TOLD THAT THIS WAS THE ORIGINAL FIELD, BUT THE ARPT WAS NOW 2 MI SOUTH. THE PLT VISUALLY CHECKED THE FUEL TANKS & VERIFIED THAT EACH WAS 1/4 FULL. AFTER TAKEOFF THE PLT WAS AGAIN UNABLE TO FIND THE ARPT. HE FLEW AROUND THE AREA FOR ANOTHER 45 MIN UNTIL THE ENG QUIT DUE TO FUEL EXHAUSTION. THE ACFT TOUCHED DOWN IN A PLOWED FIELD & THE NOSE COLLAPSED.

Brief of Accident (Continued)

File No. - 1952

11/22/83

FT. PLAIN, NY

A/C Reg. No. N734YA

Time (Lc1) - 1610 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 2. VFR PROCEDURES - INADEQUATE - PILOT IN COMMAND
 3. FLUID, FUEL - EXHAUSTION
 4. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - UTILITY POLE
-

Occurrence #4 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) 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. - 1833 5/27/83 STEUBENVILLE, OH A/C Reg. No. N757TV Time (Lcl) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - 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- 330/005 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 5000 FT BROKEN
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

STEUBENVILLE PIER
Runway Ident - 31
Runway Lth/Wid - 3300/ 35
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- UNK/NR
Last 24 Hrs	- 2
Last 30 Days	- UNK/NR
Last 90 Days	- 131
Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PLT & AN INSTRUCTOR (CFI) WERE PRACTICING TOUCH-AND-GO LANDINGS. ON ABOUT THE 5TH PATTERN, THE CFI MOVED THE MIXTURE CONTROL TO THE OFF POSITION TO SIMULATE AN ENGINE FAILURE. HE STATED THAT HE HAD BEEN TAUGHT TO DO THIS BY HIS INSTRUCTOR. WHEN THE CFI BECAME DISSATISFIED WITH THE STUDENT'S APCH, HE ASSUMED CONTROL OF THE ACFT & ATTEMPTED TO RESTART THE ENG. REPORTEDLY, THE ENG WOULD NOT START IMMEDIATELY & THE ACFT WAS LANDED ON THE SOD ADJACENT TO THE RWY. THE CFI STATED THAT DURING THE LANDING ROLL-OUT, HE TRIED TO STEER THE ACFT BETWEEN A DITCH & THE WIND SOCK POLE, BUT THE RIGHT WING STRUCK THE POLE.

Brief of Accident (Continued)

File No. - 1833

5/27/83

STEUBENVILLE, OH

A/C Reg. No. N757TV

Time (Lc1) - 1630 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
 2. EMERGENCY PROCEDURE - INTENTIONAL - PILOT IN COMMAND(CFI)
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH
 4. OBJECT - APPROACH LIGHT/NAVAID
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 1803 7/20/83 CLEVELAND, OH

A/C Reg. No. N3711T

Time (Lcl) - 1522 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
5	0	0	0

Type of Operation -EXECUTIVE/CORPORATE

Fire
ON GROUND

Crew
Pass

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - GULFSTREAM AC-685
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - UNK/NR
No. of Seats - 8

Eng Make/Model - CONTINENTAL GTISO-520-K-1
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 435 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- 290/012 KTS
Visibility - UNK/NR
Lowest Sky/Clouds -
Lowest Ceiling - 5000 FT
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 - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CLEVELAND HOPKINS
Runway Ident - 23L
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 39

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- 27	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-----

WHILE TURNING FROM DOWNWIND TO BASE LEG, THE ACFT WAS OBSERVED TO BE TRAILING SOME SMOKE & DESCENDING RAPIDLY IN A STEEP BANK. THE ACFT CRASHED IN AN INDUSTRIAL AREA. EXAMINATION OF THE RIGHT ENG REVEALED THAT THE LEFT EXHAUST MANIFOLD WAS SEPARATED AT THE EXHAUST TO TURBO ADAPTER, P/N 641829. THE COLLAR FRACTURED FROM THE EXHAUST MANIFOLD AS A RESULT OF THERMAL FATIGUE. THE FRACTURE PROPAGATED ACROSS MORE THAN 95% OF THE FRACTURE SURFACE AREA WHEN FINAL SEPARATION OCCURRED. EXAMINATION OF PARTS OF THE COWLING OF BOTH ENGS SHOWED NO STREAKING HEAT OR SMOKE PATTERNS.

Brief of Accident (Continued)

File No. - 1803

7/20/83

CLEVELAND, OH

A/C Reg. No. N3711T

Time (Lcl) - 1522 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF

Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. EXHAUST SYSTEM, MANIFOLD - FATIGUE

Occurrence #2 FORCED LANDING

Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1887 8/04/83 NEW LEXINGTON, OH A/C Reg. No. N29957 Time (Lcl) - 2020 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 - WACO UPF-7	Eng Make/Model - CONTINENTAL W-670	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 220 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	PERRY COMPANY
Wind Dir/Speed- 260/004 KTS	ATC/Airspace	Runway Ident - 26
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	FULL STOP	
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 923
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, DURING LANDING ROLL HE APPLIED BRAKES TO MAINTAIN DIRECTIONAL CONTROL. HE HEARD A LOUD NOISE AND EXPERIENCED RIGHT BRAKE FAILURE. THE ACFT VEERED LEFT AND CAME TO REST IN TREES AT THE RNWY EDGE. EXAM OF THE ACFT REVEALED THE BRAKE CABLE WAS STRETCHED AND HAD NUMEROUS BROKEN STRANDS AT THE WOVEN CABLE SPLICE. THE BRAKE LININGS WERE WORN INTO THE ATTACHING RIVET HEADS. THE ACFT HAD REPORTEDLY JUST BEEN THRU AN ANNUAL INSPECTION LESS THAN ONE MONTH EARLIER.

Brief of Accident (Continued)

File No. - 1887

8/04/83

NEW LEXINGTON, OH

A/C Reg. No. N29957

Time (Lcl) - 2020 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
 2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
 3. MAINTENANCE, MAJOR REPAIR - NOT PERFORMED - OTHER MAINTENANCE PSNL
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1969 10/01/83 EAST LIVERPOOL, OH A/C Reg. No. N4461M Time (Lcl) - 1130 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	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-12
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
STEUBENVILLE, OH
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

COLUMBIANA
Runway Ident - 24
Runway Lth/Wid - 4000/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 59

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3200	Last 24 Hrs	- 1
Make/Model-	200	Last 30 Days-	UNK/NR
Instrument-	27	Last 90 Days-	15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHILE LANDING ON A DOWNHILL GRASS STRIP HE TOUCHED DOWN LONG. WHILE ATTEMPTING TO APPLY BRAKES, THE HEEL OF HIS BOOT GOT CAUGHT UNDER THE RUDDER PEDAL & HE WAS UNABLE TO STOP THE ACFT BEFORE IT WENT OFF THE END OF THE STRIP DOWN A STEEP HILL.

Brief of Accident (Continued)

File No. - 1969

10/01/83

EAST LIVERPOOL, OH

A/C Reg. No. N4461M

Time (Lc1) - 1130 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. BRAKES(NORMAL) - NOT USED - PILOT IN COMMAND
 4. CONTROL INTERFERENCE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1916 11/20/83 NORWALK,OH A/C Reg. No. N6159P Time (Lcl) - 1015 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 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- 170/020 KTS
Visibility - UNK/NR
Lowest Sky/Clouds -
Lowest Ceiling - 8500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PITTSBURG,PA
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

HURON COMPANY
Runway Ident - 09
Runway Lth/Wid - 3950/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 57
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1053	Last 24 Hrs	- 1
Make/Model-	803	Last 30 Days-	UNK/NR
Instrument-	29	Last 90 Days-	21

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A HARD LANDING WHILE ON A CROSS-COUNTRY FLT. THE PLT STATED THAT HE ENCOUNTERED TURBULENCE BELOW 3000 FT MSL. DURING THE HE ENCOUNTERED WIND SHEAR WHICH CAUSED HIM TO DROP 40 FT ONTO THE RWY. THE ACFT MANUAL STATES THAT "IN HIGH WIND CONDITIONS AND CROSSWINDS IT MAY BE DESIRABLE TO APPROACH THE GROUND AT HIGHER THAN NORMAL SPEED WITH PARTIAL OR NO FLAPS." HE MADE THIS APPROACH USING FULL FLAPS. ABOUT A HALF HOUR AFTER THE ACCIDENT CLEVELAND REPORTED A FRONTAL PASSAGE WITH WINDS FROM 170 DEGREES AT 20 KTS GUSTING TO 30 KTS.

Brief of Accident (Continued)

File No. - 1916

11/20/83

NORWALK, OH

A/C Reg. No. N6159P

Time (Lc1) - 1015 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. JUDGEMENT - IMPROPER - PILOT IN COMMAND
 5. WEATHER CONDITION - TURBULENCE
 6. LOWERING OF FLAPS - EXCESSIVE - PILOT IN COMMAND
 7. WEATHER CONDITION - WINDSHEAR
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6

Factor(s) relating to this accident is/are finding(s) 1,3,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1806 4/10/83 EDMOND,OK A/C Reg. No. N65RE Time (Lcl) - 0930 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	1

-----Aircraft Information-----

Make/Model - ROTEC RALLY 3B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - ROTAX X503
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- UNK/NR
Visibility - UNK/NR
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 AIRPORT

Airport Data

NONE
Runway Ident - 35
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 26

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	2900	Last 24 Hrs	-	6
Make/Model-	150		Last 30 Days-	UNK/NR	
Instrument-	UNK/NR		Last 90 Days-	UNK/NR	
Multi-Eng	-	1300	Rotorcraft	-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF THE REGISTERED, 2 PLACE, ULTRALIGHT ACFT REPORTED THAT THE WINDS WERE VARIABLE & HE WAS INTENDING TO LAND INTO THE WIND. HOWEVER, HE FURTHER STATED THAT HE BELIEVED THE WIND HAD SWITCHED TO A TAIL WIND BEFORE THE LANDING. AFTER LANDING, HE REALIZED THERE WOULD BE INSUFFICIENT RWY REMAINING TO STOP. SO HE INITIATED A GO-AROUND. THE ACFT WAS NOT EQUIPPED WITH BRAKES. AS HE ROTATED & BECAME AIRBORNE, THE LEFT WING DROPPED. THE LEFT MAIN LANDING GEAR STRUCK A FENCE POST & THE ULTRALIGHT CRASHED.

Brief of Accident (Continued)

File No. - 1806

4/10/83

EDMOND,OK

A/C Reg. No. N65RE

Time (Lcl) - 0930 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 4. GO-AROUND - DELAYED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1898 4/16/83 PRAGUE, OK A/C Reg. No. N87131 Time (Lc1) - 1412 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-FERRY	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	1	0

-----Aircraft Information-----

Make/Model	- ERCOUPE 415-C	Eng Make/Model	- CONTINENTAL C-75-12	ELT Installed/Activated	- YES-UNK/NR
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- 315/004 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination GAINESVILLE, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>NONE</p>	<p>Age - UNK/NR</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - NO MEDICAL</p> <p>Flight Time (Hours)</p> <p>Total - UNK/NR</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

AFTER PURCHASING THE ACFT, THE NEW OWNER (A STUDENT PLT) HAD ASKED HIS UNCLE (REPORTEDLY AN EXPERIENCED PLT) TO FLY HIS ACFT HOME. DURING THE FLT, THE ENG LOST POWER SHORTLY AFTER THE PLT LEVELED OFF AT 4000 FT MSL (APRX 3000 FT AGL). THERE WAS NO SUITABLE LANDING AREA, SO THE PLT STALLED THE ACFT INTO THE TOPS OF THE TREES. AN EXAM OF THE ENG REVEALED THAT THE FUEL PUMP WAS COMPLETELY FILLED WITH WATER. SPRING LOADED VALVES IN THE FUEL PUMP EFFECTIVELY TRAPPED THE WATER IN THE PUMP AFTER THE ENG STOPPED RUNNING. A FURTHER INVESTIGATION REVEALED THAT THE ACFT WAS OVERDUE FOR AN ANNUAL INSPECTION & NO FERRY PERMIT HAD BEEN ISSUED. ALTHOUGH THE PLT HAD REPORTEDLY BEEN FLYING FOR MANY YEARS, HE POSSESSED NO FAA PLT OR MEDICAL CERTIFICATE.

Brief of Accident (Continued)

File No. - 1898

4/16/83

PRAGUE,OK

A/C Reg. No. N87131

Time (Lc1) - 1412 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. MAINTENANCE,ANNUAL INSPECTION - NOT PERFORMED - COMPANY/OPERATOR MGMT
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. FLUID,FUEL - WATER
4. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1810

9/19/83

ERIE, PA

A/C Reg. No. N25XX

Time (Lc1) - 1830 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 - 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/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 - UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ERIE, PA
Destination
WASHINGTON, PA

Airport Proximity
ON AIRPORT

Airport Data

ERIE
Runway Ident - 20
Runway Lth/Wid - 3532/ 150
Runway Surface - ASPHALT
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 - 51
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	1387
Make/Model	265
Instrument	0
Multi-Eng	18
Last 24 Hrs	UNK/NR
Last 30 Days	UNK/NR
Last 90 Days	27

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF, THE ENG LOST POWER AT APRX 50 FT AGL AFTER THE GEAR WAS RETRACTED. THE PLT REPORTED THAT HIS ONLY SAFE REACTION WAS TO LAND WITH THE GEAR RETRACTED ON "WHAT LITTLE RWY WAS LEFT." WATER WAS FOUND IN THE GASCOLATOR & RIGHT FUEL TANK. THE ACFT HAD BEEN REFUELED WITH 51 GAL OF FUEL AT THE ERIE ARPT & WAS FILLED, RIGHT TANK 1ST. THE PLT STATED THAT HE HAD USED BOTH TANKS ON THE FLT TO THE AIRPORT. WHILE TAKING OFF ON THIS FLT, HE WAS USING THE RIGHT FUEL TANK.

Brief of Accident (Continued)

File No. - 1810

9/19/83

ERIE, PA

A/C Reg. No. N25XX

Time (Lcl) - 1830 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - WATER
 2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER -
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1801 10/10/83 TOUGHKENAMON, PA A/C Reg. No. N4333R Time (Lcl) - 1745 EDT

-----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	1	0
Pass		0	0	0	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-D2G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/005 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 500 FT SCATTERED
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TOUGHKENAMON, PA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

NEW GARDEN
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 313	Last 24 Hrs	- UNK/NR
Make/Model-	96	Last 30 Days-	UNK/NR
Instrument-	7	Last 90 Days-	42

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PLT HAD DIFFICULTY IN STARTING THE ENG & GOT A MECHANIC TO BE AT THE CONTROLS WHILE HE HAND PROPPED THE ACFT. HE HAD TRIED SEVERAL TIMES TO START THE ENG, THEN TRIED WITH THE THROTTLE OPEN. ON THAT ATTEMPT, THE ENG STARTED AND THE ACFT BEGAN TO MOVE FORWARD. THE PLT PULLED ON THE WING, WHICH SWERVED THE ACFT AWAY FROM THE GAS PUMPS & THE OFFICE. HE THEN TRIED TO OPEN THE DOOR OF THE COCKPIT WHILE STANDING ON THE WHEEL FAIRING. REPORTEDLY, HE FELL OFF & WAS KNOCKED UNCONSCIOUS & THE ACFT HIT A TRAILER & A HANGAR. THE MECHANIC REPORTED THAT HIS SEAT WAS NOT LOCKED & IT MOVED BACK WHEN THE ENG SUDDENLY STARTED. REPORTEDLY, HE FELL OUT OF THE ACFT WHEN THE PLT PULLED ON THE WING & SWERVED THE PLANE.

Brief of Accident (Continued)

File No. - 1801

10/10/83

TOUGHKENAMON, PA

A/C Reg. No. N4333R

Time (Lc1) - 1745 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. FUSELAGE, SEAT - NOT ENGAGED
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - NOT MAINTAINED - OTHER MAINTENANCE PSNL
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

4. OBJECT - BUILDING(NONRESIDENTIAL)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1880 10/22/83 WEST MIFFLIN,PA A/C Reg. No. N6247Z Time (Lcl) - 1804 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -APPROACH			0	0	0	1
						0

-----Aircraft Information-----

Make/Model - PIPER PA-25	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	MONROEVILLE,PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ALLEGHENY CO.
Wind Dir/Speed- 120/010 KTS	ATC/Airspace	Runway Ident - 10
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 6500/ 150
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
Obstructions to Vision- FOG		
Precipitation - RAIN		
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 - UNK/NR	Total - 1416
SE LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 120
		Instrument- 51
		Multi-Eng - 16
		Last 30 Days- UNK/NR
		Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID THAT PRIOR TO DEPARTURE HE VISUALLY CHECKED THE TANKS, FOUND FUEL IN THE TANKS AND THE FUEL INDICATOR WORKING PROPERLY. ON FINAL APRCH AT DESTINATION, THE ENGINE STOPPED AND THE ACFT LANDED IN TREES APRX 2 MILES SHORT OF THE RWY. DURING POST ACCIDENT EXAM NO FUEL COULD BE FOUND IN THE FUEL TANKS, GASCOLATOR OR FUEL QUANTITY TRANSMITTER.

Brief of Accident (Continued)

File No. - 1880

10/22/83

WEST MIFFLIN, PA

A/C Reg. No. N6247Z

Time (Lc1) - 1804 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. PROPER DESCENT RATE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1878 10/31/83 PROSPECTVILLE,PA A/C Reg. No. N39955 Time (Lcl) - 1900 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - CALM
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
DAYTON,OH
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - UNK/NR
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TURNER FIELD
Runway Ident - 32
Runway Lth/Wid - 2150/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 35

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 515	Last 24 Hrs	- 8
Make/Model-	385	Last 30 Days-	UNK/NR
Instrument-	46	Last 90 Days-	13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID THAT AS HE TURNED FINAL HE WAS TOO HIGH AND TO THE RIGHT OF THE RWY SO HE SLIPPED THE ACFT TO THE LEFT TO LINE UP. THE LEFT FUEL TANK, WHICH HE WAS USING WAS VERY LOW ON FUEL. THE APRCH WAS TOO HIGH SO HE DECIDED TO GO AROUND. AS THE ACFT WAS PULLED UP, THE ENGINE WAS STARVED OF FUEL AND QUIT. HE ATTEMPTED A RESTART BUT WAS UNSUCCESSFUL. THE ACFT LANDED IN A CORN FIELD, COLLIDED WITH A DITCH AND BENT THE NOSE GEAR AND DAMAGED THE RIGHT MAIN GEAR.

Brief of Accident (Continued)

File No. - 1878

10/31/83

PROSPECTVILLE, PA

A/C Reg. No. N39955

Time (Lc1) - 1900 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. FLUID, FUEL - STARVATION
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - GROUND

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, MAIN GEAR - FAILURE, PARTIAL
6. LANDING GEAR, NOSE GEAR - FAILURE, PARTIAL
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

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1813 11/01/83 MARSHBURG,PA A/C Reg. No. N8163P Time (Lcl) - 1920 EST

-----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

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
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- 170/010 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 4500 FT
Lowest Ceiling - 4500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ITECAH,NY
Destination
COLUMBUS,OH

Airport Proximity
OFF AIRPORT/STRIP

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 - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 18
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 117
Make/Model- 37
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

AFTER REFUELING AT ITHACA, NY, THE PLTS OF TWO PIPER PA-28 ACFT DEPARTED AS A FLT OF TWO. THEY HAD PLANNED TO CONTINUE THEIR FLT BACK TO CINCINNATI, OH WITH ANOTHER EN ROUTE STOP AT COLUMBUS, OH. THE NON-INSTRUMENT RATED PLT OF N8163P WAS FOLLOWING THE LEAD ACFT, N6888W. AFTER CHECKING THE WX & OBSERVING LIGHTNING AHEAD, THE FLT LEADER RADIOED THAT HE WAS TURNING BACK TO BRADFORE, PA TO LAND. AT THIS TIME (1915 EST) IT WAS DARK & THE ACFT WERE AT ABOUT 3000 TO 3300 FT MSL. THE #2 PLT TRIED TO KEEP THE LEAD ACFT IN SIGHT, DURING THE TURN, BUT WAS UNSUCCESSFUL. WHILE SEARCHING FOR THE LEAD PLANE, THE #2 PLT BECAME DISORIENTED & LOST CONTROL OF HIS ACFT. DURING THE ATTEMPTED RECOVERY, THE ACFT COLLIDED WITH TREES ON THE CREST OF A HILL AT APRX 2240 FT MSL. THE ACFT WAS DESTROYED, BUT THE 2 OCCUPANTS OF THAT ACFT RECEIVED ONLY MINOR INJURIES. THEY SPENT THE NIGHT IN THE FOREST.

Brief of Accident (Continued)

File No. - 1813

11/01/83

MARSHBURG, PA

A/C Reg. No. N8163P

Time (Lc1) - 1920 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - THUNDERSTORM
3. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
4. AIRCRAFT HANDLING - NOT PERFORMED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - HIGH TERRAIN
8. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1929

1/02/83

BEAUFORT, SC

A/C Reg. No. N8066P

Time (Lcl) - 1028 EST

-----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

NONE

-----Aircraft Information-----

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1D5
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 - IMC
Wind Dir/Speed- 350/006 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 400 FT
Lowest Ceiling - 400 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FT. MEYER, FL
Destination
WILMINGTON, NC

Airport Proximity
OFF AIRPORT/STRIP

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 - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

-----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	- 1058	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-----

WHILE EN ROUTE IN IMC, THE ATC CONTROLLER NOTED THAT THE ACFT BEGAN TO REVERSE COURSE & ASKED THE PLT IF HE WAS HAVING A PROBLEM. THE PLT RESPONDED THAT THE ACFT WAS IN CLOUDS, HE WAS HAVING PROBLEM WITH HIS ARTIFICIAL HORIZON & THAT HE DIDN'T REALIZE HE WAS IN A TURN. SUBSEQUENTLY, HE REPORTED FAILURES OF THE ARTIFICIAL HORIZON & AUTOPILOT, AND SAID HE WAS USING NEEDLE, BALL & AIRSPEED. THE CONTROLLER PROVIDED GYRO OUT PROCEDURES, BUT THE PLT WAS UNABLE TO MAINTAIN AN ALTITUDE & HEADING. ALSO, WX THRU-OUT THE AREA CONSISTED OF LOW CEILINGS & CLOUDS TO ABOVE 18,000 FT. THE PLT WAS ADVISED THE BEST WX AROUND WAS AT CHATTANOOGA, TN, WHICH HAD 1300 SCATTERED, 2000 FT OVERCAST, VISIBILITY 3 MI WITH LIGHT RAIN & FOG. SHORTLY AFTER THAT, RADIO & RADAR CONTACT WERE LOST. PARTS OF THE ACFT WAS FOUND IN THE COMBEE RIVER. THE RIGHT WING WAS FOUND ABOUT 1000 FT FROM THE RIVER. THE VACUUM PUMP, ENG, TURN & BANK INDICATOR AND SEVERAL OTHER ITEMS WERE RECOVERED FROM THE RIVER, BUT NO MALFUNCTION OR FAILURE OF THESE WAS FOUND.

Brief of Accident (Continued)

File No. - 1929

1/02/83

BEAUFORT, SC

A/C Reg. No. N8066P

Time (Lc1) - 1028 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED
2. FLIGHT/NAV INSTRUMENTS, ATTITUDE INDICATOR - INOPERATIVE
3. AUTOPILOT/FLIGHT DIRECTOR - INOPERATIVE

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

4. WEATHER CONDITION - CLOUDS
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - FOG
7. WEATHER CONDITION - RAIN
8. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. WING - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,8,9

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. - 1931 7/28/83 N. MYRTLE BEACH, SC A/C Reg. No. N42183 Time (Lcl) - 1720 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Injuries			None
		Serious	Minor		
Crew	0	0	0		1
Pass	0	0	0		0
Other	0	0	0		1

-----Aircraft Information-----

Make/Model - PIPER J3C-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-D2
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 - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - 100/010 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MYRTLE BEACH, SC
Destination
N. MYRTLE BEACH, SC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

GRAND STRAND AIRPORT
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3815
Last 24 Hrs - 7
Make/Model - 75
Last 30 Days - UNK/NR
Instrument - 76
Last 90 Days - 904
Multi-Eng - 38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

CESSNA T-210N, N6190C WAS STRUCK BY PIPER J-3C, N42183, WHILE TAXIING AT GRAND STRAND ARPT. N6190C WAS NOT IN MOTION AT THE TIME OF COLLISION AND HAD TAXIED INTO THE GRASS AND TURNED OFF THE ACFT ENG IN ANTICIPATION OF THE COLLISION. THE PLT OF N42183 STATED THAT HIS VISION WAS IMPAIRED BY OIL ON THE WINDSHIELD.

Brief of Accident (Continued)

File No. - 1931

7/28/83

N. MYRTLE BEACH, SC

A/C Reg. No. N42183

Time (Lcl) - 1720 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
4. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1931 7/28/83 N. MYRTLE BEACH, SC A/C Reg. No. N6190C Time (Lc1) - 1720 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - UNK/NR

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 100/010 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
RALEIGH, NC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
GRAND STRAND AIRPORT
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, ATP
SE LAND, ME LAND, SE SEA
HELICOPTER

Age - 45
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 19301 Last 24 Hrs - 12
Make/Model- 7190 Last 30 Days- 11
Instrument- 270 Last 90 Days- 385
Multi-Eng - 3940 Rotorcraft - 985

Instrument Rating(s) - NONE

-----Narrative-----

CESSNA T-210N, N6190C WAS STRUCK BY PIPER J-3C, N42183, WHILE TAXIING AT GRAND STRAND ARPT. N6190C WAS NOT IN MOTION AT THE TIME OF COLLISION AND HAD TAXIED INTO THE GRASS AND TURNED OFF THE ACFT ENG IN ANTICIPATION OF THE COLLISION. THE PLT OF N42183 STATED THAT HIS VISION WAS IMPAIRED BY OIL ON THE WINDSHIELD.

Brief of Accident (Continued)

File No. - 1931

7/28/83

N. MYRTLE BEACH, SC

A/C Reg. No. N6190C

Time (Lcl) - 1720 EDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
 2. CLEARANCE - ATTEMPTED - 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. - 1942 10/29/83 RAPID CITY,SD A/C Reg. No. N6769 Time (Lcl) - 1401 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BAKING DUCE	Eng Make/Model - LYCOMING O-290-D	ELT Installed/Activated - YES/YES
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 125 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	RAPID CITY REGIONAL
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Ident - 14
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 7421/ 150
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 140
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 94
		Multi-Eng - 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- 10
		Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE LEFT SIDE OF THE RWY DURING LANDING AND THE LEFT MAIN LANDING GEAR COLLAPSED. WHEN THE PLT ATTEMPTED TO BRING THE ACFT BACK ONTO THE RWY THE GEAR HIT THE EDGE OF THE RWY. THERE WAS A 7 TO 10 KT CROSSWIND ON RWY 14 AT THE TIME OF THE ACCIDENT. THE ACFT HAD JUST BEEN PURCHASED AND THE PLT FLYING HAD 140 HOURS TOTAL FLYING TIME WITH ONLY 3 HOURS IN ACFT WITH CONVENTIONAL LANDING GEAR.

Brief of Accident (Continued)

File No. - 1942

10/29/83

RAPID CITY, SD

A/C Reg. No. N6769

Time (Lc1) - 1401 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
6. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR, MAIN GEAR - OVERLOAD

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1977 11/17/83 YANKTON,SD

A/C Reg. No. N52419

Time (Lc1) - 0815 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage

Type of Operation -NON SCHED,DOMESTIC,PASSENGER

NONE

Flight Conducted Under -14 CFR 135

Fire

Crew

Fatal

Injuries

Serious

Minor

None

Accident Occurred During -STANDING

NONE

Pass

Other

0

0

0

1

0

0

1

0

0

-----Aircraft Information-----

Make/Model - CESSNA 172

Eng Make/Model - LYCOMING IO-320-E2D

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2400

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 4

Rated Power - 150 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 320/005 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAWN

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

EAGLE BUTTE,SD

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

CHAN GURNEY

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 29

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2650

Make/Model- 600

Instrument- 145

Multi-Eng - 150

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 70

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE ENG WOULDN'T START & HE SUSPECTED A DEAD SPOT ON THE STARTER. HE THEN ASKED A MECHANIC TO ROTATE THE PROP. ALL SWITCHES WERE OFF EXCEPT THE BATTERY SWITCH. WHEN THE MECHANIC MOVED THE PROP THE ENG STARTED & THE PROP STRUCK THE MECHANIC. EXAMINATION OF THE ACFT'S IGNITION WIRING REVEALED THAT THE RIGHT MAGNETO "P" LEAD WAS INCORRECTLY CONNECTED TO THE GROUND TERMINAL CAUSING THE RIGHT MAGNETO TO BE OPEN, OR HOT.

Brief of Accident (Continued)

File No. - 1977

11/17/83

YANKTON, SD

A/C Reg. No. N52419

Time (Lc1) - 0815 CST

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING

Finding(s)

1. IGNITION SYSTEM, MAGNETO - OPEN
 2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
-

----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. - 1902 1/15/83 MIDLAND, TX A/C Reg. No. N45528 Time (Lcl) - 1400 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAN ANGELO, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MIDLAND, TX	
Wind Dir/Speed- 320/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 77
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - C-150	Make/Model- 77
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING AN EMERGENCY LANDING AFTER AN ENGINE FAILURE. THE LANDING WAS MADE OFF ARPT IN A COTTON FIELD THE NOSE GEAR DUG IN AND THE ACFT NOSED OVER. THE ENGINE WAS TORN DOWN AFTER THE ACCIDENT AND IT WAS DISCOVERED THAT THE #3 CONNECTING ROD BOLTS HAD SEPARATED AND THE ROD LOCKED UP THE ENGINE. ONE OF THE OWNERS HAD RECENTLY INSTALLED A NEW CYLINDER IN THE ENGINE AND HE SAID HE MIGHT NOT HAVE REMOVED ALL THE BUFFING COMPOUND USED TO REMOVE THE GLAZE ON THE CYLINDER BORE. NO OTHER DEFECTS WERE NOTED IN THE ENGINE OR AIRFRAME.

Brief of Accident (Continued)

File No. - 1902

1/15/83

MIDLAND, TX

A/C Reg. No. N45528

Time (Lcl) - 1400 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, CONNECTING ROD - BINDING(MECHANICAL)
 2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER PERSON
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1900 2/24/83 MIDLOTHIAN, TX A/C Reg. No. N6164W Time (Lcl) - 1800 Cs

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 140 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- 030/010 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 182
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - PA-28	Make/Model- 89
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 35
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A LOCAL FLT, THE PLT NOTICED FLUCTUATING OIL PRESSURE & ELECTED TO MAKE A PRECAUTIONARY LANDING IN A FIELD. HE STATED THAT AFTER LANDING, HE CHECKED THE OIL & RAN UP THE ENG, BUT NOTED NO MALFUNCTIONS, SO HE ELECTED TO TAKEOFF AGAIN. WHILE ATTEMPTING TO TAKEOFF FROM THE FIELD, WHICH WAS SOFT, HE REALIZED THAT HE WOULD BE UNABLE TO CLEAR POWER LINES. THEREFORE, HE ABORTED THE TAKEOFF. HE THEN SAW A DITCH & TRIED TO TURN TO THE RIGHT, BUT THE ACFT WENT OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 1900

2/24/83

MIDLOTHIAN, TX

A/C Reg. No. N6164W

Time (Lcl) - 1800 CST

Occurrence NOSE OVER
Phase of Operation TAKEOFF

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - SOFT
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
5. TERRAIN CONDITION - DITCH
6. MANEUVER - ATTEMPTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1814 3/29/83 EL PASO, TX A/C Reg. No. N3732N Time (Lcl) - 0800 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuries			
Type of Operation -FERRY	Fire NONE	Crew 0	Serious 0	Minor 1	None 0		
Flight Conducted Under -14 CFR 91		Pass 0	0	1	0		
Accident Occurred During -LANDING							

-----Aircraft Information-----

Make/Model - BEECHCRAFT 35	Eng Make/Model - CONTINENTAL E-185-8	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 196 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	PETERSBURG, IL	WEST TEXAS
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 26
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 4100/ 30
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 - 70	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 3000
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 25
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON A FLT AFTER AN ANNUAL INSPN, THE PLT COULD NOT RETRACT THE GEAR, USING THE NORMAL ELECTRICAL SYS. IT REMAINED EXTENDED WITH THE GREEN SAFE LIGHT ON & THE GEAR POINTER INDICATING DOWN. HE TRIED TO ASSIST THE NORMAL SYS WITH THE MANUAL HANDCRANK, ALTHOUGH THE PLT HANDBOOK DID NOT ALLOW THIS PRACTICE, BUT TO NO AVAIL. HE THEN USED THE HANDCRANK TO MOVE THE GEAR TO THE EXTENDED POSITION, BUT THE GREEN LIGHT WOULD NOT REILLUMINATE. THE PLT ELECTED TO LAND ON THE DIRT OVERRUN AREA, BUT DID NOT SEE A GRADED DIRT BANK, SHORT OF THE OVERRUN. THE GEAR HIT THE BANK & COLLAPSED DURING THE LANDING. THE LANDING GEAR CIRCUIT BREAKER WAS FOUND IN THE "POPPED" POSITION. THE NORMAL & EMERGENCY GEAR SYS HAD BEEN CHECKED DURING THE ANNUAL INSPECTION. THE MECHANIC SAID THAT ALL BREAKERS WERE IN ON THE DAY BEFORE THE FLT. REPORTEDLY, THE PLT WAS UNAWARE OF A CHECKLIST ITEM TO ASSURE ALL BREAKERS WERE IN BEFORE STARTING THE ENG. THE INVESTIGATION DID NOT REVEAL WHEN OR WHY THE LANDING GEAR CIRCUIT BREAKER GOT INTO THE POPPED POSITION.

Brief of Accident (Continued)

File No. - 1814

3/29/83

EL PASO, TX

A/C Reg. No. N3732N

Time (Lcl) - 0800 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ELECTRICAL SYSTEM, CIRCUIT BREAKER - POPPED/TRIPPED
2. LANDING GEAR - INOPERATIVE
3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
6. TERRAIN CONDITION - DIRT BANK
7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
8. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1805 4/07/83 DONNA, TX A/C Reg. No. N6648G Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	WESLACO, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 300/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 17	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 28
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 28
		Last 30 Days- 4
		Instrument- 1
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE STUDENT PLT, HE WAS PRACTICING A SIMULATED EMERGENCY LANDING & HAD ABORTED THE APPROACH WHEN THE ACFT BANKED TO THE LEFT, WENT OUT OF CONTROL & CRASHED. AN INVESTIGATION REVEALED THAT THE ACFT HIT A PALM TREE, APRX 60 FT TALL, THEN CAME TO REST ABOUT 250 FT BEYOND THE TREE. THE STUDENT STATED THAT HE DID NOT THINK HE HIT THE TREE. THE ACFT CAME TO REST ON A FIELD WHERE HIS FRIEND WAS WORKING. THE FLT SCHOOL, WHERE HE RECEIVED TRAINING, HAD RULES PROHIBITING SIMULATED FORCED LANDINGS ON SOLO FLTS & REQUIRED A COMPLETE ACFT RECOVERY BY 500 FT AGL.

Brief of Accident (Continued)

File No. - 1805

4/07/83

DONNA, TX

A/C Reg. No. N6648G

Time (Lcl) - 1430 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. LOW PASS - PERFORMED - PILOT IN COMMAND
 3. OBJECT - TREE(S)
 4. GO-AROUND - MISJUDGED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1934

4/10/83

CRESSON, TX

A/C Reg. No. N7530M

Time (Lcl) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 175
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - CONTINENTAL G0-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 175 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/015 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CLEBURNE, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

BOURLAND
Runway Ident - 32
Runway Lth/Wid - 3300/ 80
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 49
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 152	Last 24 Hrs	- UNK/NR
Make/Model-	65	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT COLLIDED WITH A DITCH DURING A FORCED LANDING AFTER THE ENGINE FAILED IN FLT. AFTER TAKEOFF, AT 3500 FT, THE ENGINE BEGAN MAKING NOISES. THE PLT BEGAN A DESCENT TOWARD THE ARPT A SHORT DISTANCE AWAY. THE ENGINE MAINTAINED SOME POWER BUT FAILED COMPLETELY BEFORE LANDING. DURING THE LANDING THE PLT ALLOWED THE AIRSPEED TO REACH 100 KTS AS HE LINED UP FOR AN APPROACH TO RWY 32. THE WIND WAS REPORTED TO BE FROM 200 DEGREES AT 15 KTS. THE AIRSPEED WAS EXCESSIVE AND THE ACFT WOULD NOT STAY ON THE GROUND DURING THE LANDING ROLL. WHEN HE THOUGHT HE WAS "RUNNING OUT OF RWY" HE TURNED TOWARD AN ADJOINING FIELD, FLEW OVER SOME OBSTRUCTIONS BEFORE HITTING A DITCH AND NOSING OVER. INVESTIGATION REVEALED AN ENGINE MOUNT BROKEN. THE SHIFTING OF THE ENGINE RESULTED IN A SHUTDOWN WHEN THE MIXTURE CONTROL HIT AN ENGINE MOUNT CROSSBAR.

Brief of Accident (Continued)

File No. - 1934

4/10/83

CRESSON, TX

A/C Reg. No. N7530M

Time (Lc1) - 1500 CST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, MOUNT - FAILURE, TOTAL
 2. ENGINE ASSEMBLY, MOUNT - CORRODED
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING - PILOT IN COMMAND
 5. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. 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) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1808 4/13/83 WESTON, TX A/C Reg. No. N2437Q Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-BUSINESS	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	0
Accident Occurred During	-APPROACH	NONE	Pass 0	0	0	1

-----Aircraft Information-----

Make/Model	- CESSNA 182K	Eng Make/Model	- CONTINENTAL O-470-R	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - PATWAS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 276/020 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - 4000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">MCKINNEY, TX</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 40px;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">UNK/NR</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 46</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p style="padding-left: 40px;">Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 456</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 322</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 34</td> <td>Last 90 Days- 31</td> </tr> </table>	Total - 456	Last 24 Hrs - 1	Make/Model- 322	Last 30 Days- UNK/NR	Instrument- 34	Last 90 Days- 31
Total - 456	Last 24 Hrs - 1							
Make/Model- 322	Last 30 Days- UNK/NR							
Instrument- 34	Last 90 Days- 31							

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A FLT TO OBTAIN AERIAL PHOTOGRAPHS. HE ELECTED TO LAND IN A PASTURE TO DISCUSS A SURVEY PROBLEM WITH PERSONNEL ON THE GROUND. HE HAD PREVIOUSLY CHECKED THE AREA BY DRIVING ACROSS IT WITH A VEHICLE AND FELT IT WAS SATISFACTORY. AFTER MAKING A LOW PASS, HE BEGAN AN APPROACH AT 70 MPH. HE REPORTED THE WIND WAS FROM 276 DEG AT 20, GUSTING 25 KTS. ACCORDING TO THE PLT, JUST PRIOR TO TOUCHDOWN, HE EXPERIENCED AN IMMEDIATE & SEVERE INCREASE IN HIS DESCENT RATE, ACCOMPANIED BY A LOSS OF AIRSPEED, AND THE STALL WARNING HORN SOUNDED. HE APPLIED FULL POWER, BUT THE ACFT IMPACTED HARD, SHORT OF THE INTENDED LANDING AREA. THE ACFT BOUNCED, HIT A TERRACE & STOPPED WITH DAMAGE TO THE NOSE GEAR, PROPELLER, FIREWALL, NOSE COWLING & LOWER FUSELAGE.

Brief of Accident (Continued)

File No. - 1808

4/13/83

WESTON, TX

A/C Reg. No. N2437Q

Time (Lc1) - 1430 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

----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. - 1899 4/16/83 JEFFERSON, TX A/C Reg. No. N666LS Time (Lcl) - 2200 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - 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 - 108 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 - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
MARSHALL, TX
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

CYPRESS RIVER
Runway Ident - 23
Runway Lth/Wid - 3200/ 60
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 - UNK/NR
Aircraft Type - 150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 150 Last 24 Hrs - UNK/NR
Make/Model- 150 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- UNK/NR
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE PLT LANDED "LONG & HOT" AT DUSK, THEN LOST CONTROL OF THE ACFT WHILE HE WAS TRYING TO STOP ON THE RWY. THE ACFT VEERED OFF THE RIGHT SIDE OF THE RWY. SUBSEQUENTLY, THE NOSEWHEEL DROPPED INTO A SMALL CULVERT. THE LEFT WING SPAR & FIREWALL WERE DISTORTED BY IMPACT FORCES.

Brief of Accident (Continued)

File No. - 1899

4/16/83

JEFFERSON, TX

A/C Reg. No. N666LS

Time (Lc1) - 2200 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DUSK
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

----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. - 1862 4/17/83 COTULLA, TX A/C Reg. No. N68320 Time (Lcl) - 1200 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - UNK/NR	Last Departure Point SAN ANTONIO, TX	
Method - UNK/NR	Destination	Airport Data
Completeness - PARTIAL, LMTD BY PILOT	SAME AS ACC/INC	COTULLA MUNICIPAL
Basic Weather - VMC	ATC/Airspace	Runway Ident - 31
Wind Dir/Speed- 160/014 KTS	Type of Flight Plan - VFR	Runway Lth/Wid - 3300/ 60
Visibility - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Ceiling - NONE	FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 28
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 28
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, ON LANDING THE ACFT BOUNCED BACK INTO THE AIR. THE SAME THING HAPPENED ON THE SECOND TOUCHDOWN AND ON THE THIRD TOUCHDOWN, THE NOSE GEAR FAILED AND THE ACFT NOSED OVER. THE PILOT REPORTED THAT AFTER THE SECOND TOUCHDOWN A GUST OF WIND PICKED UP THE ACFT AND CAUSED IT TO COME DOWN ON ITS NOSE.

Brief of Accident (Continued)

File No. - 1862

4/17/83

COTULLA, TX

A/C Reg. No. N68320

Time (Lc1) - 1200 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER DESCENT RATE - EXCESSIVE - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
 3. FLARE - NOT ATTAINED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 NOSE 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) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1904 4/18/83 GREENVILLE,TX A/C Reg. No. N5NL Time (Lcl) - 1601 CST

-----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	1	0	0
Accident Occurred During -DESCENT			0	1	0	0

-----Aircraft Information-----

Make/Model - LOGAN STEEN SKYBOLT	Eng Make/Model - CONTINENTAL O-470-11B	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - UNK/NR		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MAJORS
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - UNK/NR
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - UNK/NR	Make/Model- UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES AFTER THE PLT ATTEMPTED AN AEROBATIC MANEUVER AT LOW ALT. WITNESSES SAID THEY OBSERVED THE ACFT MAKE A LOW PASS OVER A HOUSE JUST BEFORE THE ACCIDENT. THEN THE ACFT STARTED AN AEROBATIC MANEUVER FROM 200 FT AGL. A CORPORATE PLT WITNESS SAID THE ACFT NOSE WENT UP TO ABOUT A 45 DEGREE CLIMB AND THE ACFT SNAP ROLLED. INSTEAD OF STOPPING THE ROLL RIGHT SIDE UP THE ROLL CONTINUED TO THE INVERTED POSITION AND THE NOSE PITCHED DOWN. THE ACFT APPEARED TO BE RECOVERING WHEN IT COLLIDED WITH TREES IN AN UPRIGHT POSITION. THE RECOVERY WAS ATTEMPTED THE SAME AS COMING OUT OF A LOOP OR SPLIT"S" MANEUVER. THE TREES THAT WERE HIT WERE ABOUT 20 FT TALL AND THE ACFT WAS IN ABOUT A 20 DEGREE NOSE DOWN ATTITUDE AT IMPACT.

Brief of Accident (Continued)

File No. - 1904

4/18/83

GREENVILLE, TX

A/C Reg. No. N5NL

Time (Lc1) - 1601 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
3. MANEUVER - IMPROPER - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1859 4/18/83 EL CAMPO, TX A/C Reg. No. N4876R Time (Lcl) - 0830 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	Serious 0	Minor 0	None 1	
Flight Conducted Under -14 CFR 137	ON GROUND	Pass 0	0	0	0	
Accident Occurred During -APPROACH						

-----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 - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	COASTAL
Wind Dir/Speed- 360/002 KTS	ATC/Airspace	Runway Ident - 35
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3100/ 90
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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1585
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 1200
		Instrument- 45
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID THAT AS THE ACFT WAS TURNING FINAL FLAPS WERE EXTENDED TO 20 DEGREES AND THE ANGLE OF BANK WAS INCREASED RESULTING IN AN INCREASED RATE OF DESCENT. HE ADDED POWER TO CORRECT HIS DESCENT RATE BUT THE ENGINE DID NOT RESPOND. PUMPING THE THROTTLE AND ENGAGING THE ELECTRIC FUEL BOOST PUMP DID NOT RESTORE POWER. THE ACFT IMPACTED A LAND FILL SHORT OF THE RWY AND SLID ONTO THE RWY.

Brief of Accident (Continued)

File No. - 1859

4/18/83

EL CAMPO, TX

A/C Reg. No. N4876R

Time (Lcl) - 0830 CST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. FUEL SYSTEM - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - GROUND
3. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND

Occurrence #3 FIRE/EXPLOSION
Phase of Operation LANDING - ROLL

Finding(s)
4. ENGINE ASSEMBLY - FIRE
5. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
6. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1865 4/21/83 ODESSA, TX A/C Reg. No. N6574Y Time (Lcl) - 1130 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
Injuries				
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-C4B5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/015 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KERRVILLE, TX
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

SCHLEMEYER
Runway Ident - 29
Runway Lth/Wid - 5000/ 65
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND

Age - 51

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5000	Last 24 Hrs	- 2
Make/Model	- 694	Last 30 Days	- UNK/NR
Instrument	- 52	Last 90 Days	- 52
Multi-Eng	- 1070		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS SUBSTANTIALLY DAMAGED DURING A GEAR UP LANDING. THE PILOT STATED THAT THE GEAR HANDLE WAS PUT DOWN ON BASE LEG AND HE HAD 3 GREEN LIGHTS. HE DOES NOT RECALL HEARING A GEAR WARNING HORN. WHEN THE ACFT WAS TRANSPORTED TO A HANGAR THE GEAR WAS UP AND THE GEAR DOORS WERE CLOSED. THE GEAR WAS PUMPED DOWN RESULTING IN ILLUMINATION OF ALL THREE GREEN LIGHTS.

Brief of Accident (Continued)

File No. - 1865

4/21/83

ODESSA, TX

A/C Reg. No. N6574Y

Time (Lcl) - 1130 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - RUNWAY
 2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND
 4. CHECKLIST - PERFORMED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 6. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1874 4/29/83 FABENS, TX A/C Reg. No. N82JW Time (Lcl) - 1041 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	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model - QUICKIE Q-2	Eng Make/Model - REVMaster 2100 DQ	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 - UNK/NR	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/010 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point EL PASO, 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 - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data FABENS</p> <p>Runway Ident - 26</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)</p> <p>COMMERCIAL, ATP, CFI</p> <p>SE LAND, ME LAND</p>	<p>Age - 35</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> <p>Total - 2578</p> <p>Make/Model- 20</p> <p>Instrument- 333</p> <p>Multi-Eng - 2033</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 45</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID THAT HE WAS FLYING A LOW APRCH TO THE AIRPORT. WHEN HE ADDED POWER TO GO AROUND THE ENGINE FAILED. A FORCED LANDING WAS MADE IN A FIELD. THE ACFT IS EQUIPPED WITH A HEADER TANK WHICH FEEDS THE ENGINE AND A MAIN TANK WHICH FEEDS THE HEADER TANK. THE MAIN TANK HAD FUEL IN IT AND THE HEADER TANK WAS EMPTY WHEN THE ENGINE FAILED.

Brief of Accident (Continued)

File No. - 1874

4/29/83

FABENS, TX

A/C Reg. No. N82JW

Time (Lc1) - 1041 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INCORRECT
2. PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. TERRAIN CONDITION - GROUND

----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) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1875

4/30/83

WESLACO, TX

A/C Reg. No. N8863H

Time (Lcl) - 0730 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

	Fatal	Serious	Minor	None
DESTRUCTED				
Fire	0	0	1	0
ON GROUND	0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A

Eng Make/Model - P&W R-1340-AN1

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 6075

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 600 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 130/010 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - 2000 FT

Lowest Ceiling - 2000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAWN

Itinerary

Last Departure Point

WESLACO, TX

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 34

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2189

Make/Model- 1448

Instrument- 2

Multi-Eng - 20

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 120

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, AS HE WAS LINING UP FOR HIS 3RD PASS, HE NOTICED A DROP IN MANIFOLD PRESSURE & LOSS OF POWER. THERE WAS NO RESPONSE TO THROTTLE MOVEMENTS. AFTER 2 ATTEMPTED TO START THE ENG, HE DUMPED HIS LOAD IN AN EFFORT TO COMPLETE A TURN TO A CLEAR AREA. A SET OF TV CABLES & A PAVED ROAD WERE ADJACENT TO THE FIELD IN WHICH THE PLT INTENDED TO LAND. AS HE ATTEMPTED TO CLEAR THE CABLES, THE ACFT STALLED INTO THE WIRES. AFTER HITTING THE WIRES, THE ACFT SPUN AROUND APRX 180 DEG, IMPACTED TAIL 1ST ON THE ROAD & BEGAN BURNING ABOUT 10 TO 15 SEC LATER. THE OPERATOR & A MECHANIC SUSPECTED A POSSIBLE SUPERCHARGER FAILURE. HOWEVER, DUE TO THE EXTENSIVE FIRE DAMAGE, THE REASON FOR THE POWER LOSS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1875

4/30/83

WESLACO, TX

A/C Reg. No. N8863H

Time (Lc1) - 0730 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. MANEUVER - PERFORMED - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE -
5. STALL/MUSH
6. OBJECT - WIRE, TRANSMISSION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1906 6/16/83 FRISCO, TX A/C Reg. No. N51738 Time (Lcl) - 1930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING - FLARE/TOUCHDOWN

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model - ENSTROM 280C
Landing Gear - SKID
Max Gross Wt - 2150
No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-E
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 205 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/005 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DALLAS, TX
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

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)
ATP
SE LAND, ME LAND
HELICOPTER

Age - 32
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	9369
Last 24 Hrs	6
Last 30 Days	UNK/NR
Last 90 Days	142
Multi-Eng	7100
Rotorcraft	69

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING FLT, THE LOW PRESSURE FUEL LIGHT ILLUMINATED & THE NOSE OF THE HELICOPTER YAWED TO THE LEFT AS IF THE ENG HAD LOST POWER. HE MADE A PRECAUTIONARY LANDING IN A SOFT, PLOWED FIELD WITH A FORWARD SPEED OF ABOUT 10 TO 15 MPH. DURING THE LANDING, THE NOSE OF THE HELICOPTER DIPPED DOWN AS THE SKIDS SANK IN THE PLOWED GROUND. THE PLT APPLIED AFT CYCLIC TO STOP THE NOSE DOWN MOTION & THE MAIN ROTORS IMPACTED THE TAIL BOOM. AN EXAM OF THE HELICOPTER REVEALED NO PREIMPACT, MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 1906

6/16/83

FRISCO, TX

A/C Reg. No. N51738

Time (Lcl) - 1930 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1912 7/07/83 HOUSTON,TX A/C Reg. No. N352QT Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -OTHER WORK USE	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -HOVER					

-----Aircraft Information-----

Make/Model - BELL 206	Eng Make/Model - ALLISON C-20B	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 3000	Engine Type - TURBOSHAFT		
No. of Seats - 4	Rated Power - 400 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	UNK/NR
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	HOLLICO
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - UNK/NR	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2755
SE LAND	Months Since - UNK/NR	Make/Model- 15
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 4
		Multi-Eng - 45
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 205
		Rotorcraft - 610

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE INTENDED TO MOVE THE HELICOPTER FROM A DOLLY PLATFORM TO A SURFACE PARKING AREA WHEN THE LEFT SKID COLLIDED WITH THE DOLLY AND THE ACFT ROLLED OVER.

Brief of Accident (Continued)

File No. - 1912

7/07/83

HOUSTON, TX

A/C Reg. No. N352QT

Time (Lcl) - 0900 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation HOVER

Finding(s)

1. CLEARANCE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 ROLL OVER
Phase of Operation HOVER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1948 11/11/83 HOUSTON, TX

A/C Reg. No. N25631

Time (Lc1) - 1645 CST

-----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	-STANDING					
Fire	NONE	Crew	0	0	0	1
		Pass	0	0	0	3
		Other	0	0	0	1

-----Aircraft Information-----

Make/Model - BEECH 95-B55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5100
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-L
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/005 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 18000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
NEW ORLEANS, LA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

ANDRAU
Runway Ident - 34
Runway Lth/Wid - 4750/ 50
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 780	Last 24 Hrs	- UNK/NR
Make/Model-	500	Last 30 Days-	UNK/NR
Instrument-	35	Last 90 Days-	25
Multi-Eng -	600		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLTS OF 4 ACFT BACK TAXIED SOUTH ON RWY 16/34 TO TAKEOFF TO THE NORTH OR RWY 34. AT THE SOUTH END OF THE RWY, THE 1ST 3 ACFT HAD TURNED OFF ONTO A RUN-UP AREA & THE 1ST PLT HAD TAXIED INTO THE TAKEOFF POSITON WHEN THE 4TH ACFT ARRIVED. WHEN THE 4TH ACFT, PIPER PA-34, N31856, APPROACHED THE TURNOFF POINT, THE PLT APPLIED THE WHEEL BRAKES & DISCOVERED THE LEFT BRAKE TO BE INEFFECTIVE. HE RELEASED THE RIGHT BRAKE & UNSUCCESSFULLY ATTEMPTED TO USE DIFFERENTIAL POWER & NOSEWHEEL STEERING TO MAKE A LEFT TURN AND AVOID A COLLISION. HIS RIGHT WING TIP SCRAPPED THE RIGHT WING TIP OF CESSNA 414, N711RT, CAUSING ONLY MINOR DAMAGE. AFTER CLEARING THE CESSNA, THE RIGHT WING OF N31856 IMPACTED THE LEADING EDGE OF THE RIGHT WING OF BEECH 95-B55 N25631. N31856 THEN SPUN AROUND & ITS PROPELLERS HIT THE TRAILING EDGE OF THE BEECH'S RIGHT WING & RIGHT HORIZONTAL STABILIZER, CAUSING SUBSTANTIAL DAMAGE TO BOTH ACFT. AN INVESTIGATION REVEALED THE BRAKE FLUID RESERVOIR FOR THE LEFT BRAKE WAS EMPTY. AFTER SERVICING, IT OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 1948

11/11/83

HOUSTON, TX

A/C Reg. No. N25631

Time (Lc1) - 1645 CST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
 2. BRAKES(NORMAL) - NOT POSSIBLE - PILOT OF OTHER AIRCRAFT
-

-----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. - 1937 11/11/83 TERRELL, TX

A/C Reg. No. N911J

Time (Lc1) - 0015 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -NON SCHED, DOMESTIC, CARGO

Fire
NONE

Crew
Pass

Flight Conducted Under -14 CFR 135

Accident Occurred During -CRUISE

-----Aircraft Information-----

Make/Model - BEECH E55

Eng Make/Model - CONTINENTAL IO-520-C

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 5300

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 285 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 350/015 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point

HOUSTON, TX

Destination

DALLAS, TX

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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 - NONE

-----Personnel Information-----

Pilot-In-Command

Age - 24

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL, CFI

Current - YES

Total - 1735

Last 24 Hrs - 8

SE LAND, ME LAND

Months Since - UNK/NR

Make/Model- 42

Last 30 Days- UNK/NR

Aircraft Type - E55

Instrument- 54

Last 90 Days- 150

Multi-Eng - 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A FLT, LATE AT NIGHT, THE PLT TURNED ON THE HEATER. ABOUT 40 TO 45 MI NORTH OF THE LEONA VOR, HE REPORTEDLY ENGAGED THE AUTOPLT & BEGAN WORKING ON THE FLT LOGS. ABOUT 50 MI FURTHER NORTH, THE ACFT FLEW INTO A FIELD IN A WINGS LEVEL ATTITUDE. THE PLT COULD NOT RECALL ANYTHING ABOUT THE TIME FROM ENGAGEMENT OF THE AUTOPILOT UNTIL IMPACT. AN EXAM OF THE ACFT REVEALED THE AUX FUEL TANKS WERE EMPTY & NO FUEL WAS FOUND IN THE FUEL FLOW DIVIDER OR FUEL INJECTOR LINES. ALSO, THE PROP BLADES WERE BENT AFT. THE PLT SUSPECTED CARBON MONOXIDE FROM THE HEATER. HOWEVER, AN EXAM OF THE HEATER REVEALED IT WAS WELL WITHIN PUBLISHED PARAMETERS & HAD NO SIGNIFICANT DISCREPANCIES. THE PLT WAS ALSO EMPLOYED AS A CONSTRUCTION SUPERVISOR DURING THE DAY.

Brief of Accident (Continued)

File No. - 1937

11/11/83

TERRELL, TX

A/C Reg. No. N911J

Time (Lcl) - 0015 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - NIGHT
2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE - PILOT IN COMMAND
4. AUTOPILOT/FLIGHT DIRECTOR - ENGAGED
5. FLUID, FUEL - STARVATION
6. FUEL SYSTEM - INATTENTIVE - PILOT IN COMMAND
7. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE
8. DESCENT - NOT IDENTIFIED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT

Finding(s)

9. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,8

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1948 11/11/83 HOUSTON, TX A/C Reg. No. N31856 Time (Lc1) - 1645 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	0	0
Accident Occurred During	-TAXI			Other	0	0	4

-----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	- 7	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity		
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT		
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination	Airport Data		
Basic Weather	- VMC	GEORGETOWN, TX	ANDRAU		
Wind Dir/Speed	- 300/005 KTS		Runway Ident	- 34	
Visibility	- UNK/NR	ATC/Airspace	Runway Lth/Wid	- 4750/ 50	
Lowest Sky/Clouds	- 18000 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 - 27	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)				
PRIVATE	Current	- YES	Total	- 800	Last 24 Hrs	- 1
SE LAND, ME LAND	Months Since	- UNK/NR	Make/Model	- 75	Last 30 Days	- UNK/NR
	Aircraft Type	- UNK/NR	Instrument	- 46	Last 90 Days	- 110
			Multi-Eng	- 325		

Instrument Rating(s) - NONE

-----Narrative-----

THE PLTS OF 4 ACFT BACK TAXIED SOUTH ON RWY 16/34 TO TAKEOFF TO THE NORTH OF RWY 34. AT THE SOUTH END OF THE RWY, THE 1ST 3 ACFT HAD TURNED OFF ONTO A RUN-UP AREA & THE 1ST PLT HAD TAXIED INTO THE TAKEOFF POSITION WHEN THE 4TH ACFT ARRIVED. WHEN THE 4TH ACFT, PIPER PA-34, N31856, APPROACHED THE TURNOFF POINT, THE PLT APPLIED THE WHEEL BRAKES & DISCOVERED THE LEFT BRAKE TO BE INEFFECTIVE. HE RELEASED THE RIGHT BRAKE & UNSUCCESSFULLY ATTEMPTED TO USE DIFFERENTIAL POWER & NOSEWHEEL STEERING TO MAKE A LEFT TURN AND AVOID A COLLISION. HIS RIGHT WING TIP SCRAPED THE RIGHT WING TIP OF CESSNA 414, N711RT, CAUSING ONLY MINOR DAMAGE. AFTER CLEARING THE CESSNA, THE RIGHT WING OF N31856 IMPACTED THE LEADING EDGE OF THE RIGHT WING OF BEECH 95-B55, N25631. N31856 THEN SPUN AROUND & ITS PROPELLERS HIT THE TRAILING EDGE OF THE BEECH'S RIGHT WING & RIGHT HORIZONTAL STABILIZER, CAUSING SUBSTANTIAL DAMAGE TO BOTH ACFT. AN INVESTIGATION REVEALED THE BRAKE FLUID RESERVOIR FOR THE LEFT BRAKE WAS EMPTY. AFTER SERVICING, IT OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 1948

11/11/83

HOUSTON, TX

A/C Reg. No. N31856

Time (Lcl) - 1645 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. FLUID, HYDRAULIC - LOW LEVEL
 2. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
 3. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE
 4. BRAKES(NORMAL) - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

5. OBJECT - AIRCRAFT PARKED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1939 11/16/83 SEMINOLE, TX A/C Reg. No. N9936P Time (Lcl) - 1530 CST

-----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	0	0	0	1
Accident Occurred During	-MANEUVERING	ON GROUND	0	0	0	0
		Crew				
		Pass				

-----Aircraft Information-----

Make/Model	- PIPER PA-36	Eng Make/Model	- LYCOMING TIO-540-J2BD	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- UNK/NR	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 350 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- 225/008 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">LAMESA, TX</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL, CFI</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p> <p style="padding-left: 20px;">HELICOPTER</p>	<p>Age - 41</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 6444</p> <p style="padding-left: 20px;">Make/Model- 2000</p> <p style="padding-left: 20px;">Instrument- 58</p> <p style="padding-left: 20px;">Multi-Eng - 310</p> <p style="padding-left: 20px;">Last 24 Hrs - 10</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 150</p> <p style="padding-left: 20px;">Rotorcraft - 44</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT HALF WAY THRU A TURNAROUND MANEUVER, THE PLT NOTED A LOSS OF ENG POWER & NOTICED THAT THE MANIFOLD PRESSURE HAD DROPPED ABOUT 5 INCHES. DUE TO THE PROXIMITY OF POWER LINES, HE WAS UNABLE LEVEL HIS WINGS. ALSO, BEFORE HE COULD DUMP HIS LOAD, THE LEFT WING CONTACTED THE GROUND & THE ACFT CRASHED. THE ACFT THEN BEGAN BURNING & WAS DEMOLISHED BY FIRE. THE PLT SUSPECTED A TURBOCHARGER MALFUNCTION; HOWEVER, DUE TO IMPACT & FIRE DAMAGE, THIS COULD NOT BE VERIFIED.

Brief of Accident (Continued)

File No. - 1939

11/16/83

SEMINOLE, TX

A/C Reg. No. N9936P

Time (Lc1) - 1530 CST

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. MANEUVER - PERFORMED - PILOT IN COMMAND
4. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1965 3/31/83 KANAB,UT A/C Reg. No. N714ML Time (Lcl) - 1238 MST

-----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

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 220/018 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PAGE,AZ
Destination
LAS VEGAS,NV

Airport Proximity
OFF AIRPORT/STRIP

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 - VFR
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

-----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 - C-150M

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 347	Last 24 Hrs	- 4
Make/Model-	314	Last 30 Days-	5
Instrument-	12	Last 90 Days-	64

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DEPARTED PAGE AT ABOUT 1150. AT ABOUT 1238 THE ACFT STRUCK THE SOUTH SLOPE OF A 6,280-FT CANYON WALL AT ABOUT 6,000 FT MSL. THE CANYON IS ONE OF A SERIES OF ABOUT FIVE "FINGER" CANYONS FORMING THE VERMILION CLIFFS GROUP. SIGMENT LIMA 15 IN EFFECT CALLED FOR OCCASIONAL SEVERE TURBULENCE BELOW 16,000 FT ESPECIALLY WITHIN 50 MI OF ROUGH TERRAIN. THE AREA FORECAST CALLED FOR OCCASIONAL MODERATE TRUBULENCE SURFACE TO 15,000 FT DUE TO STRONG WESTERLY WINDS. A PLT WHO LANDED AT PAGE AT 1345 STATED HIS FLT WAS MARKED BY LIGHT TO OCCASIONALLY MODERATE TURBULENCE WITH FREQUENT SUSTAINED UP & DOWN DRAFTS. HE ALSO STATED THAT DURING HIS ARRIVAL THE WINDS WERE 160 DEG AT 28 MPH GUSTING TO 45 MPH. REPORT OF ENGINE TEARDOWN REVEALED THAT NONE OF THE SPARKPLUGS WERE TORQUED, & THE SPARKPLUGS OF CYL #4 WERE ONLY FINGER-TIGHT. IN ADDITION, CYL #1'S EXHAUST VALVE LEAKED, CYL #3'S RINGS LEAKED, & CYL #4'S INTAKE VALVE & RINGS LEAKED.

Brief of Accident (Continued)

File No. - 1965

3/31/83

KANAB,UT

A/C Reg. No. N714ML

Time (Lc1) - 1238 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. WEATHER CONDITION - DOWNDRAFT
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. TERRAIN CONDITION - RISING
7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
8. ALTITUDE - INADEQUATE - PILOT IN COMMAND
9. IGNITION SYSTEM, SPARK PLUG - UNDERTORQUED
10. ENGINE ASSEMBLY, VALVE - LEAK
11. ENGINE ASSEMBLY, RING - LEAK
12. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - DETERIORATED

----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. - 1983 5/21/83 ST. GEORGE, UT A/C Reg. No. NONE Time (Lcl) - 0930 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - INTL ULTRALIGHT BANSHEE
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - CUYUNA UL 11-02
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 35 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRSTRIP

Airport Data

ABANDONED AIR STRIP
Runway Ident - 36
Runway Lth/Wid - UNK/NR
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
NONE

Age - 29

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL

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-----

REPORTEDLY, THE ULTRALIGHT VEHICLE WAS ASSEMBLED AT AN ABANDONED ARPT, THEN WAS TEST FLOWN BY AN INTERNATIONAL ULTRALIGHT COMPANY SALESMAN. THE NON-RATED PLT, WHO WAS PLANNING TO BUY THE ULTRALIGHT, THEN FLEW THE VEHICLE TO FAMILIARIZE HIMSELF WITH ITS FLT CHARACTERISTICS. WITNESSES REPORTED THAT AFTER FLYING A SHORT TIME, THE PLT STARTED AN APCH TO LAND. WHEN THE ULTRALIGHT WAS ABOUT 50 TO 60 FT AGL, A WING FOLDED & THE VEHICLE CRASHED & BURNED. AN INVESTIGATION REVEALED THAT A STRUCTURAL CABLE HAD FAILED AT A SWEDGE FITTING. THERE WAS EVIDENCE OF NON-UNIFORM CRIMPING OF THE SWEDGE FITTING. TWO TYPES OF FRACTURES WERE FOUND WHERE THE CABLE FAILED (SHEAR & DUCTILE). THE SHEAR FAILURE WAS PREDOMINANTLY LOCATED AT THE SURFACE OF 1 BUNDLE OF WIRE STRANDS AT THE SWEDGE FITTING. THE DUCTILE FRACTURES WERE NOTED ON THE REMAINING INTERNAL STRANDS. THE PLASTIC FUEL TANK WAS INSTALLED ABOVE THE PLT. ON IMPACT, IT RUPTURED & SPILLED FUEL ON THE PLT & HOT ENG. THE PLT RECEIVED FATAL BURNS; ULTRALIGHT WAS CONSUMED BY FIRE.

Brief of Accident (Continued)

File No. - 1983

5/21/83

ST. GEORGE, UT

A/C Reg. No. NONE

Time (Lc1) - 0930 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WING, BRACING WIRE - FAILURE, TOTAL
 2. MAINTENANCE - IMPROPER - MANUFACTURER
 3. MATERIAL DEFECT (INADEQUATE QUALITY CONTROL) - MANUFACTURER
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 FIRE
Phase of Operation STANDING

Finding(s)

4. FUEL SYSTEM, TANK - FAILURE, TOTAL
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1982 6/18/83 ST. GEORGE, UT A/C Reg. No. N1537H Time (Lcl) - 1030 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
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 -TAKEOFF			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 195A	Eng Make/Model - JACOBS R-755-A2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WHITMORE, WA	ST. GEORGE MUNI
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 16
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 6100/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - YES	Total - 8010
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 3110
GLIDER	Aircraft Type - UNK/NR	Instrument- 0
		Multi-eng - 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 60
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PROP BLADE SEPARATED CAUSING THE ACFT TO VEER SHARPLY TO THE LEFT OUT OF CONTROL. THE ACFT CAME TO REST ABOUT 30 FT FROM THE RWY WITH THE RIGHT MAIN LANDING GEAR BROKEN OFF. A METALLURGICAL EXAM REVEALED THAT THE BLADE FAILED FROM FATIGUE. THE FATIGUE ORIGIN WAS AT A SUBSURFACE INCLUSION. A CORROSION CRACK WAS PRESENT FROM THE OUTSIDE SURFACE ON THE OUTER SIDE OF THE BLADE. THIS CRACK SHOWED CORROSION PRODUCTS. THE BLADES WAS OVERHAULED 5 MONTHS PRIOR TO THE ACCIDENT. THE BLADES WERE INSPECTED FOR CRACKS BY USING A DYE PENETRANT TEST IAW THE OVERHAUL MANUAL. AN EDDY CURRENT TEST WAS USED ONLY FOR THE INSIDE OF THE BORE.

Brief of Accident (Continued)

File No. - 1982

6/18/83

ST. GEORGE, UT

A/C Reg. No. N1537H

Time (Lcl) - 1030 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE
2. PROPELLER SYSTEM/ACCESSORIES, BLADE - FAILURE, TOTAL
3. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

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) 1,2

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. - 1981

8/13/83

VERNAL, UT

A/C Reg. No. N29649

Time (Lcl) - 1030 MST

-----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	0

-----Aircraft Information-----

Make/Model - PIPER PA-28RT-201T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360-FB
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 - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - UNK/NR
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
ENGLEWOOD, CO

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

VERNAL
Runway Ident - 16
Runway Lth/Wid - 6605/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 537	Last 24 Hrs	- UNK/NR
Make/Model-	290	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	3

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF INITIAL CLIMB, AS THE GEAR WAS RETRACTED, THE TURBO CHARGER OVERBOOST LIGHT FLASHED ONCE & THE ENG COUGHED & QUIT. THE PLT STATED ALL GAGES WERE NORMAL UNTIL THE ENG QUIT. THE ACFT WAS STILL OVER THE RWY, & THE PLT MAINTAINED 75 KTS WITH 1 NOTCH OF FLAPS. THE ACFT LANDED GEAR UP ABOUT 75 FT OFF THE END OF THE PAVED RWY. NO MALFUNCTION OF THE ENG OR TURBOCHARGER UNIT WAS FOUND. THE PLT STATED THE ACFT HAD BEEN TIED DOWN FOUR DAYS DURING WHICH THERE HAD BEEN NIGHTLY THUNDERSHOWERS. HOWEVER, NO WATER WAS PRESENT WHEN THE PLT DRAINED THE TANKS DURING PREFLIGHT.

Brief of Accident (Continued)

File No. - 1981

8/13/83

VERNAL,UT

A/C Reg. No. N29649

Time (Lc1) - 1030 MST

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1964 7/09/83 SUFFOLK, VA A/C Reg. No. N8601Z Time (Lcl) - 1815 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PARACHUTE
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	6

-----Aircraft Information-----

Make/Model - CESSNA P206B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - UNK/NR

Eng Make/Model - CONTINENTAL IO-520-A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/005 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SUFFOLK
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND
GLIDER

Age - 39

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1075	Last 24 Hrs	- UNK/NR
Make/Model-	19	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	50
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PARACHUTE OF ONE OF THE JUMPERS DEPLOYED PREMATURELY. THE SHROUD LINES ENTANGLED IN THE RIGHT HORIZONTAL STABILIZER & ELEVATOR. AS THE PARACHUTE INFLATED, THE STABILIZER WAS BENT DOWNWARD, & THE ELEVATOR PARTIALLY RIPPED FROM THE TRAILING EDGE OF THE STABILIZER. THE JUMPER WAS LIBERATED FROM THE ENTANGLEMENT & SAFELY LANDED USING HIS RESERVE CHUTE. THE REMAINING JUMPERS EXITED THE ACFT & THE PLT SAFELY LANDED THE ACFT.

Brief of Accident (Continued)

File No. - 1964

7/09/83

SUFFOLK,VA

A/C Reg. No. N8601Z

Time (Lcl) - 1815 EDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. HORIZONTAL STABILIZER SURFACE - FOREIGN OBJECT DAMAGE
-

----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. - 1967

7/30/83

WARRENTON, VA

A/C Reg. No. N3843A

Time (Lcl) - 1505 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation - PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS 1-23G

Eng Make/Model - N/A

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - N/A

Stall Warning System - NO

Max Gross Wt - 750

Engine Type - N/A

No. of Seats - 1

Rated Power - N/A

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 230/005 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 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

GLIDER

Age - 33

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - L-13

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 140

Make/Model- 2

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- 3

Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

AT AN ALTITUDE OF ABOUT 4,500 FT THE GLIDER WAS OBSERVED TO PULL UP INTO A STALL & ENTER A SPIN WHICH CONTINUED FOR THREE TURNS. THE GLIDER CAME OUT OF THE SPIN INTO A LEFT SPIRAL & APPEARED TO BE TRAVELING AT A VERY HIGH SPEED. THE NOSE THEN "TUCKED UNDER" UNTIL THE GLIDER WAS INVERTED. WHAT APPEARED TO BE A TWO TO THREE TURN INVERTED SPIN FOLLOWED. THE GLIDER RECOVERED FROM THE SPIN & FLEW INVERTED FOR A SHORT DISTANCE. IT THEN APPEARED TO ROLL UPRIGHT BRIEFLY, BUT RETURNED TO THE INVERTED POSITION BEFORE IMPACTING THE GROUND. THE FLIGHT MANUAL WHICH ACCOMPANIED THIS ACFT ADVISES "THE 1-23H OR 1-23H-15 IS AEROBATIC, BUT EXTREME CAUTIONS SHOULD BE TAKEN NOT TO EXCEED PLACARD SPEED. PILOTS WITH NO AEROBATIC EXPERIENCE SHOULD NOT ATTEMPT INVERTED OR DIFFICULT MANEUVERS WITHOUT AN ADEQUATE AMOUNT OF DUAL IN SUCH." UNDER THE TOPIC OF SPINS THE MANUAL ALSO STATED "RECOVERY IS NORMAL. CARE SHOULD BE TAKEN NOT TO DUMP STICK TOO MUCH AS SHIP MAY GO BEYOND VERTICAL."

Brief of Accident (Continued)

File No. - 1967

7/30/83

WARRENTON, VA

A/C Reg. No. N3843A

Time (Lc1) - 1505 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. STALL/SPIN - INTENTIONAL - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 4. AIRSPEED - EXCEEDED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1914 9/15/83 SALUDA,VA A/C Reg. No. N5070N Time (Lcl) - 1345 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -BUSINESS	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 8KCAB	Eng Make/Model - LYCOMING AEIO-360-H1A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	WESTERLY,RI	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HUMMEL FIELD
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 45
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 230
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - PA-28	Make/Model- 70
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED OFF THE RWY AND CARTWHEELED INTO THE TIEDOWN AREA AFTER THE PLT LOST CONTROL DURING LANDING. THE PLT SAID THE WIND SHIFTED WHILE HE WAS ON FINAL APPROACH. HE COMPENSATED WITH POWER AND RUDDER BUT DOES NOT RECALL HIS AIRSPEED. THE ACFT SNAPPED TO THE LEFT AND CONTACTED THE GROUND LEFT WING FIRST THEN CARTWHEELED AND CAME TO REST UPRIGHT IN THE TIE-DOWN AREA. A WITNESS SAID THE ACFTS TAIL WAS ABNORMALLY LOW ON FINAL APPROACH. HE HEARD THE ACFT POWER COME ON JUST BEFORE IT ROLLED TO THE LEFT AT ABOUT 20 TO 30 FT AGL.

Brief of Accident (Continued)

File No. - 1914

9/15/83

SALUDA, VA

A/C Reg. No. N5070N

Time (Lc1) - 1345 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. AIRSPEED - BELOW - PILOT IN COMMAND
4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - NOT CORRECTED - PILOT IN COMMAND
6. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1836 9/25/83 WISE,VA

A/C Reg. No. N1400W

Time (Lcl) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - BELL 47G-4A

Eng Make/Model - LYCOMING VO-540-B1B3

ELT Installed/Activated - UNK/NR

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2950

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 3

Rated Power - 280 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 205/005 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

LONESOME PINE

Runway Ident - 24

Runway Lth/Wid - 4700/ 100

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 51

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 15975

Make/Model- 13

Instrument- 188

Multi-Eng - 7640

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 170

Rotorcraft - 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HELD A COMMERCIAL CERTIFICATE, BUT WAS A STUDENT IN HELICOPTER FLYING. HE HAD OVER 15,000 HRS TOTAL TIME IN AIRPLANES, BUT ONLY APRX 13 HRS OF EXPERIENCE IN HELICOPTERS. ON HIS 1ST SOLO FLT IN A HELICOPTER, HE WAS MAKING APPROACHES TO A GRASSY AREA BESIDE A RWY. ON 1 APCH, HE TRANSITIONED FROM A 60 KT APPROACH TO A HOVER. THE APPROACH WAS MADE ON A HEADING OF 240 DEG IN VARIABLE WIND CONDITIONS THAT PREVAILED FROM 205 DEG AT 5 KTS. REPORTEDLY, THE PLT FLARED & STOPPED HIS FORWARD MOVEMENT AT ABOUT 4 FT AGL; HOWEVER, THE NOSE CONTINUED UP & STARTED YAWING TO THE RIGHT, THEN THE HELICOPTER TURNED APRX 270 DEG TO THE RIGHT & THE MAIN ROTOR BLADES STRUCK THE GROUND. THE PLT RECALLED SEEING AN INDICATION OF 2800 ENG RPM BEFORE HE LOST CONTROL. A CERTIFIED FLT INSTRUCTOR STATED THAT 2800 RPM WAS MARGINAL FOR MAINTAINING DIRECTIONAL CONTROL.

Brief of Accident (Continued)

File No. - 1836

9/25/83

WISE,VA

A/C Reg. No. N1400W

Time (Lc1) - 1600 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. POWER ON LANDING - PERFORMED - PILOT IN COMMAND
 3. LEVEL OFF - IMPROPER - PILOT IN COMMAND
 4. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 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

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. - 1951 11/09/83 LEESBURG, VA A/C Reg. No. N6470Q Time (Lcl) - 1900 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire NONE	Crew 0	0	1	1
Flight Conducted Under - 14 CFR 91		Pass 0	0	0	0
Accident Occurred During - APPROACH					

-----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 - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	LEESBURG MUNICIPAL
Wind Dir/Speed- 150/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 410
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 150
	Aircraft Type - UNK/NR	Instrument- 50
		Multi-Eng - 60
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 84

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ABOUT 1,000 FT AGL AFTER TAKEOFF FROM RWY 17 THE ENG COWLING OPENED ON THE LEFT SIDE & BEGAN FLAPPING. THE CFI TOOK CONTROL & RETURNED TO THE ARPT ON A DOWNWIND FOR RWY 17. WHEN SHE SAW THAT THE ACFT WAS TOO LOW TO MAKE THE FIELD, SHE TURNED OFF THE FUEL, MIXTURE & CARB HEAT. THE ACFT STRUCK A UTILITY POLE WITH THE LEFT WING PRIOR TO TOUCHDOWN. THE CFI STATED THAT AS FAR AS SHE CAN REMEMBER, "NEITHER SHE OR THE STUDENT TOUCHED THE POWER ALTHOUGH THE THROTTLE MAY HAVE VIBRATED OUT A LITTLE." PRIOR TO THE FLT, A MECHANIC HAD LOOSENED THE LEFT SIDE OF THE ENG COWLING TO CHECK A LANDING LIGHT WIRE PLUG CONNECTION. HE CLOSED THE COWLING BUT DID NOT FASTEN IT. THE STUDENT PERFORMED A PREFLIGHT INSPECTION OF THE ACFT BUT DID NOT DISCOVER THE LOOSE FASTENERS.

Brief of Accident (Continued)

File No. - 1951

11/09/83

LEESBURG,VA

A/C Reg. No. N6470Q

Time (Lcl) - 1900 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH

Finding(s)

1. COOLING SYSTEM,COWLING - LOOSE
2. MAINTENANCE - INADEQUATE - COMPANY MAINTENANCE PSNL
3. LIGHT CONDITION - DARK NIGHT
4. AIRCRAFT PREFLIGHT - INADEQUATE - DUAL STUDENT
5. IMPROPER USE OF PROCEDURE,INADEQUATE INITIAL TRAINING - DUAL STUDENT
6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND(CFI)
7. THROTTLE/POWER CONTROL - INATTENTIVE - PILOT IN COMMAND(CFI)
8. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
9. WRONG RUNWAY - SELECTED - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

10. OBJECT - UTILITY POLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1877 9/27/83 WOODFORD,VT

A/C Reg. No. N3692L

Time (Lcl) - 1000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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 Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 172G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - UNK/NR
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- FOG
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MT. SNOW,VT
Destination
BENNINGTON,VT

Airport Proximity
OFF AIRPORT/STRIP

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 - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,SE SEA

Age - 70
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 425 Last 24 Hrs - 1
Make/Model- 234 Last 30 Days- UNK/NR
Instrument- 33 Last 90 Days- 21

Instrument Rating(s) - UNK/NR

-----Narrative-----

ACCORDING TO THE PILOT WEATHER WAS CLEAR AT TIME OF DEPARTURE WITH CLOUDS AT ABOUT 4000-4500 FEET BUT CLR ABOVE. HE ENTERED A BREAK IN THE CLOUDS AND BEGAN FOLLOWING A ROAD. AS THE WEATHER BEGAN CLOSING IN FROM ABOVE AND THE ROAD BECAME CURVY, THE PILOT HAD TO MAKE QUICKER AND QUICKER TURNS. THE ACFT BECAME LOW AND THE STALL WARNING BUZZER SOUNDED. THE ACFT STALLED INTO THE TREES AT ABOUT 60 MPH WITH FULL THROTTLE AND A NOSE HIGH ATTITUDE.

Brief of Accident (Continued)

File No. - 1877

9/27/83

WOODFORD,VT

A/C Reg. No. N3692L

Time (Lc1) - 1000 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1855 11/18/83 WEST DOVER,VT A/C Reg. No. N7605R Time (Lc1) - 1200 EST

-----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 - BEECH B23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A2G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SOMERSET,NJ
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

WEST DOVER
Runway Ident - 01
Runway Lth/Wid - 2650/ 75
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 50
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 645	Last 24 Hrs	- 2
Make/Model-	431	Last 30 Days-	UNK/NR
Instrument-	95	Last 90 Days-	38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING DESCENT, BELOW 4000 FT, HE ENCOUNTER SEVERE TURBULENCE. HE REPORTED THAT THE DESTINATION WIND WAS FROM THE NORTHWEST, BUT HE COULD NOT RECALL THE WIND VELOCITY. DURING ARRIVAL, FINAL APCH TO RWY 01 WAS FLOWN AT 80 MPH WHILE STILL IN SEVERE TURBULENCE. RIGHT RUDDER. LEFT AILERON & FULL FLAPS WERE USED DURING THE APCH. ACCORDING TO THE PLT, WHEN THE ACFT WAS ABOUT 200 FT FROM THE RUNWAY AT ABOUT 150 TO 200 FT, IT ENTERED A LEVEL DESCENT & "PANCAKED" TO THE GROUND "FROM APPARENT WIND SHEAR." THE ACFT CONTACTED THE GROUND APRX 35 FT SHORT OF THE RWY, SKIDDED OVER THE THRESHOLD & CAME TO REST ABOUT 100 FT DOWN THE RWY. THE LANDING GEAR WAS DESTROYED AND THE WING SPARS, WING SKIN, HORIZONTAL STABILIZER & PROP WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1855

11/18/83

WEST DOVER,VT

A/C Reg. No. N7605R

Time (Lc1) - 1200 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - TURBULENCE
 3. WEATHER CONDITION - CROSSWIND
 4. WEATHER CONDITION - WINDSHEAR
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. STALL/MUSH - 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) 1,4

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. - 1920 9/20/83 RICHLAND,WA A/C Reg. No. NONE Time (Lcl) - 0945 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CGS AVIATION, INC. HAWK
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 530
No. of Seats - 1

Eng Make/Model - KAWASAKI 440/2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 35 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/005 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

RICHLAND
Runway Ident - 07
Runway Lth/Wid - 3995/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 29
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- 7	Last 24 Hrs	- UNK/NR
Make/Model-	3	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER BEING ASSEMBLED, THE ULTRALIGHT VEHICLE WAS TAXI TESTED, AND ON 9/19/83, IT WAS FLOWN ON ITS 1ST FLT. THE NEXT MORNING IT WAS TAXI TESTED AGAIN. AT APRX 0855 PDT, THE PLT TOOK OFF ON A LOCAL FLT. AT APRX 0945, AFTER MAKING A TOUCH-AND-GO LANDING, THE PLT WAS TURNING FINAL FOR ANOTHER LANDING WHEN THE ULTRALIGHT BEGAN AN UNCOMMANDED, SMOOTH, LEFT ROLL AT ABOUT 200 TO 300 FT AGL. CORRECTIVE AILERON WAS APPLIED, BUT THE ULTRALIGHT CONTINUED TO ROLL LEFT & SUBSEQUENTLY CRASHED IN A STEEP NOSE DOWN ATTITUDE. AN EXAM REVEALED THERE WAS CONTINUITY TO ALL FLT CONTROLS. BOTH WINGS & THE FUSELAGE TUBE WERE DAMAGED DURING THE ACCIDENT. THE LEFT WING TRAILING EDGE TUBE HAD FAILED AT A BOLT HOLE WHERE THE LEFT REAR STRUT BRACKETS WERE INSTALLED. ADDITIONAL WASHERS HAD BEEN INSTALLED ON THE BOLT & THE SELF LOCKING NUT HAD BEEN TORQUED UNTIL THE THREADS ON THE NUT WERE BEYOND THE THREADED PORTION OF THE BOLT. THERE WAS EVIDENCE THAT THE REAR SPAR HAD SEPARATED & THE BOLT HAD ROTATED APRX 20 DEG PRIOR TO IMPACT. NO AIRSPEED IND INSTALLED.

Brief of Accident (Continued)

File No. - 1920

9/20/83

RICHLAND, WA

A/C Reg. No. NONE

Time (Lc1) - 0945 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. FLIGHT/NAV INSTRUMENTS, AIRSPEED INDICATOR - LACK OF
 2. WING, BRACING STRUT - OVERTORQUE
 3. MAINTENANCE, INSTALLATION - IMPROPER -
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 6. WING, SPAR - FAILURE, TOTAL
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1818 12/07/83 EAST SOUND,WA A/C Reg. No. N761PW Time (Lcl) - 2035 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Fire ON GROUND
Crew Pass 1 0

-----Aircraft Information-----

Make/Model - CESSNA T210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - UNK/NR
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
BILLINGHAM,WA
Destination
FRIDAY HARBOR,WA

Airport Proximity
OFF AIRPORT/STRIP

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 - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 50
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	- 5000	Last 24 Hrs	- UNK/NR
Make/Model-	1300	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 COLLIDED WITH STEEPLY UPSLOPING TERRAIN ALONG THE NE SIDE OF ORCAS ISLAND. THE PLT HAD BEEN REPORTEDLY FLYING THROUGHOUT THE PUGET SOUND/PACIFIC NW AREA FOR MORE THAN 10 YEARS & WAS FAMILIAR WITH THE TERRAIN & ASSOCIATED WX. SEVERAL PLTS LOCATED IN OR FLYING NEAR THE SAN JUAN ISLANDS REPORTED METEOROLOGICAL CONDITIONS CHARACTERIZED BY LOW SOLID OVERCAST CEILINGS & RAIN. A PORTABLE TAPE RECORDER WAS FOUND WHICH CONTAINED A 30 MIN CASSETTE. THE RECORD/PLAYBACK BUTTONS WERE DEPRESSED. THE TAPE CONSISTED OF ABOUT 75% MUSIC & 25% DICTATION DEALING WITH INTERPERSONAL RELATIONS BETWEEN THE PLT & OTHER PERSONNEL INVOLVED WITH A BUSINESS THAT THE PLT HAD JUST TERMINATED HIS RELATIONSHIP WITH. NUMEROUS NAVIGATIONAL FACILITIES ARE AVAILABLE.

Brief of Accident (Continued)

File No. - 1818

12/07/83

EAST SOUND,WA

A/C Reg. No. N761PW

Time (Lcl) - 2035 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. VFR PROCEDURES - INACCURATE - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1834 5/28/83 WOODRUFF,WI A/C Reg. No. N2164X Time (Lcl) - 1700 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	4

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -OTHER

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-34-200T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4570
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-360-E
Number Engines - 2
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- 260/005 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 600 FT THIN BKN
Lowest Ceiling - 1000 FT OVERCAST
Obstructions to Vision- GROUND FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WAUKEGAN,IL
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

MINOCQUA WOODRUFF
Runway Ident - 36
Runway Lth/Wid - 5000/ 75
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 337	Last 24 Hrs	- UNK/NR
Make/Model-	117	Last 30 Days-	UNK/NR
Instrument-	52	Last 90 Days-	21
Multi-Eng	- 186		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS BRIEFED ON THE WX BEFORE DEPARTING WAUKEGAN, IL. AT THE DESTINATION, WOODRUFF, WI, THE WX WAS FORECASTED TO BE VFR, EXCEPT FOR LIGHT RAIN & THE CHANCE OF SCATTERED THUNDERSTORMS. WHILE EN ROUTE, THE PLT CHECKED ON THE WX & SPOKE WITH ANOTHER PLT THAT HAD JUST FLOWN ALONG HER INTENDED ROUTE. THE DESTINATION ARPT REMAINED VFR AS FORECASTED. BEFORE ARRIVAL, THE ACFT ENTERED CLOUDS & PROCEEDED INTO AN AREA OF THUNDERSTORMS. THE PLT REPORTED HER RADAR WAS PAINTING HEAVY CELLS OVER THE ARPT & IN ALL DIRECTIONS, THEN STARTED TO DIVERT. SHORTLY AFTER REVERSING COURSE, THE ACFT ENCOUNTERED A STRONG DOWNDRAFT. THE PLT ADDED POWER & RAISED THE NOSE. SHE REPORTED "WE WERE PULLED UP INTO A STALL." AT THIS POINT, THE ACFT ENTERED A NEAR VERTICAL DIVE. DURING RECOVERY, THE LEFT WING HIT A TREE, BUT THE ACFT CONTINUED TO FLY. BY THEN, THE ACFT WAS OUT OF THE CLOUDS & THE PLT FLEW TO THE ORIGINAL DESTINATION & LANDED. DURING THE LANDING, THE LEFT GEAR WAS "SHUTTERING." THE ACFT THEN BEGAN TO SKID, WENT OFF RWY & THE LEFT GEAR FAILED.

Brief of Accident (Continued)

File No. - 1834

5/28/83

WOODRUFF,WI

A/C Reg. No. N2164X

Time (Lc1) - 1700 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - THUNDERSTORM
4. WEATHER RADAR - IMPROPER USE OF - PILOT IN COMMAND
5. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
6. WEATHER CONDITION - DOWNDRAFT
7. FLIGHT INTO KNOWN ADVERSE WEATHER - INADVERTENT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

8. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
9. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
10. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation OTHER

Finding(s)

11. OBJECT - TREE(S)

Occurrence #4 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

12. WING - FOREIGN OBJECT DAMAGE

Occurrence #5 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

13. 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) 8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1972

6/12/83

MILWAUKEE,WI

A/C Reg. No. N6566P

Time (Lcl) - 1930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
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- 150/010 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MILWAUKEE,WI

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

GEN MITCHELL

Runway Ident - 07L

Runway Lth/Wid - 3534/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 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 - 120

Make/Model- 120

Instrument- 3

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING THE PAX HAD HER LEGS POSITIONED IN SUCH A MANNER THAT THEY INTERFERED WITH THE MOVEMENT OF THE YOKE. WHEN THE PLT REQUESTED SHE CLEAR THE YOKE, SHE PUT HER LEFT FOOT ON THE RUDDER PEDAL/BRAKE CAUSING THE ACFT TO VEER OFF THE LEFT SIDE OF THE RWY, TRAVEL ACROSS 100 FT OF SOD & STRIKE A WIND SOCK POLE.

Brief of Accident (Continued)

File No. - 1972

6/12/83

MILWAUKEE,WI

A/C Reg. No. N6566P

Time (Lcl) - 1930 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. PASSENGER BRIEFING - INADEQUATE - PILOT IN COMMAND
 2. CONTROL INTERFERENCE - INADVERTENT - PASSENGER
 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1987 8/18/83 PETERSBURG,WV A/C Reg. No. N7368G Time (Lcl) - 1120 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 -CRUISE

Fire Crew 0
ON GROUND Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - 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 - UNK/NR
Lowest Sky/Clouds - 3200 FT
Lowest Ceiling - 3200 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WINCHESTER,VA
Destination
ELKINS,WV

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,CFI
SE LAND,ME LAND
GLIDER

Age - 50

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS UNABLE TO MAINTAIN ALTITUDE WHILE CROSSING MOUNTAIN RIDGES & STALLED ABOUT 50 FT ABOVE A TREE LINE. THE PILOTS HAD BEEN USING AUTOMOTIVE FUEL DURING PREFUELING STOP

Brief of Accident (Continued)

File No. - 1987

8/18/83

PETERSBURG, WV

A/C Reg. No. N7368G

Time (Lc1) - 1120 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CRUISE - NORMAL

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1854 1/05/83 ALMY,WY A/C Reg. No. N6893L Time (Lcl) - 1730 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER AEROSTAR 602P	Eng Make/Model - LYCOMING IO-540-AA1A5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 6000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 290 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CASPER,WY	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	EVANSTON MUNI
Wind Dir/Speed- 210/010 KTS	ATC/Airspace	Runway Ident - 16
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 5000/ 50
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1642
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-602	Make/Model- 341
		Instrument- 136
		Multi-Eng - 588
		Last 30 Days- UNK/NR
		Last 90 Days- 41
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE DEPARTING, THE PLT OBTAINED A WX BRIEFING & WAS ADVISED OF A SIGMET WHICH FORECASTED SEVERE TURBULENCE BELOW 18,000 FT, STRONG UP/DOWNDRAFTS, STRONG SURFACE WINDS & WIND SHEAR NEAR MOUNTAINS & IN PASSES. HE TOOK OFF WITH FULL FUEL TANKS & APRX 400 LBS OF CARGO ON BOARD. ARTCC REPORTED THAT THE EN ROUTE PORTION OF THE FLT WAS HANDLED ROUTINELY. DURING ARRIVAL, THE PLT CONTACTED THE ARPT UNICOM FOR A LANDING ADVISORY. A KING AIR PLT WAS ARRIVING AT ABOUT THE SAME TIME & ASKED THE AEROSTAR PLT IF HE WAS MAKING A FULL STOP. THE AEROSTAR PLT REPLIED THAT HE WAS. THE KING AIR PLT LOST SIGHT OF THE AEROSTAR & BEGAN A 360 DEG TURN. HE ASKED THE AEROSTAR PLT TO ADVISE OF HIS POSITION, & SHORTLY THEREAFTER, THE AEROSTAR PLT TRANSMITTED 3 MAYDAY CALLS. REPORTEDLY, THE ACFT NOSED UP & WENT INTO A STEEP RGT BANK JUST BFR IMPACT. NO PREIMPACT MECHANICAL FAILURE/MALFUNCTION WAS FOUND. THERE WAS EVIDENCE THAT MOST OF THE CARGO WAS IN THE BAGGAGE COMPARTMENT (LIMITED TO 240 LBS) & COULD HAVE MOVED THE CG WELL BEYOND THE AFT LIMIT. ELEV TRIM FND FULL NOSE DOWN.

Brief of Accident (Continued)

File No. - 1854

1/05/83

ALMY,WY

A/C Reg. No. N6893L

Time (Lcl) - 1730 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 3. LIGHT CONDITION - DUSK
 4. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 7. STALL - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1941 4/20/83 LARAMIE,WY A/C Reg. No. N6CQ Time (Lc1) - 0900 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -FERRY	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During -DESCENT			0	0	0
			0	0	0

-----Aircraft Information-----

Make/Model - PITTS S-15	Eng Make/Model - LYCOMING O-360-A4A	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 - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BOULDER,CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	RAWLINS,WY	Runway Ident - UNK/NR
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - THIN OVC	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - 20000 FT	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 960
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 242
	Aircraft Type - 182	Instrument- 54
		Multi-Eng - 5
		Last 24 Hrs - 1
		Last 30 Days- 44
		Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED DURING A FERRY FLT IN VMC WX CONDITIONS. WHILE IN FORMATION WITH TWO OTHER ACFT N6CQ WAS OBSERVED TO PULL UP TO A NEAR VERTICAL CLIMB, REVERSE COURSE AND DISAPPEAR. FOUND NEAR THE MANEUVER LOCATION, THE ACFT STRUCK THE GROUND IN A NEARLY WINGS LEVEL ATTITUDE AT A HIGH RATE OF DESCENT. POST ACCIDENT INVESTIGATION REVEALED THAT THE ENGINE WAS DEVELOPING POWER ON IMPACT. EXAMINATION OF THE PLT SHOWED NO EVIDENCE OF DRUGS OR ALCOHOL. THE PLT WAS STRAPPED IN HIS SEAT WITH ALL BELTS INTACT. HIGH "G" FORCES PREVENTED SURVIVAL.

Brief of Accident (Continued)

File No. - 1941

4/20/83

LARAMIE, WY

A/C Reg. No. N6CQ

Time (Lc1) - 0900 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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. - 1947 4/26/83 ROCK SPRINGS,WY A/C Reg. No. N5415M Time (Lcl) - 1103 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Other

Fatal

2

0

1

Injuries

Serious

0

0

0

Minor

0

0

0

None

0

0

0

-----Aircraft Information-----

Make/Model - CESSNA 340
Landing Gear - UNK/NR
Max Gross Wt - 5975
No. of Seats - 7

Eng Make/Model - CONTINENTAL TS10-520
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 250/007 KTS

Visibility - UNK/NR

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

JACKSON,WY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SWEETWATER COUNTY

Runway Ident - 27

Runway Lth/Wid - 10000/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP,CFI

SE LAND,ME LAND

Age - 31

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4281

Make/Model- 31

Instrument- 163

Multi-Eng - 1447

Last 24 Hrs - UNK/NR

Last 30 Days- 1

Last 90 Days- 44

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCREW OF A CESSNA 340, N5415M, WERE SCHEDULED FOR AN AIR TAXI CHECK RIDE WITH AN INSPECTOR AT JACKSON, WY, LATER IN THE AFTERNOON. THEY HAD PLANNED TO TAKEOFF FROM ROCK SPRINGS, WY, PRACTICE AT FEW INSTRUMENT APCHS AT ROCK SPRINGS, THEN PROCEED TO JACKSON. AFTER TAKING OFF, THEY MADE AN NDB APCH, MADE A MISSED APCH, THEN BEGAN AN ILS APCH. A BEECH BONANZA, N1825F, WAS ON A FLT FROM SCOTTSBLUFF, NE TO ROCK SPRINGS. DURING ARRIVAL TO ROCK SPRINGS, THE BONANZA PLT WAS MONITORING THE POSITION OF A KING AIR THAT WAS AHEAD OF HIM & ALSO ON AN APCH TO THE SAME ARPT. ALL 3 ACFT WERE USING THE SAME FREQUENCY & ALL 3 WERE PROVIDING REPORTS OF THEIR RESPECTIVE POSITIONS. AT APRX 1103 MDT, WITNESSES HEARD N5415M & N1825F COLLIDE, THEN SAW THE ACFT & PIECES OF WRECKAGE FALLING. AN INVESTIGATION REVEALED THE CESSNA WAS INBOUND TOWARD THE OUTERMARKE (270 DEG COURSE) & THE BONANZA WAS IN LEVEL FLT, HEADING APRX 219 DEG. BOTH ACFT WERE OPERATING VFR.

Brief of Accident (Continued)

File No. - 1947

4/26/83

ROCK SPRINGS,WY

A/C Reg. No. N5415M

Time (Lcl) - 1103 MDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. RADAR TRAFFIC INFORMATION SERVICE - NOT USED - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - COPILOT
 3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1947

4/26/83

ROCK SPRINGS, WY

A/C Reg. No. N1825F

Time (Lcl) - 1103 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

. DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 1	0	0	0
Pass 0	0	0	0
Other 2	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire
NONE
Crew
Pass
Other

-----Aircraft Information-----

Make/Model - BEECH A36
Landing Gear - UNK/NR
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-BB168B
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 - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 250/007 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PINE BLUFFS, WY
Destination
ROCK SPRINGS, WY

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SWEETWATER COUNTY
Runway Ident - 27
Runway Lth/Wid - 10000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 55

Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 688	Last 24 Hrs - 2
Make/Model- UNK/NR	Last 30 Days- 21
Instrument- 2	Last 90 Days- 51
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCREW OF A CESSNA 340, N5415M, WERE SCHEDULED FOR AN AIR TAXI CHECK RIDE WITH AN INSPECTOR AT JACKSON, WY, LATER IN THE AFTERNOON. THEY HAD PLANNED TO TAKEOFF FROM ROCK SPRINGS, WY, PRACTICE A FEW INSTRUMENT APCHS AT ROCK SPRINGS, THEN PROCEED TO JACKSON. AFTER TAKING OFF, THEY MADE AN NDB APCH, MADE A MISSED APCH, THEN BEGAN AN ILS APCH. A BEECH BONANZA, N1825F, WAS ON A FLT FROM SCOTTSBLUFF, NE TO ROCK SPRINGS. DURING ARRIVAL TO ROCK SPRINGS, THE BONANZA PLT WAS MONITORING THE POSITION OF A KING AIR THAT WAS AHEAD OF HIM & ALSO ON AN APCH TO THE SAME ARPT. ALL 3 ACFT WERE USING THE SAME FREQUENCY & ALL 3 WERE PROVIDING REPORTS OF THEIR RESPECTIVE POSITIONS. AT APRX 1103 MDT, WITNESSES HEARD N5415F & N1825F COLLIDE, THEN SAW THE ACFT & PECES OF WRECKAGE FALLING. AN INVESTIGATION REVEALED THE CESSNA WAS INBOUND TOWARD THE OUTERMARKE (270 DEG COURSE) & THE BONANZA WAS IN LEVEL FLT, HEADING APRX 219 DEG. BOTH ACFT WERE OPERATING VFR.

Brief of Accident (Continued)

File No. - 1947

4/26/83

ROCK SPRINGS, WY

A/C Reg. No. N1825F

Time (Lc1) - 1103 MDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

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. - 1945 9/04/83 ROCK SPRING,WY A/C Reg. No. N5297B Time (Lcl) - 1430 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - MONNEY M-20
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - AVCO 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- 250/013 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RAPID CITY,SD
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

ROCK SPRINGS
Runway Ident - 09
Runway Lth/Wid - 10000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FULL STOP

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Age - 44
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - M20

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2961
Make/Model- 2961
Instrument- 99
Last 24 Hrs - 7
Last 30 Days- UNK/NR
Last 90 Days- 31

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED WITH THE LANDING GEAR UP AFTER THE FLT EXPERIENCED SOME DELAYS IN LANDING BECAUSE AN AIRSHOW WAS IN PROGRESS. THE ACCIDENT PLT WAS TOLD TO HOLD 30 MINUTES AND THEN 6 MINUTES LATER WAS TOLD HE COULD LAND IF HE HURRIED AND "GOT BACK TO THE ARPT QUICKLY." THE PLT WAS CLEARED FOR A STRAIGHT IN APPROACH. THE REQUESTS FOR POSITION REPORTS CAME ABOUT EVERY MINUTE ACCORDING TO THE PLT. HE SAID THAT BECAUSE OF THE RADIO HE DID NOT GO THROUGH THE CHECKLIST AND FORGOT TO LOWER THE GEAR.

Brief of Accident (Continued)

File No. - 1945

9/04/83

ROCK SPRING,WY

A/C Reg. No. N5297B

Time (Lcl) - 1430 MDT

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1989 10/01/83 MEDICINE BOW,WY A/C Reg. No. N61692 Time (Lcl) - 1050 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA TU206G	Eng Make/Model - CONTINENTAL TS10-520-M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - UNK/NR	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MEDICINE BOW,WY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROCK SPRINGS,WY	Runway Ident - UNK/NR
Wind Dir/Speed- 240/001 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 10000
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 2500
		Instrument- 200
		Last 30 Days- UNK/NR
		Last 90 Days- 200
		Multi-Eng - 2000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLT WAS TO TAKE PHOTOGRAPHS OF AN OIL DRILLING RIG. THE PLT WAS UNABLE TO FIND THE RIG & DECIDED TO LAND ON A DIRT ROAD TO TALK TO THE DRIVER OF AN OIL COMPANY TRUCK. THE PLT MADE THREE LOW PASSES OVER THE ROAD, WHICH WAS ORIENTED TO THE NW & HAD A LEFT CURVE IN IT BEYOND THE INTENDED TOUCHDOWN POINT. DURING THE INITIAL PHASE OF THE LANDING ROLL, THE PLT REALIZED THE ACFT WOULD NOT BE ABLE TO STOP BEFORE THE TURN IN THE ROAD & THERE WAS INSUFFICIENT ROOM FOR A GO-AROUND. THE ACFT WENT OFF THE ROAD AT THE CURVE, CROSSED A DITCH & FLIPPED OVER. THE PLT STATED HE MISJUDGED THE LANDING DISTANCE SINCE THERE WAS ONLY A TOTAL LANDING DISTANCE OF 630 FT FROM THE FIRST POSSIBLE POINT OF TOUCHDOWN TO THE CURVE.

Brief of Accident (Continued)

File No. - 1989

10/01/83

MEDICINE BOW,WY

A/C Reg. No. N61692

Time (Lc1) - 1050 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 1963 10/04/83 FORT BRIDGER,WY A/C Reg. No. N57556 Time (Lcl) - 1700 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL				
Type of Operation -NON SCHED,DOMESTIC,PAX/CARGO	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -CRUISE			0	0	0
					None
					1
					2

-----Aircraft Information-----

Make/Model - BELL 206B	Eng Make/Model - ALLISON 150-C20B	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 6	Rated Power - 317 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 300/018 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		HIGH VEGETATION
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 - 6331
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 998
		Last 30 Days- UNK/NR
		Instrument- 185
		Last 90 Days- 215
		Multi-Eng - 762
		Rotorcraft - 4573

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ENROUTE FROM A POWDER MAGAZINE TO A STAGING AREA ABOUT 2 MI AWAY DURING A SEISMIC EXPLORATION OPERATION. THE PLT STATED THAT WHILE 100-200 FT AGL HE INITIATED A RIGHT TURN OF 60 DEG OF BANK TOWARDS A BOWL FORMED BY LOW LYING HILLS TO OBSERVE A HERD OF ANTELOPE. THE ACFT ENCOUNTERED A DOWNDRAFT ON THE LEEWARD SIDE OF THE HILL CAUSING THE ACFT TO SETTLE INTO SAGEBRUSH. THE PLT ESTIMATED HIS AIRSPEED TO BE 80 KTS AT IMPACT.

Brief of Accident (Continued)

File No. - 1963

10/04/83

FORT BRIDGER, WY

A/C Reg. No. N57556

Time (Lc1) - 1700 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. TERRAIN CONDITION - RISING
 3. WEATHER CONDITION - DOWNDRAFT
 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

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