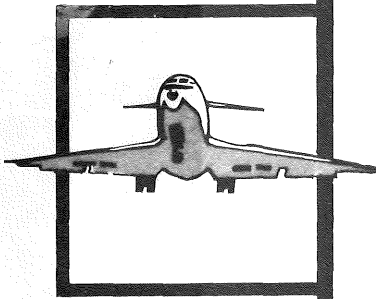


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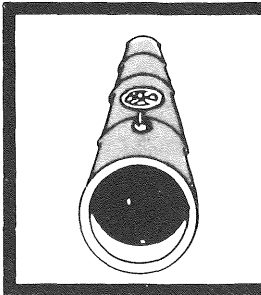
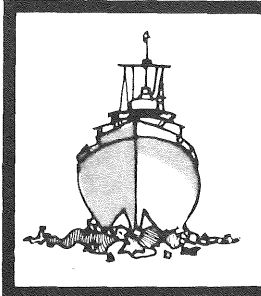
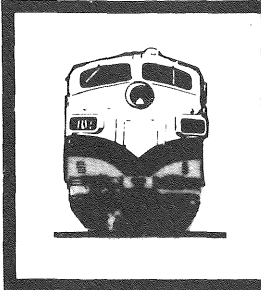
NATIONAL TRANSPORTATION SAFETY BOARD



WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

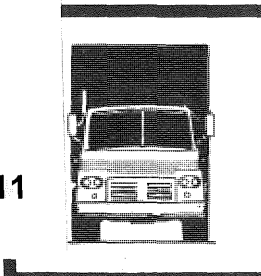
**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 11 OF 1983 ACCIDENTS**



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UNITED STATES GOVERNMENT



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TECHNICAL REPORT DOCUMENTATION PAGE

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15. Supplementary Notes			
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1983. The 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally seventeen times each year. The Brief Format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of operation and type of aircraft. File Numbers: 2001 through 2200			
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather		18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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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 11

CALENDAR YEAR 1983

File Order Listing - Issue No. 11, 1983

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2001	35105	030883	ARVIN, CA	CESSNA	177B	NONE	44
2002	1958V	030683	PRESCOTT, AZ	CESSNA	120	NONE	36
2003	2353X	040483	RUTH, CA	CESSNA	182H	NONE	52
2004	731JK	031083	DELHI, CA	CESSNA	188B	NONE	46
2005	4025J	031083	OAKLAND, CA	CESSNA	150G	NONE	48
2006	5786B	092383	CAPE GIRARDEAU, MO	S.N.I.A.S.	AS350D	NONE	232
2007	739HK	091783	MORLAND, KS	CESSNA	172N	NONE	162
2008	2433L	052483	CANON CITY, CO	PIPER	PA-38-112	FATAL	76
2009	92368	090983	MISSING ACFT, MT	CESSNA	182	FATAL	242
2010	NONE	110683	FARGO, ND	EIPPER	QUICKSILVE	SERIOUS	252
2011	54609	052183	LANDER, WY	CESSNA	172P	FATAL	394
2012	5413X	062583	CORTEZ, CO	CESSNA	U206	FATAL	80
2013	6232Q	111683	BROOMFIELD, CO	CESSNA	152	NONE	96
2014	3900B	082683	TUCKER, UT	BELL	206L-1	SERIOUS	364
2015	4246L	111983	COLORADO SPGS, CO	BURKHART GRO	G103	NONE	100
2015	3594P	111983	COLORADO SPGS, CO	PIPER	PA-18-180	NONE	98
2016	6169N	072883	GLENNVILLE, CA	CESSNA	T210N	NONE	56
2017	9142F	080183	TEHACHAPI, CA	HUGHES	369HS	MINOR	58
2018	6379G	081383	N. PALM SPRINGS, CA	CESSNA	150K	SERIOUS	60
2019	5478C	081583	RAMONA, CA	CESSNA	170A	NONE	62
2020	7246	062883	POPLAR BLUFF, MO	GRUMMAN	G-164A	MINOR	228
2021	17297	121683	CLINTON, MO	CESSNA	150	NONE	234
2022	809AA	122083	OLATHE, KS	CESSNA	310	NONE	168
2023	6469	092383	PAOLI, IN	BENSEN	B8M	FATAL	156
2024	50638	111783	FREER, TX	HUGHES	269C	NONE	362

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File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2025	22SK	100983	BATTLE CREEK, MI	KEMMEYER	SONERAI II	FATAL	216
2026	33066	051683	BURNS, WY	PIPER	PA-28R	FATAL	392
2027	43499	052983	LAKE BUTLER, FL	PIPER	PA-32-260	SERIOUS	112
2028	NONE	033183	LEHIGHTON, PA	PTERODACTYL	ASCENDER I	FATAL	320
2029	8479U	081483	NEW YORK, NY	AEROSPATIALE	SA-360C	MINOR	286
2030	6207R	053183	PLATTSBURGH, NY	CESSNA	172RG	NONE	280
2031	732SB	110583	GREENSBURG, KS	CESSNA	210M	FATAL	166
2032	215W	063083	KEYSER, WV	BEECH	G18S	FATAL	386
2033	92367	071283	ELLENWOOD, GA	PIPER	J3C-65	FATAL	140
2034	1473C	112483	GREAT POND, ME	PIPER	PA-18	NONE	188
2035	80110	112183	OKMULGEE, OK	CESSNA	172M	SERIOUS	314
2037	2070Z	112783	ALBUQUERQUE, NM	BELL	206L-1	NONE	276
2038	NONE	041083	GIRDWOOD, AK	PTERADACTYL	ASCENDER	FATAL	2
2039	2483F	061083	ANCHORAGE, AK	CESSNA	180	NONE	4
2040	81HF	072183	SPRINGFIELD, OH	ENSTROM	F-28F	NONE	302
2041	96742	072083	TURNER, MI	CESSNA	182Q	NONE	196
2042	6996K	071383	MASON, MI	PIPER	PA-20	NONE	192
2043	3144	071483	GRAND HAVEN, MI	J. ROBERTS	PITTS SPEC	SERIOUS	194
2044	23632	070583	ST. GEORGE, MN	TAYLORCRAFT	BC-65	NONE	222
2045	96333	062983	CRANE LAKE, MN	TAYLORCRAFT	BC-12D	NONE	220
2046	4025R	082383	ESSEXVILLE, MI	AYRES	S2R-R1820	MINOR	200
2047	2938S	100283	FORREST CITY, AR	CESSNA	150G	NONE	26
2049	6600D	123183	CINCINNATI, OH	CESSNA	172	NONE	312
2050	7560H	121283	BAD AXE, MI	CESSNA	A185F	NONE	218
2051	47519	100583	YPSILANTI, MI	PIPER	PA-32R-300	NONE	214

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2052	9428L	082783	ANN ARBOR, MI	PIPER	PA28-180C	NONE	202
2053	6996S	082883	ALLEGAN, MI	CESSNA	150H	NONE	204
2054	9GH	080683	ELBERTA, AL	CESSNA	195A	NONE	14
2055	83816	110883	BESSEMER, AL	PIPER	PA28-181	NONE	20
2056	4276V	073183	FT. BRAGG, NC	CESSNA	170	NONE	244
2057	6673T	102983	DAUPHIN ISLAND, AL	CESSNA	150A	NONE	18
2058	1829A	122983	ROME, OR	PIPER	PA18-A	NONE	318
2059	40711	100283	BRENNHAM, TX	PIPER	PA-28R-200	NONE	360
2060	1369N	080483	FRANKLIN, WI	BLACK	KR1	FATAL	384
2061	29938	080183	MUSKEGON, MI	NORTH AMERIC	AT-6D	FATAL	198
2062	98567	112683	EPHRATA, WA	CESSNA	304A	SERIOUS	382
2063	8344Q	122683	DRIGGS, ID	CESSNA	A-185F II	NONE	148
2064	8403M	112583	NR. WRANGELL, AK	CESSNA	A150K AERO	NONE	10
2065	6281Q	100283	LA PORTE, TX	CESSNA	152	FATAL	358
2065	9132A	100283	LA PORTE, TX	PIPER	PA-38-112	FATAL	356
2067	5041N	121083	NANTUCKET, MA	BELLANCA	7GCBC CITA	NONE	184
2068	1412X	120883	PROSPECTVILLE, PA	PIPER	PA-28-140	NONE	326
2069	8795U	121883	BELFAST, ME	CESSNA	150M	NONE	190
2070	9385V	122583	LAKEVILLE, NY	MOONEY	M20-E	NONE	298
2071	104CT	121083	MERIDEN, CT	CESSNA	C172N	NONE	108
2072	2524S	032583	SILVER SPRINGS, FL	CESSNA	C-337C	SERIOUS	110
2073	692MA	111983	BAYPORT, NY	CESSNA	177	NONE	294
2074	8596T	082583	NEW SALEM, MA	CESSNA	182C	NONE	178
2075	5520M	112783	MARLBOROUGH, MA	CESSNA	152	NONE	182
2076	48903	082583	BROCKPORT, NY	CESSNA	152	NONE	288

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2077	16111	120383	ENGLEWOOD, CO	CESSNA	150L	NONE	102
2078	400AH	083183	MANNING, ND	HILLER	UH-12E	NONE	248
2079	5802V	113083	RAWLINS, WY	PIPER	PA-32R-300	NONE	398
2080	93844	100583	GRAND FORKS, ND	CESSNA	152	NONE	250
2081	2590K	080883	CHEYENNE, WY	CESSNA	180	NONE	396
2082	8626V	072483	ELBERT, CO	BELLANCA	7GCAA	NONE	82
2083	62042	120483	SOMERSWORTH, NH	MAULE	M-5	MINOR	264
2084	121RJ	032083	NEW HAVEN, CT	CESSNA	T210L	NONE	106
2085	52807	040583	SNOHOMISH, WA	CESSNA	172 PII	NONE	376
2086	8866A	110483	CHARELSTON, SC	CESSNA	210	NONE	332
2087	47281	081983	LYNCHBURG, VA	CESSNA	A 152	NONE	372
2088	48475	091483	BERRY, AL	GRUMMAN	G-164B	NONE	16
2089	6618	041983	ADAMS, TN	GRUMMAN	G-164A	NONE	338
2090	8526H	071683	SLEDGE, MS	GRUMMAN	G-164A	NONE	238
2091	7547	030683	FREMONT, CA	SCHWEIZER	SGS2-33A	SERIOUS	42
2092	1103K	090983	PHILADELPHIA, PA	HUGHES	269C	MINOR	324
2093	3195J	080483	SEMMES, AL	CESSNA	T188C	NONE	12
2094	30460	101183	POUGHKEEPSIE, NY	PIPER	PA-28-181	MINOR	290
2095	3772L	121083	MONTGOMERY, NY	HOME BUILT	SPAD XIII	NONE	296
2096	6597D	051583	PLAINSBORO, NJ	BELL	47G	MINOR	266
2097	200AA	101283	SPRING VALLEY, NY	BEECH	A24R	MINOR	292
2098	701Y	060383	ALLIGATOR, MS	GRUMMAN	G-164	MINOR	236
2100	62970	062283	BERLIN, MD	BELLANCA	7GCBC	NONE	186
2101	NONE	081683	WIGGINS, MS	WEEDHOPPER	JC-24	FATAL	240
2102	100VV	020683	HOUSTON, TX	CESSNA	550	NONE	342

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
2102	222WL	020683	HOUSTON, TX	CESSNA	550	NONE	340
2103	732DZ	123183	DES MOINES, IA	CESSNA	210L	NONE	146
2104	7843D	112683	RUSSELLVILLE, AR	PIPER	PA-22-150	NONE	28
2105	55890	122583	MANHATTAN, KS	PIPER	PA-28-180	NONE	170
2106	4529	030683	WILLIAMS AFB, AZ	GRUMMAN	G-164A	NONE	34
2107	19095	031283	DAGGETT, CA	CESSNA	150L	MINOR	50
2108	6004V	082383	LONGMONT, CO	BEECH	C23	NONE	86
2109	5127X	093083	INDIANAPOLIS, IN	HUGHES	369D	NONE	158
2110	30027	100183	HOWELL, MI	PIPER	PA-32RT-30	NONE	210
2111	8340M	100183	IRON RIVER, MI	CESSNA	150	NONE	208
2112	76639	100183	HASTINGS, MI	CESSNA	140	MINOR	206
2113	26093	100283	PORTAGE, MI	PIPER	PA-38	NONE	212
2114	NONE	061983	NORTON, MA	EASTERN ULTR	SN00P	SERIOUS	176
2115	49385	102383	BREWSTER, WA	BOEING	A75N1	SERIOUS	380
2116	9865Q	093083	LITTLE ROCK, AR	CESSNA	172M	NONE	24
2117	400AM	091083	BURLINGTON, CO	BEECH	B90	NONE	88
2118	2416H	111183	MONTE VISTA, CO	BALLOON WORK	FIREFLY 7	SERIOUS	92
2119	22R	081483	HUDSON, CO	PITTS	SPECIAL S-	NONE	84
2120	53846	122683	ESCALANTE, UT	BELLANCA	7GCBC	MINOR	368
2121	8669Z	120583	TREMONTON, UT	CESSNA	P206C	NONE	366
2122	1084N	120283	COKEVILLE, WY	BELL	205A-1	NONE	400
2123	8545F	071483	INTERIOR, SD	BELL	47J-2A	NONE	336
2124	2801Z	061883	BRIGHTON, CO	PIPER	PA-22-160	NONE	78
2125	14780	111483	CRESTED BUTTE, CO	BELLANCA	17-31ATC	NONE	94
2126	9317J	102483	ENGLEWOOD, CO	PIPER	PA-28-180	NONE	90

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2127	9237L	100783	DELAWARE, OH	AMERICAN	AA-1A	NONE	306
2127	2333B	100783	DELAWARE, OH	PIPER	PA-38-112	NONE	304
2128	6128W	111383	MANKATO, MN	PIPER	PA-28-140	SERIOUS	224
2129	6739U	110583	COLUMBUS, OH	BEECHCRAFT	A36	NONE	308
2130	8921P	111883	COLUMBUS, OH	PIPER	PA-24-260	NONE	310
2131	39487	070883	COLUMBUS, OH	PIPER	PA-32RT-30	SERIOUS	300
2132	64MF	082983	NEW DOUGLAS, IL	STEWART	HEADWIND	NONE	152
2133	12862	082883	PRINCETON, IL	CESSNA	172	NONE	150
2134	2732R	091183	SANTA FE, NM	RAVEN	S-55A	NONE	274
2135	37252	121383	BRAINERD, MN	CESSNA	310	MINOR	226
2136	63398	121683	STOCKWELL, IN	CESSNA	150M	FATAL	160
2137	8406F	030583	EVANSTON, WY	PIPER	PA-28-181	FATAL	390
2138	3184	092583	RAYMOND, IL	ERCOUPE	415-C	FATAL	154
2139	58034	090583	ELK ROCK, WA	BELL	205A-1	SERIOUS	378
2140	60619	022683	OXFORD, CT	CESSNA	150J	MINOR	104
2141	66524	091683	ST. AUGUSTINE, FL	BOEING	A75N1	NONE	128
2142	658V	091983	BARTOW, FL	BEECH	M35	NONE	130
2143	40310	092483	BROWNSVILLE, TX	MAULE	M-4-220C	MINOR	354
2144	6479S	083083	DORADO, PR	CESSNA	150H	NONE	330
2145	1325C	082783	OKEECHOBEE, FL	PIPER	PA-22	MINOR	124
2146	5824	082683	LABELLE, FL	BELL	47J	MINOR	122
2147	9261G	082083	JAY, FL	CESSNA	188	NONE	120
2148	734PM	082083	MANATI, PR	CESSNA	172N	NONE	328
2149	18AW	080883	ELGIN AFB, FL	BEECH	H-18	NONE	118
2150	93158	102983	FT. LAUDERDALE, FL	CESSNA	152	NONE	136

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2150	8918R	102983	FT. LAUDERDALE, FL	CHAMPION	7HC	NONE	134
2151	60925	101983	KEY WEST, FL	CESSNA	185	NONE	132
2152	51DC	080483	STUART, FL	BELL	206B	NONE	116
2153	124CD	122483	HUGHES, AR	BELL	47G-2A-1	FATAL	32
2154	2857S	100183	GLENVILLE, WV	CESSNA	150G	NONE	388
2155	4880B	100483	MADISONVILLE, KY	CESSNA	310	NONE	172
2156	18BR	090983	DAISETTA, TX	BEECH	A36	NONE	348
2157	62TG	101283	EDISON, GA	BEECH	65-A80	MINOR	142
2158	88327	071583	SOLDOTNA, AK	PIPER	J-3	NONE	6
2159	NONE	090283	SLATE HILL, VA	CONDOR	II	FATAL	374
2160	NONE	052083	5N BATTLE CREEK, NE	WEEDHOPPER	JC-24C	FATAL	254
2161	6877J	080583	FISHERS ISLAND, NY	PIPER	PA-28-181	FATAL	282
2162	116RE	091183	FRANKLIN, MA	ROTEC	RALLY 3B	SERIOUS	180
2163	NONE	092583	MILAN, NH	ROBERTSON	BIRD	SERIOUS	262
2164	4295N	091683	CRESSON, TX	PIPER	PA-28-160	NONE	350
2165	242KH	091083	MANTEO, NC	EIPPER QUICK	MX II	MINOR	246
2166	68020	072383	PITTSTOWN, NJ	DIMARIA	BD-4D	MINOR	270
2167	6416K	071483	ATLANTIC CITY, NJ	CESSNA	150M	NONE	268
2168	NONE	091583	MIAMI, FL	AMERICAN AER	EAGLE-2	FATAL	126
2169	17SH	121883	MOKULEIA, HI	SCHWEIZER	SGS-2-33A	NONE	144
2170	5049X	091683	BAY CITY, TX	AYRES	S2R	SERIOUS	352
2171	7320A	123183	CASTAIC, CA	CESSNA	A150M	NONE	74
2172	42403	121383	PARADISE, CA	BELL	47H-1	SERIOUS	72
2173	426SK	112583	HALF MOON BAY, CA	CESSNA	172	NONE	68
2174	2058K	120983	SANTA ROSA, CA	BEECH	58TC	NONE	70

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2175	81287	081783	SAN JOSE, CA	PIPER	PA-28-161	NONE	64
2176	735DZ	081883	TRINITY CENTER, CA	CESSNA	182Q	MINOR	66
2177	619MP	060883	FORT LAUDERDALE, FL	PIPER	PA-23-250	FATAL	114
2178	6743Q	051183	BASTROP, LA	GRUMMAN	G-164A	NONE	174
2179	7497	051383	STUTTGART, AR	GRUMMAN	G-164A	NONE	22
2180	57751	060483	ANSON, TX	PIPER	PA-36-285	SERIOUS	346
2181	NONE	080683	BROADALBIN, NY	GOLDWING	NONE	FATAL	284
2182	738SF	062883	JAFFREY, NH	CESSNA	172N	FATAL	260
2183	42966	091783	KANSAS CITY, MO	CESSNA	182	NONE	230
2184	2220Y	111183	ALBION, NE	PIPER	PA-28-161	FATAL	256
2186	277SP	090183	PORTALES, NM	HUGHES	500D	NONE	272
2187	3055V	110583	COLUMBIA, SC	CESSNA	150	NONE	334
2188	8242L	081683	BASYE, VA	PIPER	PA-28AT-20	NONE	370
2189	3150X	092183	WICHITA, KS	EIPPER	QUICKSILVE	NONE	164
2190	43302	122083	SCHUYLER, NE	PIPER	PA-32-260	NONE	258
2191	4012J	120683	CLINTON, OK	CESSNA	150G	FATAL	316
2192	4274A	051283	GEORGETOWN, TX	BEECHCRAFT	58	NONE	344
2193	231	081083	ANCHORAGE, AK	CAMAIR	480	MINOR	8
2194	67863	121083	WINSLOW, AR	CESSNA	152	SERIOUS	30
2195	1586W	020483	INDIO, CA	BEECH	58	FATAL	40
2196	739BD	061283	YERRINGTON, NV	CESSNA	172	MINOR	278
2197	7369E	053083	WINSLOW, AZ	CESSNA	210	NONE	38
2198	8167K	041683	BLUE BELL, PA	PIPER	PA-28-181	FATAL	322
2199	811N	122983	NEAR TAMPA, FL	BOEING	737-201	SERIOUS	138
2200	8496M	062583	SAN DIEGO, CA	CESSNA	A150K	SERIOUS	54

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 11 OF 1983 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2038 4/10/83 GIRDWOOD, AK A/C Reg. No. NONE Time (Lcl) - 1600 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	1	0	0	0
Flight Conducted Under	-14 CFR 103	0	0	0	0
Accident Occurred During	-CLIMB				

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

Fire Crew
NONE Pass

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

Make/Model - PTERADACTYL ASCENDER
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 535
No. of Seats - 1

Eng Make/Model - CUYUNA 43OR
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- CALM
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

GIRDWOOD
Runway Ident - N/A
Runway Lth/Wid - 2100/ 50
Runway Surface - GRAVEL
Runway Status - ICE COVERED
SNOW - DRY

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

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

Age - UNK/NR
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-----

ACCORDING TO A WITNESS, THE ULTRALIGHT VEHICLE HAD JUST TAKEN OFF, HAD TURNED TO A DOWNWIND HEADING & WAS CLIMBING, WHEN IT BEGAN TO OSCILLATE LONGITUDINALLY. AFTER A FEW OSCILLATIONS, THE VEHICLE NOSED OVER, THE WINGS FOLDED & THE ULTRALIGHT CRASHED TO THE GROUND. ALL PARTS OF THE ULTRALIGHT WERE ACCOUNTED FOR & AN EXAM REVEALED THAT THE FRACTURES WERE INDICATIVE OF OVERLOAD FAILURES. REPORTEDLY, THE PLT HAD ONLY ABOUT 5 TO 10 HRS IN THIS MAKE & MODEL. ACCORDING TO THE PLT'S FRIENDS, THEY HAD HEARD HIM TALK ABOUT HAVING TO HOLD THE NOSE DOWN DURING FLT. THEY STATED HE HAD A TENDENCY TO "BURY THE AIRSPEED" WHILE FLYING. ACCORDING TO OTHER PLTS THAT HAVE FLOWN THIS ULTRALIGHT VEHICLE, THE PTERODACTYL CAN ACHIEVE 55 KTS WITH ONLY SLIGHTLY OVER HALF THROTTLE, IT BECOMES INCREASINGLY PITCH SENSITIVE AT HIGH SPEEDS & IT REQUIRES EXCESSIVE NOSE DOWN PITCH CONTROL ABOVE 55 KTS.

Brief of Accident (Continued)

File No. - 2038

4/10/83

GIRDWOOD, AK

A/C Reg. No. NONE

Time (Lcl) - 1600 AST

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

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

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

Finding(s)

3. WING - OVERLOAD
 4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - 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. - 2039 6/10/83 ANCHORAGE, AK A/C Reg. No. N2483F Time (Lcl) - 1155 ADT

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

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

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

Make/Model	- CESSNA 180	Eng Make/Model	- CONTINENTAL O-470-R	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2820	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 230 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 200/013 KTS</p> <p>Visibility - 90.0 SM</p> <p>Lowest Sky/Clouds - 5500 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">LAKE HOOD</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 1370/ 500</p> <p>Runway Surface - WATER</p> <p>Runway Status - WATER - CHOPPY</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND, SE SEA</p>	<p>Age - 29</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 10</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 303</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 28</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 3</td> <td>Last 90 Days- 26</td> </tr> </table>	Total - 303	Last 24 Hrs - UNK/NR	Make/Model- 28	Last 30 Days- UNK/NR	Instrument- 3	Last 90 Days- 26
Total - 303	Last 24 Hrs - UNK/NR							
Make/Model- 28	Last 30 Days- UNK/NR							
Instrument- 3	Last 90 Days- 26							

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF THE FLOAT PLANE REPORTED THAT HE INITIATED HIS TAKEOFF FROM LAKE HOOD TOWARD THE SOUTHEAST WITH A "CANAL OPTION." HE STATED THAT DURING THE TAKEOFF, HE PULLED THE ACFT INTO THE AIR BEFORE REACHING THE CANAL, THEN STARTED A LEFT TURN TOWARD THE CANAL. AT ABOUT THAT TIME, THE ACFT SETTLED (REPORTEDLY, THE LEFT WING STALLED). SUBSEQUENTLY, THE LEFT WING, THEN THE RIGHT, HIT THE WATER & BOTH WERE DAMAGED. AT THAT TIME, THE PLT REDUCED THE POWER & WAS ABLE TO TAXI TO THE SHORE. THE WIND WAS REPORTED FROM 200 DEG AT 13 GUSTING 20 KTS. THE PLT INDICATED THAT HE ENCOUNTERED AN AREA OF CALM AIR AS HE LIFTED OFF. REPORTEDLY, THIS WAS AN AREA THAT WAS FREQUENTLY SHELTERED FROM SOUTHERLY WINDS.

Brief of Accident (Continued)

File No. - 2039

6/10/83

ANCHORAGE, AK

A/C Reg. No. N2483F

Time (Lc1) - 1155 ADT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - 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 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2158 7/15/83 SOLDOTNA,AK A/C Reg. No. N88327 Time (Lc1) - 2100 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - PIPER J-3
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/008 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 380
Make/Model- 1
Instrument- 0
Multi-Eng - 80
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER IN SOFT DIRT DURING A FORCED LANDING AFTER AN ENGINE FAILURE. THIS ENGINE HAD JUST BEEN OVERHAULED AND WAS ON ITS FIRST FLIGHT. THE ENGINE QUIT AT 1200 FT, DURING TAKEOFF CLIMB. THE PROP STOPPED ROTATING AND ASSUMED A HORIZONTAL POSITION. IT WAS FOUND DURING ENGINE TEARDOWN THAT THE ENGINE HAD AN OUT OF ROUND CYLINDER. THE BOTTOM OF #1 CYLINDER WAS SCORED IN A MANNER THAT COINCIDED WITH SCORING ON THE PISTON SKIRT.

Brief of Accident (Continued)

File No. - 2158

7/15/83

SOLDOTNA, AK

A/C Reg. No. N88327

Time (Lcl) - 2100 ADT

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

Finding(s)

1. ENGINE ASSEMBLY, PISTON - MOVEMENT RESTRICTED
 2. MAINTENANCE, MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL
-

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
-

-----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. - 2193 8/10/83 ANCHORAGE, AK A/C Reg. No. N231 Time (Lcl) - 1339 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CAMAIR 480
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4323
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-D
Number Engines - 2
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- 310/008 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - 23000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PALMER, AK
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

ANCHORAGE
Runway Ident - 32
Runway Lth/Wid - 10496/ 150
Runway Surface - MACADAM
Runway Status - DRY

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

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

Age - 53
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 11000
Last 24 Hrs - 1
Make/Model- 600
Last 30 Days- UNK/NR
Instrument- 2010
Last 90 Days- 24
Multi-Eng - 3500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER ABOUT 1 HR OF FLT TIME, BOTH ENGS OF THE ACFT LOST POWER AS THE PLT WAS ON A BASE LEG OF THE TRAFFIC PATTERN FOR A LANDING. SUBSEQUENTLY, THE PLT WAS UNABLE TO REACH THE RWY & THE GEAR COLLAPSED WHILE HE WAS LANDING SHORT OF THE RWY. REPORTEDLY, THE LEFT ENG HAD LOST ALL POWER, BUT THE RIGHT ENG WAS STILL AT 1500 TO 1600 RPM WHEN THE PLANE CRASHED. THE PLT SAID THAT THE MAIN FUEL SELECTORS WERE POSITIONED TO THE MAIN TANK & THE BOOST PUMPS WERE ON. AN EXAM REVEALED THAT THE MAIN TANK WAS EMPTY. THE LEFT & RIGHT TIP TANKS CONTAINED 8 & 10 GAL OF FUEL, RESPECTIVELY. WATER WAS FOUND IN FUEL SAMPLES TAKEN FROM THE TIP TANKS & IN THE CARBURETOR BOWL.

Brief of Accident (Continued)

File No. - 2193

8/10/83

ANCHORAGE, AK

A/C Reg. No. N231

Time (Lc1) - 1339 ADT

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. FLUID,FUEL - STARVATION
 3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
 4. FLUID,FUEL - WATER
 5. FUEL SUPPLY - REDUCED - PILOT IN COMMAND
 6. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

7. LANDING GEAR - OVERLOAD
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2064 11/25/83 NR. WRANGELL, AK A/C Reg. No. N8403M Time (Lcl) - 1400 PST

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

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

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

Make/Model	- CESSNA A150K AEROBAT	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	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 160 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	PETERSBURG, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		NONE	
Wind Dir/Speed	- 200/003 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- SNOW
Lowest Ceiling	- 10000 FT BROKEN	Type Apch/Lndg	- FULL STOP	Runway Status	- SNOW - CRUSTED
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)	
PRIVATE	Current - YES	Total - 576	Last 24 Hrs - 1
SE LAND	Months Since - 17	Make/Model - 225	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 4	Last 90 Days - 12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING LANDING ON A SNOW COVERED SAND BAR. THE WEATHER WAS VMC. THE PLT SAID HE UNDERESTIMATED THE DEPTH OF THE SNOW AND UPON LANDING THE NOSE GEAR COLLAPSED AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2064

11/25/83

NR. WRANGELL, AK

A/C Reg. No. N8403M

Time (Lc1) - 1400 PST

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, NOSE GEAR - OVERLOAD
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. TERRAIN CONDITION - SNOW COVERED
 4. TERRAIN CONDITION - SAND BAR
-

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

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. - 2093 8/04/83 SEMMES,AL A/C Reg. No. N3195J Time (Lcl) - 0922 CDT

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

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

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

Make/Model - CESSNA T188C	Eng Make/Model - CONTINENTAL TS10-520	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	GRAND BAY,AL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 140/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1300 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 11949
SE LAND,ME LAND	Months Since - 1	Make/Model- 3200
	Aircraft Type - UNK/NR	Instrument- 3
		Multi-Eng - 1112
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 200
		Rotorcraft - 450

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A POWER LINE DURING AN AERIAL APPLICATION MANEUVER. THERE WERE 2 SET OF WIRES CROSSING THE AREA, A LOW SET AND A HIGH SET. THE PILOT SUDDENLY CAME UPON THE LOW SET AND CLIMBED OVER THEM BUT COLLIDED WITH THE HIGH SET. THE VERTICAL STABILIZER CAUGHT THE WIRES AND WAS TORN OFF, THE ACFT NOSED INTO A CORN FIELD AND CAUGHT FIRE. THE PLT HAD A MEDICAL LIMITATION FOR VISION REQUIRING CORRECTIVE LENSES. HE WAS COMPLYING WITH THAT REQUIREMENT AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2093

8/04/83

SEMMES,AL

A/C Reg. No. N3195J

Time (Lcl) - 0922 CDT

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

Finding(s)

1. OBJECT - WIRE, STATIC
2. PROCEDURES/DIRECTIVES - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. VISUAL LOOKOUT - CONFLICTING - PILOT IN COMMAND
5. MANEUVER - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

6. STABILIZER - SEPARATION

----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. - 2054

8/06/83

ELBERTA,AL

A/C Reg. No. N9GH

Time (Lcl) - 0645 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 - CESSNA 195A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3350

No. of Seats - 5

Eng Make/Model - JACOBS R755

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 300 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 4.000 SM

Lowest Sky/Clouds - 11000 FT SCATTERED

Lowest Ceiling - UNK/NR

Obstructions to Vision- FDG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PENSACOLA,FL

Destination

BATON ROUGE,LA

Airport Proximity
ON AIRPORT

Airport Data

HORAK

Runway Ident - 18

Runway Lth/Wid - 2500 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - WET

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

HELICOPTER

Age - 28

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3900

Make/Model- 63

Instrument- 431

Multi-Eng - 50

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 208

Rotorcraft - 1000

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE ACFT RAN OFF THE DEPARTURE END OF THE RWY INTO A DITCH DURING LANDING. THE LANDING WAS ON A PRIVATE AIRSTIP WITH A WET GRASS RWY THAT SLOPED DOWNHILL IN THE DIRECTION OF LANDING FOR THE LAST 1/3 OF THE RWY. THE ACFT LANDED ABOUT A QUARTER OF THE WAY DOWN THE RWY AND CONTINUED OFF THE END INTO A 6 FT DEEP DITCH. THERE WERE NO INJURIES TO THE 4 OCCUPANTS.

Brief of Accident (Continued)

File No. - 2054

8/06/83

ELBERTA,AL

A/C Reg. No. N9GH

Time (Lc1) - 0645 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WET
 2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
 3. TERRAIN CONDITION - DOWNHILL
 4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - DITCH
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2088

9/14/83

BERRY,AL

A/C Reg. No. N48475

Time (Lc1) - 1030 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

Flight Conducted Under -14 CFR 137

Accident Occurred During -TAKEOFF

Fire

Crew

Pass

NONE

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

Make/Model - GRUMMAN G-164B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 6075

No. of Seats - 1

Eng Make/Model - P&W R-985-AN1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 450 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 350/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NEW LEXINGTON,AL

Destination

LOCAL

Airport Proximity
ON AIRSTRIP

Airport Data

NEW LEXINGTON

Runway Ident - 17

Runway Lth/Wid - 1500/ 40

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

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 50

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 14000

Make/Model- 14000

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 120

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DRAGGED A WING DURING TAKEOFF AND COLLAPSED THE RIGHT MAIN GEAR IN THE PROCESS. AFTER LIFTOFF THE PLT SAID THE LEFT WING DIPPED AND CONTACTED SOYBEANS AT THE END OF THE RWY. HE SAID HE OVERCONTROLLED AND ROLLED THE RIGHT WING INTO THE BEANS. HE REPORTED THAT THE 180 GALLONS OF INSECTICIDE WAS DUMPED BUT THE RIGHT MAIN GEAR HIT A TERRACE AND FOLDED, DAMAGING THE WING. HE HAD ESTIMATED THE WIND TO BE LIGHT AND FROM 030 DEGREES. THE RECORDED WINDS ABOUT 25 MINUTES LATER AND 20 MILES SOUTH WERE FROM 350 DEGREES AT 10 KTS. THE REPORTED TAKEOFF HEADING WAS SE ABOUT 170 DEGREES.

Brief of Accident (Continued)

File No. - 2088

9/14/83

BERRY,AL

A/C Reg. No. N48475

Time (Lc1) - 1030 CDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - CROP
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. WEATHER CONDITION - TAILWIND
 4. LOAD JETTISON - DELAYED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

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) 2,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2057 10/29/83 DAUPHIN ISLAND,AL A/C Reg. No. N6673T Time (Lcl) - 1300 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew 0
Pass 0

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

Make/Model - CESSNA 150A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NWS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC

Wind Dir/Speed - 020/003 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MOBILE,AL
Destination
DAUPHIN ISLAND,AL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

DAUPHIN ISLAND
Runway Ident - 12
Runway Lth/Wid - 3000/ 80
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 28
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 - 20 Last 24 Hrs - UNK/NR
Make/Model - 20 Last 30 Days - UNK/NR
Instrument - 0 Last 90 Days - 6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFTS NOSE GEAR COLLAPSED DURING LANDING. THE STUDENT PLT WAS ON A SOLO TRAINING MISSION TO PRACTICE LANDINGS. THE PLT SAID HE MADE A NORMAL LANDING AND AS THE NOSE GEAR WAS LOWERED HE ADDED SLIGHT RIGHT RUDDER TO HOLD A ROLL PARALLEL TO THE RWY CENTERLINE. IMMEDIATELY AFTER CONTACTING THE RWY THE NOSE GEAR COLLAPSED AFT AND THE ACFT SLID OFF THE RWY. POST ACCIDENT EXAMINATION OF THE NOSE GEAR SHOWED THAT THE BREAK OCCURRED AT AN OLD REPAIR WELD ON A BRACE.

Brief of Accident (Continued)

File No. - 2057

10/29/83

DAUPHIN ISLAND,AL

A/C Reg. No. N6673T

Time (Lc1) - 1300 CDT

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. - 2055 11/08/83 BESSEMER,AL A/C Reg. No. N83816 Time (Lcl) - 1630 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 -TAXI					

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

Make/Model - PIPER PA28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BESSEMER,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BEESEMER
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1505
SE LAND,ME LAND	Months Since - 14	Make/Model- 194
	Aircraft Type - UNK/NR	Instrument- 136
		Multi-Eng - 41
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A STATION WAGON WHILE TAXIING FOR TAKEOFF DURING A PURCHASER DEMONSTRATION FLT. THE PROSPECTIVE BUYERS WERE A HUSBAND AND WIFE AND THE WIFE WAS OCCUPYING THE LEFT FRONT SEAT WITH THE CFI IN THE RIGHT SEAT. THE CFI STATED, THAT WHILE TURNING TO TAXI THE ACFT'S LEFT WING MAIN SPAR WAS DAMAGED WHEN THE ACFT COLLIDED WITH THE STATION WAGON.

Brief of Accident (Continued)

File No. - 2055

11/08/83

BESSEMER,AL

A/C Reg. No. N83816

Time (Lcl) - 1630 CST

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

Finding(s)

1. OBJECT - VEHICLE
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 4. PROPER ASSISTANCE - NOT ATTAINED - PILOT IN COMMAND
 5. CREW/GROUP COORDINATION - POOR - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2179 5/13/83 STUTTGART,AR A/C Reg. No. N7497 Time (Lcl) - 1630 CDT

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

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

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

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P & W R-1340-AN1	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES	
Max Gross Wt	- 6075	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	OFF AIRPORT/STRIP	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	Runway Ident	- N/A
Wind Dir/Speed	- 180/015 KTS	Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Runway Surface	- GRASS/TURF
Lowest Sky/Clouds	- CLEAR	Runway Status	- DRY
Lowest Ceiling	- NONE		
Obstructions to Vision	- HAZE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 356	Last 24 Hrs - 1
SE LAND	Months Since - 5	Make/Model - 120	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 1	Last 90 Days - 144

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LOADING THE ACFT WITH 50 GAL OF WATER, THE PLT TOOK OFF TO CONDUCT AERIAL APPLICATION MANEUVERS & TO CALIBRATE THE ACFT'S SPRAY BOOM. AT THE END OF THE 1ST SWATH RUN ON A WESTERLY HEADING, HE PULLED UP OVER A POWER LINE, TURNED 90 DEG RIGHT, REVERSED THE TURN & WAS PASSING THRU A HEADING OF ABOUT 170 DEG WHEN THE ACFT STALLED. REPORTEDLY, THE PLT WAS TIGHTENING HIS TURN TO PRECLUDE OVERSHOOTING & WAS AT APRX 130 FT AGL WHEN THE STALL OCCURRED. THE ACFT IMPACTED ON ITS LEFT WING & CARTWHEELED TO A STOP. THE PLT REPORTED THE WIND WAS FROM 180 DEG AT 15 GUSTING 20 KTS.

Brief of Accident (Continued)

File No. - 2179

5/13/83

STUTT GART, AR

A/C Reg. No. N7497

Time (Lcl) - 1630 CDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2116

9/30/83

LITTLE ROCK, AR

A/C Reg. No. N9865Q

Time (Lcl) - 2000 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

2

Accident Occurred During -LANDING

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

Make/Model - CESSNA 172M

Eng Make/Model - LYCOMING O-360

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2300

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 180 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 7.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

ADDISON, TX

Destination

LITTLE ROCK, AR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Age - 35

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL, CFI

Current - YES

Total - 1253

Last 24 Hrs - 2

SE LAND, ME LAND

Months Since - 21

Make/Model - 62

Last 30 Days - UNK/NR

HELICOPTER

Aircraft Type - UNK/NR

Instrument - 76

Last 90 Days - 3

Multi-Eng - 18

Rotorcraft - 140

Instrument Rating(s) - UNK/NR

-----Narrative-----

BEFORE TAKEOFF, THE PLT VISUALLY CHECKED THE FUEL. HE BELIEVED THERE WAS SUFFICIENT FUEL ON BOARD FOR THE FLT & REPORTED THAT THE FUEL QUANTITY GAGES AGREED WITH HIS ESTIMATE. ACCORDING TO HIM, THERE WAS 25 TO 30 GAL OF FUEL ON BOARD WHEN HE TOOK OFF & NO MORE THAN 20 GAL SHOULD HAVE BEEN NEEDED. HOWEVER, BEFORE REACHING THE DESTINATION, THE ENG LOST POWER FROM FUEL EXHAUSTION. THE PLT TRIED TO LAND ON A ROAD AT DUSK, BUT THE ACFT CLIPPED THE TOPS OF TREES, THEN THE PLT MANEUVERED TO AVOID POWER LINES. SUBSEQUENTLY, THE ACFT WAS LANDED IN UNDERBRUSH BESIDE THE ROAD. THE PLT SUSPECTED EXCESSIVE FUEL CONSUMPTION, A FUEL LEAK OR FUEL SYPHONING. HOWEVER, NO MALFUNCTION OR LEAKAGE WAS VERIFIED. THE ENG WAS OPERATIONALLY CHECKED & RAN SMOOTHLY AT 900 RPM.

Brief of Accident (Continued)

File No. - 2116

9/30/83

LITTLE ROCK, AR

A/C Reg. No. N9865Q

Time (Lcl) - 2000 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. FLUID, FUEL - EXHAUSTION
3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

4. LIGHT CONDITION - DUSK
5. OBJECT - TREE(S)

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. MANEUVER - PERFORMED - PILOT IN COMMAND
8. TERRAIN CONDITION - HIGH VEGETATION

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2047 10/02/83 FORREST CITY, AR A/C Reg. No. N2938S Time (Lcl) - 1115 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	MILLINGTON, TN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FORREST CITY
Wind Dir/Speed- 190/010 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3000/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

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

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING, THE ACFT TOUCHED DOWN HARD, THEN BOUNCED & TOUCHED DOWN HARD, 2 MORE TIMES. ON THE 3RD IMPACT, THE NOSE GEAR COLLAPSED. SUBSEQUENTLY, THE ACFT SLID TO A STOP WITH DAMAGE TO THE PROPELLER & FIREWALL.

Brief of Accident (Continued)

File No. - 2047

10/02/83

FORREST CITY, AR

A/C Reg. No. N29385

Time (Lcl) - 1115 CDT

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

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2104 11/26/83 RUSSELLVILLE, AR A/C Reg. No. N7843D Time (Lcl) - 1700 CST

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

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

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

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1840	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point MOUNTAIN GROVE, MO	Airport Data RUSSELLVILLE MUNI
Method - N/A	Destination SAME AS ACC/INC	Runway Ident - UNK/NR
Completeness - N/A	ATC/Airspace	Runway Lth/Wid - UNK/NR
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Wind Dir/Speed- 180/010 KTS	Type of Clearance - NONE	Runway Status - DRY
Visibility - 5.0 SM	Type Apch/Lndg - UNK/NR	
Lowest Sky/Clouds - UNK/NR		
Lowest Ceiling - 1500 FT OVERCAST		
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 5275
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 10
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 510
		Last 30 Days- UNK/NR
		Instrument- 213
		Last 90 Days- 70
		Multi-Eng - 550

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING, THE PLT TAXIED TO THE TIE-DOWN AREA. WHILE TURNING INTO A TIEDOWN POSTION, THE RIGHT MAIN GEAR HIT A TIRE, SURROUNDING A TIE-DOWN STAKE, & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2104

11/26/83

RUSSELLVILLE, AR

A/C Reg. No. N7843D

Time (Lc1) - 1700 CST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAXI - FROM LANDING

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2194 12/10/83 WINSLOW, AR A/C Reg. No. N67863 Time (Lcl) - 0715 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation - PERSONAL

Fire

Crew

0

1

0

0

Flight Conducted Under - 14 CFR 91

NONE

Pass

0

1

0

0

Accident Occurred During - CLIMB

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

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 110 HP

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

Weather Data

Itinerary

Airport Proximity

Wx Briefing - FSS

Last Departure Point

OFF AIRPORT/STRIP

Method - IN PERSON

FAYETTEVILLE, AK

Completeness - FULL

Destination

Airport Data

Basic Weather - IMC

LITTLE ROCK, AR

Wind Dir/Speed- 150/008 KTS

ATC/Airspace

Runway Ident - N/A

Visibility - UNK/NR

Type of Flight Plan - VFR

Runway Lth/Wid - N/A

Lowest Sky/Clouds - UNK/NR

Type of Clearance - NONE

Runway Surface - N/A

Lowest Ceiling - UNK/NR

Type Apch/Lndg - NONE

Runway Status - N/A

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAWN

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

Pilot-In-Command

Age - 26

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 135

Last 24 Hrs - UNK/NR

SE LAND

Months Since - UNK/NR

Make/Model- 91

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 3

Last 90 Days- 1

Multi-Eng - 2

Instrument Rating(s) - NONE

-----Narrative-----

DURING A WX BRIEFING BEFORE TAKEOFF, THE PLT WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED. ABOUT 12 TO 15 MIN AFTER TAKEOFF, HE WAS FORCED TO DESCEND TO MAINTAIN VISUAL CONTACT. HE DEVIATED SOUTH TO AVOID A RAIN SHOWER. SUBSEQUENTLY, THE PLT REALIZED HE HAD FLOWN INTO A BOXED CANYON WITHOUT ENOUGH CLEARANCE TO REVERSE COURSE. HE THEREFORE ELECTED TO CLIMB IN INSTRUMENT CONDITIONS TO CLEAR THE HILLS. WHILE CLIMBING, THE ACFT STRUCK THE TOPS OF TREES, THEN CRASHED.

Brief of Accident (Continued)

File No. - 2194

12/10/83

WINSLOW, AR

A/C Reg. No. N67863

Time (Lcl) - 0715 CST

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - OBSCURATION
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

6. LIGHT CONDITION - DAWN
7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. TERRAIN CONDITION - RISING
10. 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) 5,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2153 12/24/83 HUGHES,AR A/C Reg. No. N124CD Time (Lcl) - 0938 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - BELL 47G-2A-1
Landing Gear - SKID
Max Gross Wt - 2850
No. of Seats - 3

Eng Make/Model - ALLISON 250
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - UNK/NR

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 340/013 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - 6000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MEMPHIS, TN

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

HELICOPTER

Age - 44

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5742

Make/Model- 2575

Instrument- 1

Multi-Eng - 17

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 17

Rotorcraft - 2575

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & OBSERVER WERE ON A FLT TO RESCUE 2 DUCK HUNTERS, STRANDED IN A BOAT THAT BECAME STUCK IN ICE, 500 TO 600 FT FROM SHORE. AFTER REMOVING THE RGT DOOR, THEY PLANNED TO PICK UP 1 HUNTER AT A TIME ON THE RGT SKID WHILE THE OBSERVER HELD ONTO HIM THRU THE OPEN DOOR. AFTER CIRCLING IN GUSTY WINDS, THE PLT WAS ABLE TO HOVER AT THE BOW OF THE BOAT. AS THE 1ST HUNTER CLIMBED ONTO THE RGT SKID, THE HELICOPTER BANKED TO THE RGT, AND SUBSEQUENTLY, ENTERED A SPIN TO THE RGT. HOWEVER, THE PLT REGAINED CONTROL & CONTINUED TO THE LANDING AREA WHILE REMAINING IN A CONSTANT RGT TURN. AS HE ENTERED A 5 FT HOVER TO LAND, THE ACFT PITCHED FORWARD. THE PLT PULLED THE COLLECTIVE TO GAIN ALT, BUT THE ACFT ENTERED A RGT ROLL & TURN, AND SUBSEQUENTLY STRUCK SEVERAL TREES & CRASHED. AN INVESTIGATION REVEALED THE CG EXCEEDED THE FORWARD LIMIT BY .33 INCHES & THE RIGHT CG LIMIT BY 5.2 INCHES. THE ACFT WAS NOT EQUIPPED FOR LATERAL LOADS & NO LATERAL CG LIMITS WERE LISTED IN THE FLT MANUAL. THOSE EQUIPPED FOR LITTERS (LATERAL LOADS) WERE RIGGED WITH ADDITIONAL CYCLIC CTL.

Brief of Accident (Continued)

File No. - 2153

12/24/83

HUGHES, AR

A/C Reg. No. N124CD

Time (Lc1) - 0938 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. WEATHER CONDITION - GUSTS
 5. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING

Finding(s)

6. OBJECT - TREE(S)
 7. TOUCH-AND-GO LANDING - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2106 3/06/83 WILLIAMS AFB,AZ A/C Reg. No. N4529 Time (Lcl) - 1315 MST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Crew
Pass

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

Make/Model - GRUMMAN G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - P & W 1
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 450 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
UNK/NR

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED 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)
COMMERCIAL
SE LAND,ME LAND,SE SEA
GLIDER

Age - 54
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 13530
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-----

WHILE ON A SPRAY RUN, THE ENG LOST POWER. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING A FORCED LANDING.

Brief of Accident (Continued)

File No. - 2106

3/06/83

WILLIAMS AFB, AZ

A/C Reg. No. N4529

Time (Lcl) - 1315 MST

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 UNDETERMINED
Phase of Operation LANDING

Finding(s)

2. TERRAIN CONDITION - SOFT
3. TERRAIN CONDITION - WET

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2002 3/06/83 PRESCOTT, AZ A/C Reg. No. N1958V Time (Lcl) - 1140 MST

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/010 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 3500 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data LOVE FIELD</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 166
SE LAND	Months Since - 21	Make/Model- 81
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 10
		Rotorcraft - 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED HE WAS TAXIING IN WINDS THAT WERE MODERATE & GUSTING. WHILE TAXIING, HE MADE S-TURNS & POSITIONED THE CONTROLS TO COMPENSATE FOR THE WIND. AS HE APPROACHED THE RUN-UP AREA, HE REDUCED POWER TO SLOW DOWN. AT ABOUT THAT TIME, THE NOSE SUDDENLY PITCHED DOWN & THE ACFT NOSED OVER. THE PLT STATED THAT HE WAS NOT SURE WHETHER HE OR THE PASSENGER ENGAGED THE BRAKES "TOO HARD." THE 1152 MST WINDS AT PRESCOTT, AZ WERE FROM 240 DEG AT 10 GUSTING 20 KTS.

Brief of Accident (Continued)

File No. - 2002

3/06/83

PRESCOTT,AZ

A/C Reg. No. N1958V

Time (Lcl) - 1140 MST

Occurrence NOSE OVER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)
1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - GUSTS

----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. - 2197 5/30/83 WINSLOW, AZ A/C Reg. No. N7369E Time (Lcl) - 1000 MST

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

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

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

Make/Model - CESSNA 210	Eng Make/Model - CONTINENTAL IO-470-E	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 - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SPRINGERVILLE, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAKE HAVASU, AZ	Runway Ident - N/A
Wind Dir/Speed- 250/020 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1214
SE LAND	Months Since - 7	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 500
		Last 30 Days- 10
		Instrument- 45
		Last 90 Days- 23
		Multi-Eng - 5

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE AT 10,000 FT MSL, THE #3 CYLINDER, PISTON & ROD SEPARATED FROM THE ENG & DEPARTED THRU THE COWLING. THE PLT SAID THAT ALTHOUGH THE OIL LEFT THE ENG RAPIDLY, HE WAS ABLE TO MAINTAIN PARTIAL POWER FOR APRX 12 MINS. DURING THAT TIME, HE WAS ABLE TO FIND A SEMI-CIRCLED AREA FOR AN EMERGENCY LANDING. DURING THE LANDING, THE NOSE & LEFT MAIN GEAR COLLAPSED WHEN THE ACFT HIT A STUMP & A LOG. THE PISTON, ROD & CYLINDER WERE NOT RECOVERED, THUS THE CYCLE OF EVENTS THAT LED TO THE FAILURE WAS NOT VERIFIED. IT WAS NOTED THAT ONE OF THE ROD END CAP BOLTS WAS STILL IN THE CAP, BUT ITS ASSOCIATED NUT WAS MISSING. THE OTHER BOLT HAD FAILED FROM TENSILE OVERLOAD. THE ENG HAD ACCUMULATED 1107 HRS SINCE A MAJOR OVERHAUL.

Brief of Accident (Continued)

File No. - 2197

5/30/83

WINSLOW,AZ

A/C Reg. No. N7369E

Time (Lcl) - 1000 MST

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

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
 2. ENGINE ASSEMBLY,CONNECTING ROD - SEPARATION
 3. ENGINE ASSEMBLY,PISTON - SEPARATION
 4. ENGINE ASSEMBLY,CYLINDER - SEPARATION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
-

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR - OVERLOAD
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2195 2/04/83 INDIO,CA A/C Reg. No. N1586W Time (Lc1) - 1430 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
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	1	0	0	0

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

Make/Model - BEECH 58
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5400
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - IMC
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 - DAYLIGHT

OVERCAST

Itinerary

Last Departure Point
YUCCA VALLEY,CA
Destination
BERMUDA DUNES,CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 47
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 - 1
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT & PASSENGER HAD FLOWN FROM BERMUDA DUNES TO YUCCA VALLEY, CA ON A BUSINESS FLT. REPORTEDLY, THEY TERMINATED THEIR BUSINESS EARLY BECAUSE WX WAS BUILDING OVER THE MOUNTAINS BETWEEN YUCCA VALLEY & BERMUDA DUNES. WHILE ON THE RETURN TRIP, THE PLT REPORTED THAT HE HAD PROCEEDED TO A POINT WHERE HE HAD BERUMDA DUNES IN SIGHT, BUT ELECTED TO DIVERT BACK TO THE HIGH DESERT ARPT (NEAR YUCCA VALLEY) TO OBTAIN FUEL. AT APRX 1420 PST, THE PLT & PASSENGER TOOK OFF AGAIN FOR BERMUDA DUNES. SUBSEQUENTLY, THE ACFT IMPACTED RESING TERRAIN NEAR THE TOP OF A MOUNTAIN RIDGE ALONG THE EXPECTED ROUTE. SEVERAL SOURCES REPORTED THAT THE WX HAD DETERIORATED IN THE VICINITY OF THE CRASH SITE. THE OWNER OF THE HIGH DESERT ARPT STATED THAT WHEN THE ACFT DEPARTED AFTER REFUELING, THE WX TOWARDS PALM SPRINGS WAS IFR. THE OWNER OF A HELICOPTER AG OPERATION NEAR DESERT HOT SPRINGS, STATED THAT THE WX BUILD-UP OVER THE MOUNTAINS WAS NOT CONDUCTIVE TO VFR FLT OPERATIONS.

Brief of Accident (Continued)

File No. - 2195

2/04/83

INDIO,CA

A/C Reg. No. N1586W

Time (Lc1) - 1430 PST

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

Finding(s)

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

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

Finding(s)

5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 7. TERRAIN CONDITION - RISING
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2091 3/06/83 FREMONT, CA A/C Reg. No. N7547 Time (Lcl) - 1600 PST

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

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

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

Make/Model	- SCHWEIZER SGS2-33A	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- UNK/NR	Number Engines	- N/A	Stall Warning System	- UNK/NR
Max Gross Wt	- 1040	Engine Type	- N/A		
No. of Seats	- 2	Rated Power	- N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRSTRIP
Method	FREMONT, CA	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	SKY SAILING
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 28
Lowest Sky/Clouds	Type of Clearance	Runway Lth/Wid
Lowest Ceiling	- NONE	- 1840/ 30
Obstructions to Vision	Type Apch/Lndg	Runway Surface
Precipitation	- FORCED LANDING	- GRAVEL
Condition of Light		Runway Status
		- DRY

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

Pilot-In-Command	Age - 51	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	Total	- 2450
SE LAND	Months Since	Make/Model	- UNK/NR
GLIDER	Aircraft Type	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BANGED INTO THE GROUND DURING THE TAKEOFF GROUND RUN. THE GLIDER HAD SWERVED OFF THE RWY DURING THE TOW INTO A MUDDY GRASS AREA, THE PLT ATTEMPTED A PREMATURE TAKEOFF TO PREVENT GETTING STRUCK IN THE MUD. HE STATED THAT LACK OF FORWARD SPEED AND THE ANGLE OF THE TOW ROPE CAUSE THE ACFT TO "SLAM BACK INTO THE GROUND."

Brief of Accident (Continued)

File No. - 2091

3/06/83

FREMONT, CA

A/C Reg. No. N7547

Time (Lc1) - 1600 PST

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

Finding(s)

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

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

Finding(s)

3. LIFT-OFF - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2001 3/08/83 ARVIN, CA A/C Reg. No. N35105 Time (Lcl) - 2040 PST

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

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

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

Make/Model - CESSNA 177B	Eng Make/Model - LYCOMING O-360-A1F6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	PACOIMA, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BAKERSFIELD, CA	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1113
SE LAND	Months Since - 22	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 51
		Instrument- 46
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

WHILE DESCENDING TO LAND, THE ENG SPUTTERED & QUIT. ACCORDING TO THE PLT, THE FUEL GAGES INDICATED THE LEFT TANK WAS 1/4 FULL & THE RIGHT TANK WAS 1/8 FULL WHEN THE ENG LOST POWER. DURING AN EMERGENCY LANDING ON A ROADWAY, THE ACFT COLLIDED WITH POLES & WIRES & CRASHED. THE PLT STATED THAT HE HAD "DIPPED THE TANKS" DURING HIS PREFLT & HE FELT SURE HE HAD ADEQUATE FUEL FOR THE FLT. DEPUTIES FROM THE SHERIFF'S OFFICE INSPECTED THE ACFT & FOUND THAT BOTH FUEL TANKS WERE EMPTY.

Brief of Accident (Continued)

File No. - 2001

3/08/83

ARVIN, CA

A/C Reg. No. N35105

Time (Lcl) - 2040 PST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
4. FLUID, FUEL - EXHAUSTION
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
7. OBJECT - UTILITY POLE
8. OBJECT - WIRE, TRANSMISSION

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2004 3/10/83 DELHI, CA A/C Reg. No. N731JK Time (Lcl) - 1628 PST

-----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

Crew

Pass

NONE

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

Make/Model - CESSNA 188B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - UNK/NR

No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-D

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/003 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - 9000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

PRIVATE STRIP

Runway Ident - UNK/NR

Runway Lth/Wid - 1982 -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)

COMMERCIAL,CFI

SE LAND,ME LAND

HELICOPTER

Age - 32

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4389

Make/Model- 271

Instrument- 109

Multi-Eng - 575

Last 24 Hrs - 8

Last 30 Days- UNK/NR

Last 90 Days- 38

Rotorcraft - 66

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE HAD BEEN SPRAYING FERTILIZER IN THE AREA ALL DAY. WHILE TAKING OFF FROM A STRIP SURROUNDED BY TREES, THE ACFT CLIMBED ABOVE THE TREETOPS, THEN BEGAN TO SETTLE. SUBSEQUENTLY, IT CRASHED INTO ALMOND TREES & BURNED. THE PLT STATED THAT THE ENG WAS DEVELOPING FULL POWER, BUT A WIND SHIFT OCCURRED AT ABOUT THE TIME HE BEGAN HIS TAKEOFF ROLL. THE WIND WAS REPORTED FROM 180 DEG AT 3 GUSTING 8 KTS.

Brief of Accident (Continued)

File No. - 2004

3/10/83

DELHI,CA

A/C Reg. No. N731JK

Time (Lc1) - 1628 PST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2005

3/10/83

OAKLAND, CA

A/C Reg. No. N4025J

Time (Lcl) - 1329 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - CESSNA 150G
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 - UNK/NR

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 300/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 1100 FT
Lowest Ceiling - 1100 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GRASS VALLEY, CA
Destination
HAYWARD, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 26
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 38
Make/Model- 38
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 16
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A SOLO X-COUNTRY FLT FROM HAYMOND, CA TO SONOMA & GRASS VALLEY, CA, THEN RETURN TO HAYWARD. SHE REPORTED THAT THE EN ROUTE TIME ON THE 1ST 2 LEGS OF THE FLT WERE INCREASED SLIGHTLY DUE TO THE WX. THE ACFT WAS NOT REFUELED AT EITHER OF THE EN ROUTE ARPTS. ON THE LAST LEG OF THE FLT, THE ENG LOST POWER AS THE ACFT WAS CROSSING THE OAKLAND HILLS. THE STUDENT STATED THAT THE FUEL GAGES WERE INDICATING 1/4 FULL AT THAT TIME. WHILE MAKING AN EMERGENCY LANDING, SHE FLEW UNDER A POWER LINE; HOWEVER, SHORTLY AFTER TOUCHDOWN, A WING TIP HIT AN OVERHANGING TREE, THEN THE ACFT GRAZED A TRUCK & WENT THRU A FENCE BEFORE COMING TO REST. ONLY ABOUT 1 1/2 TO 2 QUARTS OF FUEL WAS REMAINING IN THE RIGHT FUEL TANK & LESS THAN THAT WAS REMAINING IN THE LEFT TANK.

Brief of Accident (Continued)

File No. - 2005

3/10/83

OAKLAND,CA

A/C Reg. No. N4025J

Time (Lc1) - 1329 PST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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

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

Finding(s)

6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. MANEUVER - PERFORMED - PILOT IN COMMAND
8. OBJECT - TREE(S)
9. OBJECT - VEHICLE
10. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2107

3/12/83

DAGGETT,CA

A/C Reg. No. N19095

Time (Lcl) - 1218 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -AIR DERBY

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

Crew

0

0

2

0

NONE

Pass

0

0

0

0

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

Make/Model - CESSNA 150L

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - NWS

Method - IN PERSON

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 280/012 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 25000 FT

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

VAN NUYS,CA

Destination

VAN NUYS,CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

ROUGH

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - PRECAUTIONARY LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - 54

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1480

Make/Model- 852

Instrument- 107

Multi-Eng - 9

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT & HER COPILOT/NAVIGATOR WERE PARTICIPATING IN A X-COUNTRY AIR DERBY. AFTER MAKING A REQUIRED FLY-BY AT THE BARSTOW-DAGGET ARPT, THEY TURNED SOUTHEAST TO CONTINUE ON COURSE. A SHORT TIME LATER, ABOUT 6 MI SOUTHEAST OF THE ARPT, THE PLT DETERMINED THAT THE ACFT WOULD NOT CLEAR OVER RISING TERRAIN, SO SHE LANDED. DURING THE LANDING, THE ACFT NOSED OVER. THE ELEVATION OF THE CRASH SITE WAS APRX 4000 FT MSL.

Brief of Accident (Continued)

File No. - 2107

3/12/83

DAGGETT, CA

A/C Reg. No. N19095

Time (Lcl) - 1218 PST

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. TERRAIN CONDITION - RISING
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2003 4/04/83 . RUTH,CA

A/C Reg. No. N2353X

Time (Lcl) - 1715 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 182H
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-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- 360/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

RUTH
Runway Ident - 31
Runway Lth/Wid - 3170/ 45
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 51
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1112
Make/Model- 80
Instrument- 69
Multi-Eng - 253
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING AT RUTH, CA, THE ACFT WAS REFUELED WITH APRX 38 GAL OF 80/87 OCTANE AVIATION FUEL. DURING TAKEOFF, ABOUT 15 MIN AFTER LANDING, THE ENG LOST POWER AS THE ACFT WAS CLIMBING THRU APRX 200 TO 300 FT AGL. THE PLT LANDED STRAIGHT AHEAD IN THE BEST AVAILABLE FIELD. APRX 50 FT AFTER TOUCHDOWN ON MOUNTAINOUS TERRAIN, THE ACFT COLLIDED WITH TREES. WATER WAS FOUND IN THE FUEL TANKS, FUEL STRAINER & CARBURETOR. THE FUEL PUMP AT THE ARPT WAS CHECKED & WATER WAS ALSO FOUND AT THAT SOURCE.

Brief of Accident (Continued)

File No. - 2003

4/04/83

RUTH,CA

A/C Reg. No. N2353X

Time (Lc1) - 1715 PST

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 - FBO PERSONNEL
 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. TERRAIN CONDITION - NONE SUITABLE
 5. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2200

6/25/83

SAN DIEGO, CA

A/C Reg. No. N8496M

Time (Lcl) - 1340 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation - PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -MANEUVERING

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

Make/Model - CESSNA A150K

Eng Make/Model - CONTINENTAL O-200-A

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1600

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 100 HP

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

Weather Data

Wx Briefing - PATWAS

Method - TELEPHONE

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 240/011 KTS

Visibility - 9.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MONTGOMERY

Runway Ident - 28L

Runway Lth/Wid - 3400/ 150

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 17

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 14

Last 24 Hrs - UNK/NR

Make/Model- 1

Last 30 Days- 7

Instrument- 0

Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE ACFT CIRCLING OVER THE HOUSING DEVELOPMENT AT LOW ALTITUDE. THE ACFT BANKED STEEPLY, PITCHED UP & THE NOSE FELL THROUGH THE HORIZON. THE STUDENT PLT FLYING THE ACFT RESIDED FOUR HOUSES AWAY FROM WHERE THE ACFT CRASHED.

Brief of Accident (Continued)

File No. - 2200

6/25/83

SAN DIEGO, CA

A/C Reg. No. N8496M

Time (Lcl) - 1340 PDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. BUZZING - PERFORMED - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL/SPIN - 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) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2016 7/28/83 GLENNVILLE, CA A/C Reg. No. N6169N Time (Lcl) - 1800 PDT

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

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

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

Make/Model	- CESSNA T210N	Eng Make/Model	- CONTINENTAL TS10-520-R	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>PORTERVILLE, CA</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>CARVER BOWEN BRANCH</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 52</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-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3655</p> <p>Make/Model- 1290</p> <p>Instrument- 126</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 87</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LANDING, THE ACFT TOUCHED DOWN WITH THE GEAR RETRACTED. IT CAME TO REST WITH THE GEAR HANDLE IN THE DOWN POSITION, THE AMBER WARNING LIGHT ILLUMINATED, AND THE GEAR MOTOR CIRCUIT BREAKER DISENGAGED.

Brief of Accident (Continued)

File No. - 2016

7/28/83

GLENNVILLE,CA

A/C Reg. No. N6169N

Time (Lcl) - 1800 PDT

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

Finding(s)

1. ELECTRICAL SYSTEM,CIRCUIT BREAKER - NOT ENGAGED
2. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
3. GEAR EXTENSION - NOT OBTAINED - PILOT IN COMMAND
4. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2017

8/01/83

TEHACHAPI,CA

A/C Reg. No. N9142F

Time (Lc1) - 1440 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - HUGHES 369HS
Landing Gear - SKID
Max Gross Wt - 2550
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 350 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- 090/005 KTS
Visibility - 80.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

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

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

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

Age - 57
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 6150
Make/Model- 83
Instrument- 255
Multi-Eng - 1630
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 78
Rotorcraft - 353

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING THE LANDING APPROACH, THE ROTOR RPM DECREASED & THE HELICOPTER LANDED HARD. AFTER TOUCHDOWN, THE HELICOPTER SKIDDED INTO AN UNOCCUPIED PICKUP TRUCK. AN EXAM OF THE HELICOPTER DID NOT REVEAL ANY PREIMPACT DISCREPANCIES WHICH WOULD HAVE PRECLUDED NORMAL OPERATION.

Brief of Accident (Continued)

File No. - 2017

8/01/83

TEHACHAPI,CA

A/C Reg. No. N9142F

Time (Lc1) - 1440 PDT

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

Finding(s)
1. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)
2. OBJECT - VEHICLE

-----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. - 2018 8/13/83 N. PALM SPRINGS,CA A/C Reg. No. N6379G Time (Lcl) - 1957 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
1 0
0 0

None
0
0

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

Make/Model - CESSNA 150K
Landing Gear - UNK/NR
Max Gross Wt - 1600
No. of Seats - 2

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

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

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

Weather Data

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

Wind Dir/Speed- 360/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 16000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
YUCCA VALLEY,CA
Destination
PALM SPRINGS,CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 44
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 - 200
Make/Model- 60
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 5
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED HE ORIGINALLY INTENDED TO FLY APRX 19 MI TO THE PALM SPRINGS ARPT TO PERFORM NIGHT LANDINGS TO ACQUIRE NIGHT CURRENCY. HOWEVER, DUE TO A RADIO MALFUNCTION, HE WAS UNABLE TO COMMUNICATE WITH THE CONTROL TOWER. THEREFORE, HE DECIDED TO RETURN TO HIS HOME IN YUCCA VALLEY. THE PLT ALSO REPORTED THAT HE WAS IN THE PROCESS OF CIRCLING NORTH OF PALM SPRINGS TO GAIN ALT WHEN THE ACFT COLLIDED WITH POWER LINES. IT COLLIDED WITH THE TOP WIRE OF AN INTRASTATE POWER TRANSMISSION LINE, APRX 100 FT AGL, THEN CRASHED. REPORTEDLY, THE PLT'S WIFE WAS WORKING IN A FAMILY OWNED RESTAURANT WITHIN 1/2 MI OF THE CRASH SITE.

Brief of Accident (Continued)

File No. - 2018

8/13/83

N. PALM SPRINGS,CA

A/C Reg. No. N6379G

Time (Lc1) - 1957 PDT

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

Finding(s)

1. LIGHT CONDITION - DUSK
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. OBJECT - WIRE,TRANSMISSION
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2019 8/15/83 RAMONA, CA A/C Reg. No. N5478C Time (Lcl) - 1030 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	RAMONA
Wind Dir/Speed- VARIABLE/005 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 150
Lowest Sky/Clouds - 6000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 6000 FT BROKEN	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 - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, MILITARY	Current - YES	Total - 4271
SE LAND, ME LAND	Months Since - 10	Make/Model- 8
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 321
		Multi-Eng - 2135
		Last 24 Hrs - UNK/NR
		Last 30 Days- 45
		Last 90 Days- 121
		Rotorcraft - 1759

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT WAS PRACTICING TOUCH-AND-GO LANDINGS IN WINDS THAT WERE VARIABLE AT 5 GUSTING 10 KTS. ON HIS 4TH LANDING, HE TOUCHED DOWN USING THE "FULL STALL TECHNIQUE." HE REPORTED THAT AFTER TOUCHING DOWN, HE TURNED OFF THE CARBURETOR HEAT & RAISED THE FLAPS, THEN WITHOUT WARNING, THE ACFT BEGAN YAWING TO THE RIGHT. DESPITE RECOVERY EFFORTS, HE LOST CONTROL, THE ACFT VEERED OFF THE RIGHT SIDE OF THE RWY & THE LEFT MAIN GEAR COLLAPSED. THE PLT STATED THAT WHEN HE WAS ON FINAL TO LAND ON RWY 27, THE WIND WAS FROM THE NORTHWEST, BUT AFTER THE ACCIDENT, HE NOTED THAT IT HAD SHIFTED TO THE EAST. ABOUT 15 MIN LATER, THE WIND SHIFTED BACK TOWARD THE WEST AGAIN.

Brief of Accident (Continued)

File No. - 2019

8/15/83

RAMONA, CA

A/C Reg. No. N5478C

Time (Lcl) - 1030 PDT

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

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER CONDITION - GUSTS
 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

7. LANDING GEAR, MAIN GEAR - OVERLOAD
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2175 8/17/83 SAN JOSE, CA A/C Reg. No. N81287 Time (Lcl) - 1515 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

-----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 - 320/009 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN JOSE, CA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

RANCHO SAN ANTONIO
Runway Ident - 09
Runway Lth/Wid - 2200/ 45
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 64
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

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

Total	- 1476	Last 24 Hrs	- UNK/NR
Make/Model	- 73	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 STATED THAT HER APCH FOR LANDING WAS HIGH & FAST, WHICH RESULTED IN A TOUCHDOWN ON THE MIDDLE 1/3 OF THE RWY. DURING THE ROLL-OUT, SHE APPLIED BRAKES TO SLOW DOWN, BUT THE ACFT SWERVED OFF THE SOUTH SIDE OF THE RWY. SUBSEQUENTLY, IT STRUCK A TREE, THEN CAME TO REST NEXT TO A STUMP & A RISE IN THE TERRAIN. THE PLT REPORTED THAT THE WIND WAS CALM. APRX 25 MI WEST AT THE SAN JOSE MUNI ARPT, THE 1545 PDT WIND WAS FROM 320 DEG AT 9 KTS.

Brief of Accident (Continued)

File No. - 2175

8/17/83

SAN JOSE, CA

A/C Reg. No. N81287

Time (Lcl) - 1515 PDT

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

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

6. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2176 8/18/83 TRINITY CENTER,CA A/C Reg. No. N735DZ Time (Lcl) - 1830 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 182Q
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3100
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - PATWAS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 60.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NOVATO,CA
Destination
TRINITY CENTER,CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TRINITY CENTER
Runway Ident - 14
Runway Lth/Wid - 2260/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 49
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 160 Last 24 Hrs - 2
Make/Model- 91 Last 30 Days- UNK/NR
Instrument- 3 Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING THE APCH, HE LET HIS AIRSPEED GET TOO SLOW & STALLED THE ACFT. REPORTEDLY, HE APPLIED FULL POWER TO GO AROUND AS THE ACFT BEGAN TO RAPIDLY LOSE ALT. HOWEVER, THE ACFT TOUCHED DOWN IN A BRUSHY AREA BESIDE THE RWY & NOSED OVER.

Brief of Accident (Continued)

File No. - 2176

8/18/83

TRINITY CENTER,CA

A/C Reg. No. N735DZ

Time (Lc1) - 1830 PDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #3 NOSE OVER
Phase of Operation OTHER

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2173 11/25/83 HALF MOON BAY,CA A/C Reg. No. N426SK Time (Lcl) - 1300 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Crew
Pass

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

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

Eng Make/Model - LYCOMING O-320
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- 300/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PALO ALTO,CA
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

HALF MOON BAY
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 - 22
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 358 Last 24 Hrs - UNK/NR
Make/Model- 250 Last 30 Days- UNK/NR
Instrument- 46 Last 90 Days- 6
Multi-Eng - 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS TAXIING TO PARK WHEN THE RIGHT WING TIP OF HIS ACFT CONTACTED THE LEFT WING TIP OF A CESSNA 172RG, N6221R, THAT WAS PARKED BESIDE THE TAXIWAY. ACCORDING TO THE PLT, THE WING TIP OF THE PARKED ACFT EXTENDED APRX 5 FT OVER THE TAXIWAY.

Brief of Accident (Continued)

File No. - 2173

11/25/83

HALF MOON BAY, CA

A/C Reg. No. N426SK

Time (Lcl) - 1300 PST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - AIRCRAFT PARKED

2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2174 12/09/83 SANTA ROSA, CA A/C Reg. No. N2058K Time (Lcl) - 1115 PST

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

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

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

Make/Model - BEECH 58TC	Eng Make/Model - CONTINENTAL TS10-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6200	Engine Type - TURBOPROP	
No. of Seats - 5	Rated Power - 325 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - VRS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	ADIN, CA	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	SONOMA COUNTY
Wind Dir/Speed- 140/011 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 1.250 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5115/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 800 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- UNK/NR	STOP AND GO	
Precipitation - RAIN		
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)
ATP, CFI	Current - YES	Total - 7000
SE LAND, ME LAND	Months Since - 5	Make/Model- 200
	Aircraft Type - UNK/NR	Instrument- 116
		Multi-Eng - 3500
		Last 24 Hrs - 7
		Last 30 Days- 60
		Last 90 Days- 180

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER MAKING AN ILS LOCALIZER-ONLY APCH IN HEAVY RAIN, THE PLT LANDED THE ACFT LONG. WHEN THE ACFT TOUCHED DOWN, THE PLT THOUGHT THERE WAS SUFFICIENT RWY REMAINING. HOWEVER, HE REPORTED THAT HE ENCOUNTERED HYDROPLANING CONDITIONS & WAS UNABLE TO STOP ON THE RWY. THE ACFT CONTINUE OFF THE END. SUBSEQUENTLY, THE NOSE GEAR & NOSE CONE OF THE ACFT WERE DAMAGED & 1 PROP BLADE WAS BENT.

Brief of Accident (Continued)

File No. - 2174

12/09/83

SANTA ROSA,CA

A/C Reg. No. N2058K

Time (Lc1) - 1115 PST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - RAIN
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND
 4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
 7. AIRCRAFT PERFORMANCE,HYDROPLANING CONDITION - WATER
-

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) 3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2172 12/13/83 PARADISE, CA A/C Reg. No. N42403 Time (Lcl) - 1200 PST

-----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
ON GROUND

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

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

Make/Model - BELL 47H-1
Landing Gear - SKID
Max Gross Wt - 2300
No. of Seats - 2

Eng Make/Model - FRANKLIN 6V4-200-C32
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 210 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 3.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PARADISE
Runway Ident - 17
Runway Lth/Wid - 2000/ 21
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 30
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	566
Last 24 Hrs	1
Last 30 Days	UNK/NR
Last 90 Days	177
Rotorcraft	245

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO WITNESSES, THE HELICOPTER LIFTED OFF NEAR THE NORTH END OF RWY 17 WHILE ON AN EASTENLY HEADING. AFTER LIFT-OFF, IT TURNED RIGHT, AS IF TO PROCEED DOWN THE RWY. AFTER RISING TO ABOUT 5 FT AGL, IT SETTLED & CONTACTED THE RWY, ROSE AGAIN, THEN TILTED TO THE RIGHT. SUBSEQUENTLY, IT STRUCK 2 PARKED ACFT, THEN CRASHED & BURNED. THE PLT WAS THROWN FROM THE ACFT, BUT THE FIRE SPREAD IN HIS DIRECTION & HE WAS BURNED. AN INSPECTION OF THE WRECKAGE WAS MADE, BUT NO PREIMPACT FAILURES WERE FOUND. THE PLT WAS SERIOUSLY INJURED, AND REPORTEDLY, HE COULD NOT REMEMBER THE FLT.

Brief of Accident (Continued)

File No. - 2172

12/13/83

PARADISE, CA

A/C Reg. No. N42403

Time (Lc1) - 1200 PST

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

Finding(s)
1. UNDETERMINED

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

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

Finding(s)
2. OBJECT - AIRCRAFT PARKED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2171 12/31/83 CASTAIC,CA A/C Reg. No. N7320A Time (Lcl) - 1000 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

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

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

Make/Model - CESSNA A150M
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 - 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- 090/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

UNK/NR

Destination

UNK/NR

ATC/Airspace

Type of Flight Plan - UNK/NR

Type of Clearance - UNK/NR

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

GLIDER

Age - 29

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-----

AFTER THE PLT LANDED ON AN ABANDONED ROAD, THE AIRCRAFT WENT OFF THE RIGHT SIDE, NEAR THE END OF THE ROADWAY, THEN WENT OVER AN EMBANKMENT & NOSED OVER. HE DID NOT SUBMIT AN ACCIDENT REPORT (NTSB FORM 6120.1). HOWEVER, HE TOLD SHERIFF'S DEPUTIES THAT HE MADE A FORCED ON THE ROAD AFTER THE ENG LOST POWER. ACCORDING TO HIM, THE ENG STOPPED WHILE HE WAS PERFORMING A ROLLING MANEUVER, THEN WOULD NOT RESTART. NO MECHANICAL PART MALFUNCTION OR FAILURE WAS FOUND. APRX 9.5 GAL OF FUEL WAS REMAINING IN THE TANKS AFTER THE ACCIDENT. THE PLT INDICATED TO THE DEPUTIES THAT HE DETECTED A TAIL WIND DURING THE LANDING.

Brief of Accident (Continued)

File No. - 2171

12/31/83

CASTAIC, CA

A/C Reg. No. N7320A

Time (Lcl) - 1000 PST

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
2. WEATHER CONDITION - TAILWIND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - ROUGH/UNEVEN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2008 5/24/83 CANON CITY,CO A/C Reg. No. N2433L Time (Lcl) - 1915 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal				
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 -APPROACH						

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

Make/Model - PIPER PA-38-112	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 - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CANON CITY,CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FREMONT COUNTY
Wind Dir/Speed- 120/008 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 90.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5400/ 75
Lowest Sky/Clouds - 15000 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- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1187
SE LAND,ME LAND	Months Since - 8	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 149
		Instrument- 54
		Multi-Eng - 22
		Last 30 Days- 57
		Last 90 Days- 104

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING BASE TURN THE ACFT STALLED, ROLLED OVER & SPUN TO THE GROUND.

Brief of Accident (Continued)

File No. - 2008

5/24/83

CANON CITY, CO

A/C Reg. No. N2433L

Time (Lc1) - 1915 MDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
 2. STALL/SPIN - INADVERTENT - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2124 6/18/83 BRIGHTON, CO A/C Reg. No. N2801Z Time (Lcl) - 0900 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 - PIPER PA-22-160	Eng Make/Model - LYCOMING O-320-B2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1840	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	BRIGHTON, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BRIGHTON VAN-AIRE
Wind Dir/Speed- 040/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2000
SE LAND	Months Since - 1	Make/Model- 200
	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-----

AFTER ENTERING THE LANDING PATTERN, THE PLT NOTED BINDING OF THE AILERON CONTROL SYSTEM. REPORTEDLY THE AILERON CONTROLS SEEMED TO LOCK, SO HE USED THE RUDDERS FOR DIRECTIONAL CONTROL & LANDED IN A PLOWED FIELD. DURING THE LANDING, THE ACFT NOSED OVER. AN EXAM REVEALED THAT THE PIPER AUTO CONTROL SYS (WING LEVELER) HAD BECOME ENGAGED. WITH THE WING LEVELER ENGAGED, AN EXTRAORDINARY AMOUNT OF CONTROL FORCE WAS REQUIRED TO OVERCOME A GEAR SYS. THE PLT BELIEVED THAT THE WING LEVELER CONTROL, PN 751-519, VIBRATED INTO THE ENGAGED POSITION.

Brief of Accident (Continued)

File No. - 2124

6/18/83

BRIGHTON, CO

A/C Reg. No. N2801Z

Time (Lc1) - 0900 MDT

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

Finding(s)

1. AUTOPILOT/FLIGHT DIRECTOR - UNDETERMINED
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 3. TERRAIN CONDITION - SOFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2012

6/25/83

CORTEZ,CO

A/C Reg. No. N5413X

Time (Lcl) - 1015 MDT

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-FOUR CORNERS AVIATION, IN	DESTROYED		Fatal	1	Serious	0	Minor	0	None	0
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire		Crew	1	0	0	0	0	0	
Flight Conducted Under	-14 CFR 135	ON GROUND		Pass	1	3	0	0	0	0	
Accident Occurred During	-CLIMB										

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

Make/Model	- CESSNA U206	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3850	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 5	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	UNK/NR
Method - TELEPHONE	BLANDING,UT	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	FARMINGTON,NM	Runway Ident - UNK/NR
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - COMPANY (VFR)	Runway Surface - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - UNK/NR	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 882	Last 24 Hrs - 2
SE LAND	Months Since - 1	Make/Model- 76	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 54	Last 90 Days- 70
		Multi-Eng - 101	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT FILED A COMPANY VFR FLT PLAN & TOOK OFF AT APRX 0930 MDT ON A RETURN FLT TO FARMINGTON, NM. ACCORDING TO A SURVIVING PASSENGER, AFTER DEPARTING BLANDING, THE ACFT ENTERED LOW CLOUDS. REPORTEDLY, THE PLT FLEW IN THE CLOUDS FOR A PERIOD OF TIME UNTIL HE FOUND AN OPEN SPOT, THEN DESCENDED BELOW THE CLOUDS. THE PASSENGER STATED THAT THE PLT CONTINUED THE FLT "GOING BACK & FORTH, UP & DOWN... CANYONS." HE STATED THE PLT "STARTED BACK UP IN THE FOG & I THOUGHT HE KNEW WHERE HE WAS GOING." HE REPORTED THAT A FEW MINUTES AFTER ENTERING THE FOG, THE ACFT CRASHED. A SEARCH WAS INITIATED AFTER THE ACFT WAS REPORTED OVERDUE. IT WAS FOUND AT APRX 1517 WHERE IT CRASHED & BURNED ON SLEEPING UTE MOUNTAIN AT THE 7800 FT LEVEL. AN EXAM OF THE WRECKAGE REVEALED THE ACFT IMPACTED RISING TERRAIN IN A NOSE HIGH ATTITUDE. NO PREIMPACT, MECHANICAL FAILURE/MALFUNCTION WAS REPORTED. THE PLT WAS INSTRUMENT RATED, BUT WAS CERTIFIED FOR VFR FLT ONLY FOR OPERATIONS UNDER PART 135 OF THE FAR'S.

Brief of Accident (Continued)

File No. - 2012

6/25/83

CORTEZ,CO

A/C Reg. No. N5413X

Time (Lcl) - 1015 MDT

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 - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - RAIN
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

7. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
8. IN-FLIGHT PLANNING/DECISION-- IMPROPER - PILOT IN COMMAND
9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
10. TERRAIN CONDITION - RISING
11. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,8,11

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2082 7/24/83 ELBERT,CO A/C Reg. No. N8626V Time (Lc1) - 1500 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 - BELLANCA 7GCAA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/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 - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ENGLEWOOD,CO
Destination
LOCAL

Airport Proximity
UNK/NR

Airport Data

ATC/Airspace

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

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

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

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

Total	-	615	Last 24 Hrs -	UNK/NR
Make/Model-	150		Last 30 Days-	UNK/NR
Instrument-	56		Last 90 Days-	120

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT ENGINE QUIT WHILE THE PLT WAS PERFORMING AEROBATICS, AN AIRSTART WAS UNSUCCESSFUL AND A FORCED LANDING WAS MADE IN AN OPEN FIELD SURROUNDED BY TREES. DURING THE LANDING ONE WING HIT A TREE CAUSING THE ACFT TO VEER INTO A CREEK. THE PLT SAID HE HAD TAKEN OFF WITH TANKS HALF FULL OF FUEL. INVESTIGATION OF THE ACFT SHOWED WATER IN THE FUEL AND IN THE FUEL SYSTEM. ALSO A SPLIT SEAL WAS FOUND ON THE FUEL CAP OF THE RIGHT TANK. THE ACFT WAS NOT HANGERED AND THERE HAD BEEN HEAVY RAIN FOR THE TWO DAYS BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2082

7/24/83

ELBERT, CO

A/C Reg. No. N8626V

Time (Lc1) - 1500 MDT

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

Finding(s)

1. FLUID, FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. FUEL SYSTEM, CAP - IMPROPER
-

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 - TREE(S)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2119 8/14/83 HUDSON,CO A/C Reg. No. N22R Time (Lcl) - 1300 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PITTS SPECIAL S-1C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - UNK/NR

Eng Make/Model - UNKNOWN UNKNOWN
Number Engines - 1
Engine Type - UNK/NR
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- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BOULDER,CO
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 AIRSTRIP

Airport Data

LINDYS
Runway Ident - 36
Runway Lth/Wid - 3000/ 60
Runway Surface - GRASS/TURF
Runway Status - WET

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

Pilot-In-Command

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

Age - 35

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

AFTER ARRIVING, THE PLT LANDED THE ACFT ON A TURF RWY THAT WAS STILL WET DUE TO A HEAVY RAIN ON THE PREVIOUS DAY. DURING THE LANDING ROLL-OUT, WET GRASS & MUD ACCUMULATED IN THE MAIN WHEEL PANTS. THE PLT SAID THAT THE WHEELS SUBSEQUENTLY LOCKED UP & THE ACFT NOSED OVER. ACCORDING TO THE PLT, THE WIND WAS CALM. ABOUT 20 MI SOUTH A DENVER, THE WIND WAS FROM 130 DEG AT 7 KTS.

Brief of Accident (Continued)

File No. - 2119

8/14/83

HUDSON, CO

A/C Reg. No. N22R

Time (Lc1) - 1300 MDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - WET
3. TERRAIN CONDITION - SOFT
4. LANDING GEAR, WHEEL - FOREIGN OBJECT
5. LANDING GEAR, WHEEL - MOVEMENT RESTRICTED

----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. - 2108

8/23/83

LONGMONT, CO

A/C Reg. No. N6004V

Time (Lc1) - 1500 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				

Fire

NONE

Crew

Pass

0

0

0

0

0

0

2

0

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

Make/Model - BEECH C23

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2450

No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K

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- 270/005 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BROOMFIELD, CO

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

LONGMONT MUNICIPAL

Runway Ident - 11

Runway Lth/Wid - 4200/ 60

Runway Surface - N/A

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 27

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 738

Make/Model- 12

Instrument- 34

Multi-Eng - 14

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 135

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PLT, A FOREIGN NATIONAL, AND THE INSTRUCTOR PLT (CFI) TOOK OFF FROM BROOMFIELD, CO & FLEW TO LONGMONT, CO WHERE THEY BEGAN PRACTICING TOUCH & GO LANDINGS. AFTER THE 3RD TOUCH & GO LANDING, THE ACFT WAS CLIMBING AT ABOUT 300 FT AGL WHEN THE STUDENT TURNED OFF THE ELECTRIC FUEL BOOST PUMP. IMMEDIATELY THEREAFTER, THE ENG LOST POWER. THE CFI TURN BOOST PUMP BACK ON, BUT BY THEN, THE FUEL PRESSURE WAS READING ZERO. THE CFI TOOK CONTROL OF THE ACFT & SWITCHED FUEL TANKS, BUT WAS UNABLE TO RESTART THE ENG. SUBSEQUENTLY, HE LANDED IN A CORN FIELD. DURING THE LANDING, THE ACFT HIT AN IRRIGATION DITCH, WHICH WAS HIDDEN FROM VIEW BY THE CORN STALKS, AND THE NOSE & RIGHT MAIN GEAR COLLAPSED. THE FUEL SELECTOR WAS FOUND POSITIONED TO THE LEFT FUEL TANK WHICH HAD RUPTURED DURING IMPACT. THE RIGHT TANK WAS NOT DAMAGED & WAS FOUND TO BE EMPTY.

Brief of Accident (Continued)

File No. - 2108

8/23/83

LONGMONT, CO

A/C Reg. No. N6004V

Time (Lcl) - 1500 MDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL SYSTEM - IMPROPER USE OF - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

4. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND(CFI)

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

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
6. TERRAIN CONDITION - HIDDEN OBSTRUCTION(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) 1,2,3

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. - 2117 9/10/83 BURLINGTON, CO A/C Reg. No. N400AM Time (Lcl) - 0525 MDT

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

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

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

Make/Model	- BEECH B90	Eng Make/Model	- P & W PT6A-20	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	- 5	Rated Power	- 550 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	DENVER, CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BURLINGTON MUNICIPAL
Wind Dir/Speed - 310/020 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3600/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	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 - NIGHT(DARK)		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3030
ME LAND	Months Since - 7	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model - 1200
		Instrument - 89
		Multi-Eng - 1530
		Last 30 Days - UNK/NR
		Last 90 Days - 114

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PLT CHECKED THE LIGHTED WIND SOCK & ESTIMATED THAT THE WIND WAS FROM 020 DEG AT 10 KTS. HE ELECTED NOT TO LAND ON RWY 31 SINCE THERE WERE OBSTACLES NEAR THE APCH END. HE STATED THAT WHEN THE ACFT WAS ABOUT TO TOUCH DOWN ON RWY 13, THERE WAS A BIG GUST OF WIND WHICH MADE THE ACFT LAND LONG. AS THE ACFT LANDED, THE PLT SELECTED MAX REVERSE, BUT GOT NO RESPONSE. HE DECIDE HE COULD NOT MAKE A SUCCESSFUL GO-AROUND SO HE APPLIED MAX BRAKING, BUT WAS UNABLE TO STOP ON THE REMAINING RWY. SUBSEQUENTLY, THE ACFT DEPARTED THE RWY, WENT THRU A FENCE, CROSSED A ROAD, HIT A POLE & THEN THE GEAR COLLAPSED AS IT WENT OVER RAILROAD TRACKS. A WITNESS ESTIMATED THAT AT ABOUT THE TIME THE ACFT WAS LANDING, THE WIND SHIFTED TO THE NORTH & INCREASED TO ABOUT 35 TO 40 MPH. REPORTEDLY, THE FINAL APCH SPEED WAS ABOUT 13 KTS TOO FAST SKID MARKS WERE FOUND ON THE RWY, STARTING ABOUT 2000 FT FROM THE APCH END. WITH A 35 KT TAIL WIND, LANDING ROLL WITHOUT REVERSE THRUST WOULD HAVE BEEN 3015 FT. NO MALFUNCTIONS FOUND, BUT IT WAS NOTED THAT REVERSE SYS WAS INOP ABOVE 90 KTS.

Brief of Accident (Continued)

File No. - 2117

9/10/83

BURLINGTON, CO

A/C Reg. No. N400AM

Time (Lc1) - 0525 MDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WEATHER CONDITION - TAILWIND
5. WEATHER CONDITION - GUSTS
6. DISTANCE - MISJUDGED - PILOT IN COMMAND
7. AIRSPEED - MISJUDGED - PILOT IN COMMAND
8. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
9. THRUST REVERSER - INOPERATIVE
10. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
11. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
12. ABORTED LANDING - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

13. OBJECT - FENCE
14. OBJECT - UTILITY POLE

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

15. TERRAIN CONDITION - ROUGH/UNEVEN
16. LANDING GEAR - OVERLOAD

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,10,11,13,14,15

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2126 10/24/83 ENGLEWOOD, CO

A/C Reg. No. N9317J

Time (Lcl) - 1215 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

2

Accident Occurred During -LANDING

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

Make/Model - PIPER PA-28-180

Eng Make/Model - LYCOMING O-360-A3A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 180 HP

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 020/013 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 1100 FT

Lowest Ceiling - 1800 FT OVERCAST

Obstructions to Vision- UNK/NR

Precipitation - DRIZZLE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ALTUS, OK

Destination

ENGLEWOOD, CO

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - ILS-COMPLETE

FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ARAPAHOE

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 48

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 398

Make/Model- 21

Instrument- 44

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING ARRIVAL, HE WAS RECEIVING VECTORS FOR AN ILS WHEN HE ENTERED A DESCENT FROM 9000 TO 8500 FT MSL. HE ENTERED CLOUDS DURING THE DESCENT & APPLIED CARBURETOR (CARB) HEAT IMMEDIATELY BEFORE ENTERING THE CLOUDS. HE SAID THAT THE ACFT REMAINED IN WX FOR ABOUT 15 MIN DURING THE RADAR VECTORS. DURING THAT TIME, A SMALL AMOUNT OF ICE FORMED ON THE WINGS & LOOKED LIKE FROST. HE STATED THAT HE WAS UNABLE TO MAINTAIN AN ASSIGNED ALT OF 8000 FT, WHICH HE BELIEVED WAS DUE TO CARB ICE & LOSS OF POWER. SUBSEQUENTLY, HE MADE A FORCED LANDING IN AN OPEN FIELD WHERE THE ACFT COLLIDED WITH A FENCE. AFTER THE ACCIDENT, THE THROTTLE, MIXTURE & CARB HEAT CONTROLS WERE CHECKED & FOUND TO OPERATE NORMALLY. NO PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 2126

10/24/83

ENGLEWOOD, CO

A/C Reg. No. N9317J

Time (Lcl) - 1215 MDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)
2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2118 11/11/83 MONTE VISTA, CO A/C Reg. No. N2416H Time (Lcl) - 1600 MST

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

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

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

Make/Model	- BALLOON WORKS FIREFLY 7	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- UNK/NR
Max Gross Wt	- UNK/NR	Engine Type	- N/A		
No. of Seats	- UNK/NR	Rated Power	- N/A		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- IN PERSON	SAME AS ACC/INC	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 160/019 KTS	ATC/Airspace	Runway Ident
Visibility	- 40.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- UNK/NR	SCATTERED	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- DIRT
Precipitation	- NONE		Runway Status
Condition of Light	- DAYLIGHT		- HIGH VEGETATION

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

Pilot-In-Command	Age - 29	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 28	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- 28	Last 30 Days- UNK/NR
FREE BALLOON	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PARTICIPATING IN A "HARE & HOUNDS" BALLOON CONTEST. THE AIRCREWS WERE WX BRIEFED AT THE LAUNCH SITE BEFORE THE EVENT. REPORTEDLY, THERE WAS A FRONT APPROACHING BUT IT WAS NOT EXPECTED TO MOVE THRU UNTIL ABOUT 2 TO 3 HRS AFTER THE CONTEST. ACCORDING TO THE PLT, THE WINDS WERE BLOWING AT 3 TO 5 MPH WHEN HE TOOK OFF. ABOUT 15 MIN AFTER TAKEOFF, HE OBSERVED THAT THE WIND ON THE GROUND APPEARED TO BE INCREASING & ELECTED TO LAND IN A PLOWED FIELD. HE PLANNED TO LAND FROM A RAPID DESCENT TO AVOID BEING DRAGGED BY THE WINDS. THE PLT REPORTED THAT DURING THE LANDING, HE DIDN'T BEND HIS LEGS & SUBSEQUENTLY BROKE HIS RIGHT LEG ABOVE THE ANKLE DURING TOUCHDOWN. HE REPORTED THE WINDS WERE GUSTING TO 25 KTS.

Brief of Accident (Continued)

File No. - 2118

11/11/83

MONTE VISTA, CO

A/C Reg. No. N2416H

Time (Lcl) - 1600 MST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2125 11/14/83 CRESTED BUTTE, CO A/C Reg. No. N14780 Time (Lcl) - 0845 MST

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

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

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

Make/Model - BELLANCA 17-31ATC	Eng Make/Model - LYCOMING IO-540-K1E5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3325	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GUNNISON, CO	CRESTED BUTTE MUN.
Wind Dir/Speed- 225/007 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 50
Lowest Sky/Clouds - 2000 FT	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		SNOW - COMPACTED
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 862
SE LAND	Months Since - 8	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, THE GROUND WAS COVERED WITH ABOUT 6 INCHES OF LIGHT SNOW & THE WIND WAS FROM THE SOUTHWEST AT 5 TO 10 KTS. A SNOW PLOW PRECEDED HIM TO THE RWY & HAD CLEARED A STRIP ABOUT 10 TO 12 FT WIDE ON THE 1ST 1/3 OF THE RWY. WHEN THE PLT WAS READY FOR TAKEOFF, HE DID NOT SEE THE SNOW PLOW. AFTER WAITING FOR A FEW MINUTES, THE PLT THOUGHT THAT THE SNOW PLOW OPERATOR WAS WAITING FOR HIM TO TAKEOFF, SO HE (THE PLT) ELECTED TO PROCEED WITH THE DEPARTURE. THE PLT STATED THAT AT APRX 50 MPH, DURING THE TAKEOFF ROLL, THE ACFT BEGAN DRIFTING LEFT. HE CORRECTED WITH LIGHT RIGHT RUDDER, BUT REPORTED THE ACFT OVERREACTED. LEFT RUDDER WAS THEN APPLIED. SUBSEQUENTLY, THE LEFT MAIN WHEEL ENCOUNTERED SNOW & THE ACFT VEERED OFF THE RWY. THE PLT PULLED THE THROTTLE TO IDLE, BUT BEFORE STOPPING, THE ACFT HIT A ROCK EMBANKMENT, THE PROP WAS DAMAGED, THE GEAR COLLAPSED & THE LEFT WING WAS DAMAGED.

Brief of Accident (Continued)

File No. - 2125

11/14/83

CRESTED BUTTE, CO

A/C Reg. No. N14780

Time (Lc1) - 0845 MST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. TERRAIN CONDITION - SNOWBANK
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

6. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
7. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

8. LANDING GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2013 11/16/83 BROOMFIELD, CO A/C Reg. No. N6232Q Time (Lcl) - 1434 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	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 -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- 230/004 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 15000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ARAPAHOE, CO
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

JEFFCO
Runway Ident - 29R
Runway Lth/Wid - 7498/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

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

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

Total	- 65	Last 24 Hrs	- 2
Make/Model-	54	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE LANDED ON RWY 29R WITH A WIND FROM 220 DEG AT 8 KTS. HE STATED THAT THE TOUCHDOWN WAS SMOOTH, BUT AFTER THE NOSEWHEEL WAS LOWERED, THE ACFT VEERED TO THE LEFT. HE APPLIED RIGHT RUDDER & AILERON, BUT REPORTEDLY, THE PLANE DID NOT RESPOND. SUBSEQUENTLY, IT WENT OFF THE LEFT SIDE OF THE RWY. THE GEAR DUG INTO WET SOIL & THE ACFT NOSED OVER. AN EXAM OF THE ACFT REVEALED THE LEFT PUSH TUBE, BETWEEN THE RUDDER & NOSEWHEEL STEERING SYSTEMS HAD FAILED. HOWEVER, NO EVIDENCE WAS FOUND THAT THE DISCREPANCY OR A MALFUNCTION OCCURRED BEFORE LANDING. THERE WERE INDICATIONS THAT THE FAILURE OCCURRED AFTER THE NOSEWHEEL HAD BEEN FORCED TO THE LEFT, BEYOND ITS NORMAL TRAVEL LIMITS. ACCORDING TO TOWER PERSONNEL, THE WIND WAS FROM 230 DEG AT 4 KTS.

Brief of Accident (Continued)

File No. - 2013

11/16/83

BROOMFIELD, CO

A/C Reg. No. N6232Q

Time (Lc1) - 1434 MST

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

Finding(s)

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

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
 5. TERRAIN CONDITION - WET
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2015 11/19/83 COLORADO SPGS,CO A/C Reg. No. N3594P Time (Lcl) - 1028 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	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	-TAKEOFF		Other 0	0	0	2

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

Make/Model	- PIPER PA-18-180	Eng Make/Model	- LYCOMING O-360-A3A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1750	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 180 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	BLACK FOREST
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 17R
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- 1000 -UNK/NR
Obstructions to Vision	- NONE	Runway Surface
Precipitation	Type Apch/Lndg	- SNOW - WET
Condition of Light		

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

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 6000	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - 16	Make/Model- 862	Last 30 Days- UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument- 45	Last 90 Days- 15
		Multi-Eng - 600	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIPER PA-18, N3594P, WAS BEING USED TO TOW A BURKHART GROB FLUGZEUBAU G103 TWIN ASTIR, N4246L. AT 0950 MST, THE WIND WAS REPORTED FROM 310 DEG AT 9 KTS. SINCE THE TERRAIN SLOPED DOWNHILL TO THE SOUTH, RWY 17R (COVERED WITH HARD PACKED SNOW) WAS BEING USED FOR TAKEOFF. THE GLIDER CLUB HAD A POLICY THAT ALL TAKEOFFS WOULD BE MADE TO THE SOUTH, BUT NO TAKEOFFS WERE PERMITTED IF THE TAILWIND EXCEED 20 KTS. THE TOW PLT REPORTED THAT DURING TAKEOFF, A QUARTERING REAR GUST OF WIND WAS ENCOUNTERED & FORCED THE ACFT BACK ONTO THE RWY. THE ACFT TOUCH DOWN AT THE END OF THE RWY, ROLLED INTO SNOW & NOSED OVER. THE INSTRUCTOR PLT (CFI) IN THE GLIDER REPORTED THE GLIDER HAD JUST LIFTED OFF WHEN HE SAW THE TOW PLANE SETTLE TO THE GROUND & DISAPPEAR IN A CLOUD OF SNOW. THE GLIDER STUDENT RELEASED THE TOW ROPE. THE GLIDER ENTERED THE CLOUD OF SNOW. WHEN IT EMERGED FROM THE CLOUD, THE GLIDER AIRCREW SAW THE INVERTED TOW PLANE IMMEDIATELY AHEAD. THE LEFT WING OF THE GLIDER HIT THE RIGHT MAIN GEAR OF THE TOW PLANE. TOW PLT EST GUSTS, 15 KTS.

Brief of Accident (Continued)

File No. - 2015

11/19/83

COLORADO SPGS, CO

A/C Reg. No. N3594P

Time (Lcl) - 1028 MST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. WEATHER CONDITION - TAILWIND
4. WEATHER CONDITION - GUSTS
5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
6. STALL/MUSH - IMPROPER USE OF - PILOT IN COMMAND
7. TERRAIN CONDITION - SNOW COVERED

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF

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

Finding(s)

8. WEATHER CONDITION - WHITEOUT
9. VISUAL LOOKOUT - 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) 1,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2015 11/19/83 COLORADO SPGS,CO A/C Reg. No. N4246L Time (Lcl) - 1028 MST

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

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

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

Make/Model - BURKHART GROB FLUGZEUGBA G103	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 - 700	Engine Type - N/A		
No. of Seats - 2	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BLACK FOREST
Wind Dir/Speed- 310/009 KTS	ATC/Airspace	Runway Ident - 17R
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1000 -UNK/NR
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - SNOW - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 5100
SE LAND,ME LAND	Months Since - 15	Make/Model- 30
GLIDER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 500
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 90
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PIPER PA-18, N3594P, WAS BEING USED TO TOW A BURKHART GROB FLUGZEUGBAU G103 TWIN ASTIR, N4246L. AT 0950 MST, THE WIND WAS REPORTED FROM 310 DEG AT 9 KTS. SINCE THE TERRAIN SLOPED DOWNHILL TO THE SOUTH, RWY 17R (COVERED WITH HARD PACKED SNOW) WAS BEING USED FOR TAKEOFF. THE GLIDER CLUB HAD A POLICY THAT ALL TAKEOFFS WOULD BE MADE TO THE SOUTH, BUT NO TAKEOFFS WERE PERMITTED IF THE TAILWIND EXCEEDS 20 KTS. THE TOW PLT REPORTED THAT DURING TAKEOFF, A QUARTERING REAR GUST OF WIND WAS ENCOUNTERED & FORCED THE ACFT BACK ONTO THE RWY. THE ACFT TOUCHED DOWN AT THE END OF THE RWY, ROLLED INTO SNOW & NOSED OVER. THE INSTRUCTOR PLT (CFI) IN THE GLIDER REPORTED THE GLIDER HAD JUST LIFTED OFF WHEN HE SAW THE TOW PLANE SETTLE TO THE GROUND & DISAPPEAR IN A CLOUD OF SNOW. THE GLIDER STUDENT RELEASED THE TOW ROPE. THE GLIDER ENTERED THE CLOUD OF SNOW. WHEN IT EMERGED FROM THE CLOUD, THE GLIDER AIRCREW SAW THE INVERTED TOW PLANE IMMEDIATELY AHEAD. THE LEFT WING OF THE GLIDER HIT THE RIGHT MAIN GEAR OF THE TOW PLANE. TOW PLT EST GUSTS, 15 KTS.

Brief of Accident (Continued)

File No. - 2015

11/19/83

COLORADO SPGS,CO

A/C Reg. No. N4246L

Time (Lc1) - 1028 MST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT OF OTHER AIRCRAFT
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. WEATHER CONDITION - TAILWIND
4. WEATHER CONDITION - GUSTS
5. AIRSPEED - INADEQUATE - PILOT OF OTHER AIRCRAFT
6. STALL/MUSH - INADVERTENT - PILOT OF OTHER AIRCRAFT
7. TERRAIN CONDITION - SNOW COVERED
8. ABORTED TAKEOFF
9. WEATHER CONDITION - WHITEOUT
10. VISUAL LOOKOUT - NOT POSSIBLE - DUAL STUDENT
11. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND(CFI)
12. OBJECT - AIRCRAFT PARKED

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2077 12/03/83 ENGLEWOOD, CO A/C Reg. No. N16111 Time (Lc1) - 1530 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

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

ELT Installed/Activated - YES/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- 300/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

ARPAHOE COUNTY
Runway Ident - 34L
Runway Lth/Wid - 5148/ 77
Runway Surface - ASPHALT
Runway Status - WET
SNOW - WET

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

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

Age - 48
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 30 Last 24 Hrs - UNK/NR
Make/Model- 30 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A SNOWBANK AND NOSED OVER DURING LANDING. THE PLT SAID THE ACFT WAS ROLLING OUT WHEN IT HIT SOME SLUSH ON THE RWY AND WAS PULLED INTO A SNOWBANK ON THE LEFT. THE NOSE GEAR FOLDED WHEN IT HIT THE 3 FT SNOWBANK AND THE ACFT NOSED OVER. THE PLT SAID THE SPEED THEN WAS ABOUT 10 KTS. THE RWY IS 5148 FT LONG AND 75 WIDE.

Brief of Accident (Continued)

File No. - 2077

12/03/83

ENGLEWOOD,CO

A/C Reg. No. N16111

Time (Lc1) - 1530 MST

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

Finding(s)

1. TERRAIN CONDITION - SLUSH COVERED
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - 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

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2140 2/26/83 OXFORD,CT A/C Reg. No. N60619 Time (Lcl) - 1710 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	1	0
Pass	0	0	0	0

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/017 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WHITE PLAINS,NY
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

WATERBURY
Runway Ident - 36
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 46
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 15500 Last 24 Hrs - 1
Make/Model- 600 Last 30 Days- UNK/NR
Instrument- 1900 Last 90 Days- 180
Multi-Eng - 9000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS LAST REFUELED ON 11/28/82 & FLOWN .2 HR TO ON ARPT FOR AN ANNUAL INSPECTION. THE ANNUAL WAS COMPLETED ON 2/19/83. DURING THE ANNUAL, AN ESTIMATED .5 GAL OF FUEL WAS DRAINED FROM THE ACFT & THE ENG WAS RUN ABOUT .2 HR. WHEN THE PLT PREFLED THE ACFT FOR THE 1ST FLT AFTER THE ANNUAL, HE NOTED THE GAGES INDICATED APRX 3/4 FULL, BUT HE DID NOT VISUALLY CHECK THE FUEL TANKS. HE ESTIMATED 15 GAL OR 2. 5 HRS OF FUEL REMAINING. THE TEMP WAS 25 DEG BEFORE STARTIN A .7 HR FLT TO WHITE PLAINS, NY. AT WHITE PLAINS, WHERE THE ACFT SAT IN THE SUN FOR 4 TO 5 HRS, THE TEMP WAS 34 DEG & THERE WERE STRONG WINDS. BEFORE TAKEOFF, THE PLT DRAINED THE FUEL STRAINER, BUT NOT THE WING SUMPS. NO CONTAMINATION WAS NOTED. AFTER 1.4 HRS IN FLT, THE ENG LOST POWER ON FINAL APCH AT OXFORD, CT. DURING A FORCED LANDING, THE ACFT HIT TREES JUST BEFORE TOUCHDOWN IN AN OPEN FIELD. THE PLT BELIEVED ICE HAD FROZEN IN THE FUEL SYS BEFORE THE ORIGINAL FLT, THEN THAWED AT WHITE PLAINS. ONLY A DROP OF WATER WAS FOUND IN THE CARB & THE FUEL TANKS WERE FOUND EMPTY WITH NO LEAKS.

Brief of Accident (Continued)

File No. - 2140

2/26/83

OXFORD,CT

A/C Reg. No. N60619

Time (Lc1) - 1710 EST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

-----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. - 2084 3/20/83 NEW HAVEN,CT A/C Reg. No. N121RJ Time (Lcl) - 1859 EST

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

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

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

Make/Model - CESSNA T210L	Eng Make/Model - CONTINENTAL TS10-520-H	ELT Installed/Activated - UNK/NR
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - UNK/NR	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	WHITE PLAINS,NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NEW HAVEN,CT	NEW HAVEN
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

ACCORDING TO AN FAA INTERVIEW, WHILE ON APPROACH THE PLT DID NOT IDENTIFY THE RUNWAY LIGHTS PROPERLY AND LANDED TO THE LEFT OF THE EDGE LIGHTS TO RUNWAY 34. THE ACFT LANDED OFF THE RUNWAY IN SOFT TURF AND THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2084

3/20/83

NEW HAVEN,CT

A/C Reg. No. N121RJ

Time (Lc1) - 1859 EST

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

Finding(s)

1. LANDING GEAR, NOSE GEAR - OVERLOAD
 2. PROPER ALIGNMENT - MISJUDGED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 4. TERRAIN CONDITION - SOFT
 5. LIGHT CONDITION - DUSK
 6. VISUAL APPROACH PROCEDURE - INACCURATE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2071 12/10/83 MERIDEN,CT A/C Reg. No. N104CT Time (Lcl) - 1255 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	0	0	1
Accident Occurred During -LANDING			0	0	0	1

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

Make/Model - CESSNA C172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HARTFORD,CT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MERIDEN,CT	MERIDEN
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2100/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 500
SE LAND	Months Since - 4	Make/Model- 500
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A DIRT PILE AND NOSED OVER DURING LANDING. ACCORDING TO THE PLT, HE LANDED TOO FAR DOWN THE RWY, ATTEMPTING AN ABORT AND THE ACFT FLIPPED OVER.

Brief of Accident (Continued)

File No. - 2071

12/10/83

MERIDEN,CT

A/C Reg. No. N104CT

Time (Lc1) - 1255 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
3. ABORTED LANDING - DELAYED - PILOT IN COMMAND

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

Finding(s)
4. TERRAIN CONDITION - DIRT BANK

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2072 3/25/83 SILVER SPRINGS,FL A/C Reg. No. N2524S Time (Lcl) - 2245 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire Crew
NONE Pass

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

Make/Model - CESSNA C-337C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4648
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360-C
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- 110/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
NEW SMYRNA BCH.,FL
Destination
SILVER SPRINGS,FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SILVER SPRINGS
Runway Ident - 27
Runway Lth/Wid - 2660/ 30
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 26
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	128
Last 24 Hrs	2
Last 30 Days	UNK/NR
Last 90 Days	6
Make/Model	11
Instrument	3
Multi-Eng	32

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING AN ATTEMPTED GO-AROUND DURING A NIGHT OPERATION. THE PLT HAD JUST RECENTLY ACQUIRED THE ACFT AND HE WAS ACCOMPANIED BY HIS WIFE AT THE TIME OF THE ACCIDENT. THE PLT LACKED CERTIFICATION IN THE ACFT. WITNESSES HEARD THE ENGINES STOP AND START AT LEAST ONCE DURING THE GO-AROUND FOLLOWED BY THE NOISE OF A CRASH. THE PLT STATED THAT EVERYTHING LOOKED GOOD DURING THE GO-AROUND UNTIL THEY REACHED 300 FT AGL WHEN THE ACFT STARTED TO VIBRATE AND SHORTLY THEREAFTER COLLIDED WITH TREES. THE ACFT COLLIDED IN A STEEP BANK, NOSE LOW ATTITUDE AND CARTWHEELED. INVESTIGATION REVEALED A DIFFERENCE BETWEEN THE FUEL ABOARD AS CALULATED BY THE SALESMEN. BY HIS FIGURES THE ACFT SHOULD HAVE CONTAINED 12 GALLONS OF FUEL AFTER THE ACCIDENT AND IT CONTAINED ABOUT 54 GALLONS. ABOUT 40 OF THESE GALLONS WERE IN THE LEFT MAIN TANK AND 14 IN THE RIGHT AUX. THE REAR ENGINE WAS USING THE RIGHT AUX TANK. THE FRONT ENGINE WAS ON THE LEFT MAIN TANK, HOWEVER, NO FUEL WAS FOUND IN THE FRONT ENGINE FUEL STAINER AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2072

3/25/83

SILVER SPRINGS, FL

A/C Reg. No. N2524S

Time (Lcl) - 2245 EST

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
4. FUEL SUPPLY - IMPROPER - PILOT IN COMMAND
5. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

6. MANEUVER - IMPROPER - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

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) 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. - 2027

5/29/83

LAKE BUTLER, FL

A/C Reg. No. N43499

Time (Lcl) - 1151 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation - PERSONAL

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

1

1

0

Accident Occurred During -LANDING

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

Make/Model - PIPER PA-32-260

Eng Make/Model - LYCOMING O-540-E4B5

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3400

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 6

Rated Power - 260 HP

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - WEATHER NOT PERTINENT

Basic Weather - UNK/NR

Wind Dir/Speed- 180/007 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 1800 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

AUGUSTA, GA

Destination

GAINESVILLE

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Age - 22

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL,CFI

Current - YES

Total - 354

Last 24 Hrs - 5

SE LAND,ME LAND

Months Since - 2

Make/Model- 3

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 42

Last 90 Days- 83

Multi-Eng - 56

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 0953 EDT, THE PLT DEPARTED ON AN IFR FLT WITH FULL FUEL TANKS. THE LEFT MAIN FUEL TANK WAS USED FOR APRX 1 HR, THEN THE RIGHT MAIN WAS SELECTED. JUST BEFORE STARTING A DESCENT, WHILE STILL USING THE RIGHT MAIN TANK, THE ENG QUIT. THE PLT SWITCHED FUEL TANKS & TRIED TO RESTART THE ENG, BUT WAS UNSUCCESSFUL. VFR CONDITIONS WERE ENCOUNTERED AT 1800 FT & A SMALL CLEARING (MOST SUITABLE AREA) WAS SELECTED FOR A LANDING. AS THE PLT UNLOCKED THE CABIN DOOR, THE RIGHT FRONT PASSENGER UNLOCKED HER SEATBELT. THE ACFT WAS HEADING FOR A HOUSE BEYOND THE CLEARING, SO THE PLT DELIBERATELY HIT A TREE WITH THE LEFT WING. THE PASSENGER, WHO UNLOCKED HER SEAT BELT, WAS SERIOUSLY INJURED. AN EXAM REVEALED A RUDDER CONNECTOR IN THE RIGHT VENT LINE HAD DETERIORATED & HAD BLOCKED THE VENT & THE RUDDER FLAPPER IN THE VENTED FUEL CAP WAS STUCK. THE MAINT FACILITY, THE OWNER WAS USING, HAD OUTDATED MANUALS WHICH DID NOT CALL FOR REQUIRED INSPECTION OF VENT HOSES. FUEL SELECTOR FOUND ON R MAIN POSITION, PLT UNSURE WHERE/HOW LONG SHE POSITIONED SELECTOR DURING ATMTD ENG RESTART

Brief of Accident (Continued)

File No. - 2027

5/29/83

LAKE BUTLER, FL

A/C Reg. No. N43499

Time (Lcl) - 1151 EDT

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

Finding(s)

1. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
2. FUEL SYSTEM, VENT - DETERIORATED
3. FUEL SYSTEM, VENT - BLOCKED(TOTAL)
4. FUEL SYSTEM, CAP - BLOCKED(TOTAL)
5. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

6. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
7. WEATHER CONDITION - CLOUDS
8. TERRAIN CONDITION - NONE SUITABLE
9. MISC EQPT/FURNISHINGS, SEAT BELT - UNLOCKED
10. SEAT BELT - IMPROPER USE OF - PASSENGER

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

Finding(s)

11. OBJECT - RESIDENCE
12. OBJECT - TREE(S)
13. IN-FLIGHT PLANNING/DECISION - INTENTIONAL - PILOT IN COMMAND

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 7,8,9,10,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2177 6/08/83 FORT LAUDERDALE, FL A/C Reg. No. N619MP Time (Lc1) - 0723 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - UNK/NR

Eng Make/Model - LYCOMING IO-540-C4B5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 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- 060/004 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 1100 FT
Lowest Ceiling - 1100 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FORT LAUDERDALE, FL
Destination
WEST PALM BEACH, FL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 216 Last 24 Hrs - 1
Make/Model- 10 Last 30 Days- 15
Instrument- 37 Last 90 Days- 23
Multi-Eng - 17

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT, THE ACFT WAS OBSERVED FLYING FROM WEST TO EAST ACROSS THE BEACH & OUT OVER THE OCEAN. WITNESSES REPORTED THAT OVER THE OCEAN, THE SKY WAS DARK & THUNDERSTORMS WERE APPROACHING WITH HEAVY LIGHTNING. AS THE ACFT CROSSED THE BEACH, A DISTINCT ENG SOUND WAS HEARD & IT INCREASED AS THE ACFT BANKED STEEPLY TO THE RIGHT & NOSED DOWN TO A NEAR VERTICAL DIVE. WITNESSES STATED THAT THE ACFT STRUCK THE WATER WHILE IN A 75 TO 90 DEG DIVE, WITH THE ENGS AT HIGH RPM. THE ACFT WAS DESTROYED BY IMPACT & SANK IN THE OCEAN. THE ACFT WAS NOT RECOVERED, BUT DIVERS VERIFIED THAT IT WAS N619MP.

Brief of Accident (Continued)

File No. - 2177

6/08/83

FORT LAUDERDALE, FL

A/C Reg. No. N619MP

Time (Lcl) - 0723 EDT

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
 2. WEATHER CONDITION - LIGHTNING
 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2152 8/04/83 STUART, FL A/C Reg. No. N51DC Time (Lc1) - 1945 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL
Fire
IN FLIGHT

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

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

Make/Model - BELL 206B
Landing Gear - SKID
Max Gross Wt - 5800
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBO shaft
Rated Power - 317 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- 100/005 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

UNK/NR

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 43

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5820

Make/Model- 5200

Instrument- 175

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 5820

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN CRUISE FLT AT APRX 600 FT AGL, A CATASTROPHIC FAILURE OF THE ENGINE'S 3RD STAGE TURBINE OCCURRED. THE PLT RELATED THAT HE OBSERVED AN ENGINE CHIP DETECTOR LIGHT, WHICH WAS FOLLOWED ALMOST IMMEDIATELY BY FIRE IN THE ENGINE. HE MADE A SUCCESSFUL AUTOROTATIVE LANDING. THE FIRE WAS EXTINGUISHED BY USE OF HAND FIRE FIGHTING EQUIPMENT. FIRE DAMAGE WAS LIMITED TO THE ENGINE AREA. THE ENGINE WAS SHIPPED TO THE MANUFACTURER'S FACILITY FOR EXAMINATION. ACCORDING TO THEIR REPORT, THE FAILURE OCCURRED DUE TO WHAT APPEARED TO BE AN OIL TYPE CORROSION FROM THE I.D. SURFACE OF THE INNER POWER TURBINE SHAFT; CORROSION WEAKENED THE SHAFT BY REDUCING THE WALL THICKNESS WHICH RESULTED IN IT FRACTURING & ALLOWING THE 3RD STAGE TURBINE WHEEL TO SEPARATE FROM THE 4TH STAGE TURBINE SHEEL & OVERSPEED; THE 3RD STAGE WHEEL THEN EXPERIENCED AN UNCONTAINED BURST FAILURE AS A RESULT OF THE OVERSPEED.

Brief of Accident (Continued)

File No. - 2152

8/04/83

STUART, FL

A/C Reg. No. N51DC

Time (Lc1) - 1945 EDT

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

Finding(s)

1. TURBINE ASSEMBLY, SHAFT - CORRODED
2. TURBINE ASSEMBLY, SHAFT - FAILURE, TOTAL
3. TURBINE ASSEMBLY, TURBINE WHEEL - OVERSPEED
4. TURBINE ASSEMBLY, TURBINE WHEEL - FAILURE, TOTAL

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

Finding(s)

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2149

8/08/83

ELGIN AFB, FL

A/C Reg. No. N18AW

Time (Lc1) - 0948 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -MARK H. THOMPSON
Type of Operation -NON SCHED,DOMESTIC,CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - BEECH H-18
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 9900
No. of Seats - 2

Eng Make/Model - P&W R-985-AN14B
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - YES/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- 360/001 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CARTERSVILLE,GA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ELGIN AFB
Runway Ident - 19
Runway Lth/Wid - 12000/ 300
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 7035
Make/Model- 3020
Instrument- 125
Multi-Eng - 4020
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 165

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING THE LANDING, THE ACFT "SNAPPED" TO THE RIGHT & ATTEMPTS TO RECOVER WERE UNSUCCESSFUL. DURING A SUBSEQUENT GROUND LOOP, THE LEFT MAIN GEAR COLLAPSED. AN EXAM OF THE FRACTURE WAS MADE, BUT NO SIGNS OF FATIGUE CRACKING WAS EVIDENT. ALSO, NO PRE-ACCIDENT/MECHANICAL FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 2149

8/08/83

ELGIN AFB, FL

A/C Reg. No. N18AW

Time (Lc1) - 0948 CDT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation

Finding(s)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2147 8/20/83 JAY, FL

A/C Reg. No. N9261G

Time (Lcl) - 1630 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

SUBSTANTIAL

Injuries

Type of Operation -AERIAL APPLICATION

Fire

Crew

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

1

Accident Occurred During -TAKEOFF

0

0

0

0

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

Make/Model - CESSNA 188

Eng Make/Model - CONTINENTAL IO-520-D

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 4000

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 300 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 200/008 KTS

Visibility - 4.000 SM

Lowest Sky/Clouds - 28000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

WELLS FLYING SERVICE

Runway Ident - 27

Runway Lth/Wid - 2000/ 100

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

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 37

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2739

Make/Model- 2028

Instrument- 2

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE TRIED TO TAKE OFF ON A HOT DAY WITH A HEAVY LOAD, BUT THE ACFT WOULD NOT PERFORM SUFFICIENTLY TO CLIMB OVER A DRAINAGE TERRACE AT THE DEPARTURE END OF THE RWY. THE ACFT BUMPED THE DRAINAGE TERRACE & CONTINUED FLYING, BUT WOULD NOT CLIMB SUFFICIENTLY TO CLEAR TREES NEAR THE END OF THE RWY. THE PLT THEN ELECTED TO ABORT THE TAKEOFF. DURING TOUCHDOWN IN A NEARBY FIELD, THE MAIN GEAR COLLAPSED. APRX 35 MI SOUTH AT PENSACOLA, FL, THE 1557 CDT TEMP WAS 95 DEG. THE DENSITY ALT AT JAY, FL WAS APRX 2400 FT.

Brief of Accident (Continued)

File No. - 2147

8/20/83

JAY,FL

A/C Reg. No. N9261G

Time (Lc1) - 1630 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
4. TERRAIN CONDITION - DIRT BANK
5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. TERRAIN CONDITION - OPEN FIELD

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

7. LANDING GEAR,MAIN GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2146 8/26/83 LABELLE, FL A/C Reg. No. N5824 Time (Lcl) - 0900 EDT

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

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

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

Make/Model - BELL 47J	Eng Make/Model - LYCOMING VO-435-A1B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2565	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 240 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 080/008 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400 -UNK/NR
Lowest Sky/Clouds - UNK/NR THIN BKN	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,FLT ENG	Current - YES	Total - 8327
SE LAND,ME LAND	Months Since - 2	Make/Model- 15
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 285
		Multi-Eng - 4077
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 61
		Rotorcraft - 85

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE AT AN ALTITUDE OF ABOUT 150 FT, THE ENG LOST POWER. THE PLT INITIATED AN AUTOROTATION, BUT DURING THE LANDING, THE MAIN ROTOR STRUCK TREES & THE HELICOPTER WAS SUBSTANTIALLY DAMAGED. THE PLT ESTIMATED THERE WAS 15 GAL OF FUEL ON BOARD DURING THE PREFLIGHT, BUT STATED THAT HE COULD NOT VISUALLY CHECK FUEL LEVEL. AFTER THE ACCIDENT, HE FOUND LESS THAN MINIMAL FUEL & BELIEVED THE ENG STOPPED DUE TO LACK OF FUEL.

Brief of Accident (Continued)

File No. - 2146

8/26/83

LABELLE, FL

A/C Reg. No. N5824

Time (Lc1) - 0900 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2145

8/27/83

OKEECHOBEE, FL

A/C Reg. No. N1325C

Time (Lcl) - 1530 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-22
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1850
No. of Seats - 4

Eng Make/Model - LYCOMING O-290-D2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 HP

ELT Installed/Activated - YES-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- 050/009 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LANTANA, FL
Destination
TAMPA, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

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

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-RATED PLT STATED THAT THE ENG LOST POWER WHILE HE WAS FLYING OVER LAKE OKEECHOBEE. HE WAS UNABLE TO RESTART THE ENG & SUBSEQUENTLY DITCHED THE ACFT IN THE LAKE. AFTER RECOVERY, THE ENG WAS INSPECTED, BUT NO PREIMPACT, MECHANICAL FAILURE WAS EVIDENT.

Brief of Accident (Continued)

File No. - 2145

8/27/83

OKEECHOBEE, FL

A/C Reg. No. N1325C

Time (Lc1) - 1530 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2168 9/15/83 MIAMI, FL A/C Reg. No. NONE Time (Lcl) - 0950 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model	- AMERICAN AEROLIGHTS EAGLE-2	Eng Make/Model	- ROTAX 503	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 2	Rated Power	- 50 HP			

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 200/007 KTS
Visibility - 8.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
ATP,CFI,FLT ENG
SE LAND,ME LAND

Age - 51

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 10400	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-----

AFTER TAKING OFF FROM A GRASS FIELD, THE 2 PLACE, ULTRALIGHT VEHICLE REMAINED IN A NORMAL RIGHT TRAFFIC PATTERN. AS THE VEHICLE WAS ON A BASE LEG FOR LANDING, WITNESSES SAW THE RIGHT WING TRAILING EDGE AREA FLUTTER, THEN THE RIGHT WING DROPPED & THE ULTRALIGHT SPIRALED NOSE DOWN & CRASHED. AN EXAM OF THE AIRFRAME REVEALED A RIP FROM THE RIGHT REAR INBOARD SAIL AREA. THE RIP ORIGINATED NEAR THE GROMMET & SEAM. ALONG THE 1ST 16 1/2 INCHES OF THE RIP, FROM THE REAR FORWARD, THE THREADS OF THE FABRIC WERE FOUND TO BE FEATHERED. PREVIOUSLY, THE MANUFACTURER HAD RECOMMENDED A MODIFICATION TO THE LEADING EDGE CANARD & THE TRAILING EDGE OF THE SAIL. HOWEVER, THE MODIFICATION WAS NOT ACCOMPLISHED. THE MODIFICATION TO PREVENT A PROBLEM WITH TORN SAILS CONSISTED OF 2 STRIPS OF BASTING & GROMMETS TO REINFORCE THE WING TRAILING EDGE AT THE INBOARD AREAS.

Brief of Accident (Continued)

File No. - 2168

9/15/83

MIAMI, FL

A/C Reg. No. NONE

Time (Lc1) - 0950 EDT

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

Finding(s)

1. WING, SKIN - FAILURE, TOTAL
 2. MAINTENANCE, MODIFICATION - NOT PERFORMED -
-

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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2141 9/16/83 ST. AUGUSTINE, FL A/C Reg. No. N66524 Time (Lcl) - 0800 EDT

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

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

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

Make/Model - BOEING A75N1	Eng Make/Model - CONTINENTAL W-670-6A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2717	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	ST. AUGUSTINE
Wind Dir/Speed- 330/005 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2530/ 150
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 799
SE LAND, SE SEA	Months Since - 21	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 552
		Last 30 Days- UNK/NR
		Instrument- 10
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

ON THE PREVIOUS FLT, THE PLT NOTED THAT THE LEFT BRAKE WAS WEAKER THAN THE RIGHT BRAKE. BEFORE TAKING OFF AGAIN, HE ADDED FLUID TO THE LEFT BRAKE SYS. AFTER FLYING ABOUT 1 HR, HE RETURNED & LANDED. DURING THE LANDING ROLL, THE LEFT BRAKE FAILED TO OPERATE. SUBSEQUENTLY, THE ACFT VEERED TO THE RIGHT & THE LEFT WING & AILERON WERE DAMAGED. THE PASSENGER STATED THAT THE PLT WAS AWARE THAT THE LEFT BRAKE WAS LEAKING BEFORE THE FLT.

Brief of Accident (Continued)

File No. - 2141

9/16/83

ST. AUGUSTINE, FL

A/C Reg. No. N66524

Time (Lc1) - 0800 EDT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - LEAK
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
 3. FLUID, HYDRAULIC - LOW LEVEL
 4. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE
 5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2142

9/19/83

BARTOW, FL

A/C Reg. No. N658V

Time (Lcl) - 1704 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -BUSINESS

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

0

0

0

0

0

0

1

0

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

Make/Model - BEECH M35

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 2950

No. of Seats - UNK/NR

Eng Make/Model - CONTINENTAL IO-470-C

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 250 HP

ELT Installed/Activated - YES/YES

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- 100/015 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 1400 FT SCATTERED

Lowest Ceiling - 10000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WHITEVILLE, NC

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

BARTOW MUNICIPAL

Runway Ident - 09

Runway Lth/Wid - 5000/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - STRAIGHT-IN

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 60

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2928

Make/Model- 1784

Instrument- 81

Multi-Eng - 900

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PLT HAD INTENDED TO REPOSITION THE FUEL SELECTOR FROM THE RIGHT MAIN TO THE LEFT MAIN POSITION. HOWEVER, HE LEFT THE SELECTOR POSITIONED AT THE RIGHT MAIN TANK. WHILE ON FINAL APCH, THE ENG LOST POWER. THE PLT ACTIVATED THE BOOST PUMP & THE ENG RESTARTED FOR ABOUT 10 SEC, BUT IT LOST POWER AGAIN. THE FUEL SELECTOR WAS NOT MOVED FORM THE RIGHT MAIN POSITION DURING THE EMERGENCY PROCEDURES. THE ACFT WAS LANDED HARD IN SOFT, WET TERRAIN AND THE NOSE GEAR COLLAPSED. FUEL WAS FOUND IN THE LEFT MAIN TANK & THE AUX TANKS, BUT LESS THAN MINIMUM FUEL WAS FOUND IN THE RIGHT MAIN. LATER, THE ENG WAS STARTED USING FUEL FROM THE LEFT MAIN.

Brief of Accident (Continued)

File No. - 2142

9/19/83

BARTOW,FL

A/C Reg. No. N658V

Time (Lc1) - 1704 EDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

4. FLARE - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - WET
 6. TERRAIN CONDITION - SOFT
 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2151 10/19/83 KEY WEST, FL A/C Reg. No. N60925 Time (Lcl) - 0655 EDT

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

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

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

Make/Model	- CESSNA 185	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	MIAMI, FL	
Completeness	Destination	Airport Data
Basic Weather	CANCUN, MX	KEY WEST INT'L.
Wind Dir/Speed		Runway Ident
Visibility	ATC/Airspace	- 09
Lowest Sky/Clouds	Type of Flight Plan	- 4800/ 100
Lowest Ceiling	- VFR	Runway Surface
Obstructions to Vision	- NONE	- ASPHALT
Precipitation	Type Apch/Lndg	- DRY
Condition of Light	- FULL STOP	

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

Pilot-In-Command	Age - 23	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total - 330
SE LAND	Months Since	- 21	Make/Model- UNK/NR
	Aircraft Type	- UNK/NR	Instrument- 25
			Multi-Eng - UNK/NR
			Last 24 Hrs - 9
			Last 30 Days- UNK/NR
			Last 90 Days- 34
			Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ON A FLT FROM MIAMI, FL TO CANCUN, MEXICO WHEN THE PLT ELECTED TO MAKE AN EN ROUTE STOP AT KEY WEST, FL TO CHECK THE WX. DURING THE LANDING, THE LEFT MAIN GEAR COLLAPSED. AN EXAM REVEALED A WEAR PATTERN ON THE LANDING GEAR & FUSELAGE STRUCTURE IN THE VICINITY OF THE UPPER END OF THE MAIN LANDING GEAR SPRING INSTALLATIONS. THE FILLET PLATE & SEAL AROUND THE UPPER END OF THE LEFT LANDING GEAR SPRING WERE DEFORMED & SHATTERED. ALSO, THE SPRING ATTACH BOLT HAD SEPARATED FROM THE FUSELAGE STRUCTURE. REPORTEDLY, THE ACFT HAD MADE NUMEROUS LANDINGS ON ROUGH FIELDS IN CENTRAL AMERICA. THE OWNER RESIDED IN COSTA RICA, HIS LOG BOOKS & RECORDS WERE NOT AVAILABLE FOR EXAMINATION.

Brief of Accident (Continued)

File No. - 2151

10/19/83

KEY WEST, FL

A/C Reg. No. N60925

Time (Lc1) - 0655 EDT

Occurrence MAIN GEAR COLLAPSED

Phase of Operation LANDING

Finding(s)

1. LANDING GEAR, MAIN 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. - 2150 10/29/83 FT. LAUDERDALE, FL A/C Reg. No. N8918R Time (Lc1) - 1500 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0
Other 0	0	0	2

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

Fire NONE
Crew
Pass
Other

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

Make/Model - CHAMPION 7HC
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 - 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- 070/011 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FT LAUDERDALE EXEC
Runway Ident - 13
Runway Lth/Wid - 4000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND, SE SEA, ME SEA

Age - 26

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1374	Last 24 Hrs - 8
Make/Model- 240	Last 30 Days- UNK/NR
Instrument- 5	Last 90 Days- 160
Multi-Eng - 29	Rotorcraft - 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF CHAMPION 7HC, N8918R, STATED THAT HE TAXIED OVER A ROUGH FIELD TO RWY 13. WHILE CROSSING THE FIELD, SOMETHING STRUCK THE BOTTOM OF THE FUSELAGE & BROKE THE AILERON BELLCRANK WHICH CONNECTED THE CONTROL STICK TO THE AILERON PUSHRODS. SUBSEQUENTLY, THE PLT LOST CONTROL OF THE ACFT DURING TAKEOFF. HE STATED THAT JUST BEFORE LIFT-OFF, THE LEFT WING STARTED TO RISE VERY RAPIDLY, AND HE APPLIED FULL LEFT AILERON & RUDDER, BUT THE AILERONS DID NOT REACT. SUBSEQUENTLY, THE CHAMPION TURNED TO THE RIGHT & HEADED TOWARD A CESSNA 152, N93158, TAXIING ON A TAXIWAY. THE AIRCREW OF THE CESSNA STOPPED THEIR ACFT & BOTH OCCUPANTS DUCKED THEIR HEADS IN THE COCKPIT. THE RIGHT WING OF THE CHAMPION HIT THE CESSNA'S PROP, UPPER ENG COWLING & RIGHT WING, THE THE CHANPION CAME TO REST ON THE TAXIWAY BEHIND THE CESSNA. AN EXAM OF THE CHAMPION'S FRACTURED AILERON COMPONENTS SHOWED NO EVIDNECE OF PREVIOUS CRACKS OR FATIGUE.

Brief of Accident (Continued)

File No. - 2150

10/29/83

FT. LAUDERDALE, FL

A/C Reg. No. N8918R

Time (Lcl) - 1500 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. TERRAIN CONDITION - LOOSE OBJECTS
4. FLT CONTROL SYST,AILERON CONTROL - FOREIGN OBJECT DAMAGE
5. FLT CONTROL SYST,AILERON CONTROL - OVERLOAD
6. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
7. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF

Finding(s)

8. OBJECT - AIRCRAFT PARKED

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2150 10/29/83 FT. LAUDERDALE, FL A/C Reg. No. N93158 Time (Lcl) - 1500 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	2
Accident Occurred During	-STANDING	NONE	Pass 0	0	0	0
			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	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	FT LAUDERDALE	
Wind Dir/Speed	- 070/011 KTS	Runway Ident	- UNK/NR
Visibility	- 8.0 SM	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 2500 FT SCATTERED	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 703	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - 3	Make/Model - 275	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 49	Last 90 Days - 50
		Multi-Eng - 62	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF CHAMPION 7HC, N8918R, STATED THAT HE TAXIED OVER A ROUGH FIELD TO RWY 13. WHILE CROSSING THE FIELD, SOMETHING STRUCK THE BOTTOM OF THE FUSELLAGE & BROKE THE AILERON BELLCRANK WHICH CONNECTED THE CONTROL STICK TO THE AILERON PUSHRODS. SUBSEQUENTLY, THE PLT LOST CONTROL OF THE ACFT DURING TAKEOFF. HE STATED THAT JUST BEFORE LIFT-OFF, THE LEFT WING STARTED TO RISE VERY RAPIDLY, AND WE APPLIED FULL LEFT AILERON & RUDDER, BUT THE AILERONS DID NOT REACT. SUBSEQUENTLY, THE CHAMPION TURNED TO THE RIGHT & HEADED TOWARD A CESSNA 152, N93158, TAXIING ON A TAXIWAY. THE AIRCREW OF THE CESSNA STOPPED THEIR ACFT & BOTH OCCUPANTS DUCKED THEIR HEADS IN THE COCKPIT. THE RIGHT WING OF THE CHAMPION HIT THE CESSNA'S PROP, UPPER ENG COWLING & RIGHT WING, THEN THE CHAMPION CAME TO REST ON THE TAXIWAY BEHIND THE CESSNA. AN EXAM OF THE CHAMPION'S FRACTURED AILERON COMPONENTS SHOWED NO EVIDENCE OF PREVIOUS CRACKS OR FATIGUE.

Brief of Accident (Continued)

File No. - 2150

10/29/83

FT. LAUDERDALE, FL

A/C Reg. No. N93158

Time (Lc1) - 1500 EDT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT OF OTHER AIRCRAFT
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. TERRAIN CONDITION - LOOSE OBJECTS
4. FLT CONTROL SYST,AILERON CONTROL - FOREIGN OBJECT DAMAGE
5. FLT CONTROL SYST,AILERON CONTROL - OVERLOAD
6. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT OF OTHER AIRCRAFT
7. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT OF OTHER AIRCRAFT

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - ENGINE(S) OPERATING

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2199 12/29/83 NEAR TAMPA, FL A/C Reg. No. N811N Time (Lcl) - 0908 EST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage									
Name of Carrier	-PIEDMONT AVIATION INC.	NONE		Fatal	0	Serious	0	Minor	1	None	4
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	1	6	34			
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	1	6	34				
Accident Occurred During	-CRUISE										

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

Make/Model	- BOEING 737-201	Eng Make/Model	- P & W JT8D-15A	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 100800	Engine Type	- TURBOFAN		
No. of Seats	- 118	Rated Power	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	TAMPA, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	JACKSONVILLE, FL	
Wind Dir/Speed - 170/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 700 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision - FOG		
Precipitation - RAIN		
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)
ATP	Current - YES	Total - 11136
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model - 2900
		Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO DEPARTURE, THE CAPTAIN REVIEWED AVAILABLE WX REPORTS & WAS AWARE OF THE WX CONDITIONS, INCLUDING CURRENT SIGMETS. HE DECIDED TO FLY A COURSE THAT WAS PARALLEL TO A FRONTAL SYS UNTIL HE COULD GET TO AN AREA WHERE HE COULD CONTINUE TO HIS DESTINATION. AFTER DEPARTING, HE LEFT THE SEAT BELT SIGN ON, BUT DID NOT BRIEF THE PASSENGERS TO EXPECT TURBULENCE NOR RESTRICT THE FLT ATTENDANTS TO THEIR SEATS, SINCE HE DID NOT EXPECT TO ENCOUNTER TURBULENCE. WHILE CRUISING AT 17,000 FT MSL, HE USED HIS RADAR AS WELL AS ATC ADVISORIES TO IDENTIFY ADVERSE WX. AFTER TURNING TO AVOID AN AREA OF HEAVY PRECIPITATION, THE ACFT ENCOUNTERED TURBULENCE. AT THAT TIME, 3 FLT ATTENDANTS & 1 PASSENGER WERE WALKING IN THE AISLE OF THE ACFT. ONE PASSENGER WAS SERIOUSLY INJURED. ONE FLT ATTENDANT & 6 PASSENGERS RECEIVED MINOR INJURIES. THE ACFT WAS THEN FLOWN BACK TO TAMPA, FL WHERE IT WAS LANDED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 2199

12/29/83

NEAR TAMPA, FL

A/C Reg. No. N811N

Time (Lc1) - 0908 EST

Occurrence IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. DISPATCH - IMPROPER - DISPATCHER
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. WEATHER CONDITION - THUNDERSTORM
5. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
6. SEAT BELT - NOT USED - FLIGHT ATTENDANT
7. SEAT BELT - NOT USED - PASSENGER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6,7

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. - 2033 7/12/83 ELLENWOOD,GA A/C Reg. No. N92367 Time (Lcl) - 1850 EDT

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

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

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

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL A-65-8F	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HAMPTON,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 070/002 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - UNK/NR	Total - 13560
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE FLT, THE ACFT COLLIDED WITH 2 UTILITY TRANSMISSION LINES, THEN CRASHED TO THE GROUND. ACCORDING TO WITNESSES, THE ACCIDENT OCCURRED AFTER THE ACFT HAD CIRCLED THE PASSENGER'S HOME & THE PLT HAD STARTED A TURN. AN EXAM OF THE WRECKAGE REVEALED NO EVIDENCE OF A PREIMPACT MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 2033

7/12/83

ELLENWOOD,GA

A/C Reg. No. N92367

Time (Lc1) - 1850 EDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. OBJECT - WIRE,TRANSMISSION
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2157 10/12/83 EDISON,GA A/C Reg. No. N62TG Time (Lcl) - 2115 EDT

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

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

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

Make/Model - BEECH 65-A80	Eng Make/Model - LYCOMING TIO-541	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - UNK/NR	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	COLUMBIA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - UNK/NR
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		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-----

AT APRX 2130 EDT, THE ACFT COLLIDED WITH A TREE WHILE THE PLT WAS MAKING A LOW PASS OVER A WOODED AREA. AFTER HITTING THE TREE, THE PLANE CRASHED INTO A POND. REPORTEDLY, THE ACFT HAD RETURNED FROM COLUMBIA (SOUTH AMERICA) & THE AIRCREW WERE PREPARING TO DROP DUFFEL BAGS OF COCAINE. WHEN THE ACFT HIT THE TREE, THE PLT WAS FLYING WHILE THE OTHER PERSON WAS GETTING READY TO THROW OUT THE BAGS.

Brief of Accident (Continued)

File No. - 2157

10/12/83

EDISON,GA

A/C Reg. No. N62TG

Time (Lcl) - 2115 EDT

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

Finding(s)

1. LIGHT CONDITION - NIGHT
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. LOW PASS - PERFORMED - PILOT IN COMMAND
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. OBJECT - TREE(S)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2169 12/18/83 MOKULEIA, HI A/C Reg. No. N17SH Time (Lcl) - 1255 HST

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

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

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

Make/Model	- 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	- 1040	Engine Type	- N/A		
No. of Seats	- 2	Rated Power	- N/A		

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

<p>Weather Data</p> <p>Wx Briefing - PATWAS</p> <p>Method - TELEPHONE</p> <p>Completeness - PARTIAL,LMTD BY PILOT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 350/005 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRSTRIP</p> <p>Airport Data</p> <p>BILLINGHAM</p> <p>Runway Ident - 08</p> <p>Runway Lth/Wid - 9000/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 3060
SE LAND,ME LAND	Months Since - 1	Make/Model- 3
	Aircraft Type - UNK/NR	Instrument- 183
		Multi-Eng - 130
		Last 24 Hrs - 1
		Last 30 Days- 78
		Last 90 Days- 145
		Rotorcraft - 2567

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT WAS RATED FOR AIRPLANES & HELICOPTERS, BUT DID NOT HAVE A GLIDER RATING. HE HAD ONLY 2.5 HRS IN GLIDERS, ALL OF WHICH WAS IN THIS SAME MAKE & MODEL. DURING A SOLO INSTRUCTIONAL FLT, HE ENCOUNTERED A HIGH SINK WHILE ON A BASE TURN TO LAND. HE STATED THAT AFTER EXPERIENCING THE SINK RATE, HE HAD INSUFFICIENT ALTITUDE TO REACH THE RWY. THE PLT REPORTED THAT JUST PRIOR TO TOUCHDOWN, HE ENCOUNTER A GUST OF WIND, THE LEFT WING CONTACTED THE GROUND & THE ACFT GROUND LOOPED.

Brief of Accident (Continued)

File No. - 2169

12/18/83

MOKULEIA, HI

A/C Reg. No. N17SH

Time (Lcl) - 1255 HST

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
-

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

Finding(s)

4. WEATHER CONDITION - GUSTS
-

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

Finding(s)

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

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

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

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. - 2103 12/31/83 DES MOINES,IA A/C Reg. No. N732DZ Time (Lcl) - 0023 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew 0
NONE Pass 0

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

Make/Model - CESSNA 210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

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- 200/015 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 7000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
TORONTO,CANADA

Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DES MOINES MUNI
Runway Ident - 23
Runway Lth/Wid - 6500/ 150
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 48

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 844 Last 24 Hrs - 9

Make/Model- 620 Last 30 Days- UNK/NR

Instrument- 2 Last 90 Days- 77

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DEPARTED TORONTO, CANADA AT 1927 CST. ABOUT 5 HRS & 1 MIN LATER, THE ENG LOST POWER WHEN THE PLT WAS ON FINAL APCH FOR LANDING. SUBSEQUENTLY, THE ACFT COLLIDED WITH A VEHICLE & A LIGHT POLE WHEN THE PLT MADE A FORCED LANDING ON A SNOW-COVERED PARKING LOT. DURING AN EXAM OF THE FUEL SYS, AN FAA INSPECTOR FOUND APRX 2 OUNCES OF FUEL IN THE LEFT FUEL TANK, 1 OUNCE IN THE RIGHT TANK & 3 OUNCES IN THE FUEL STRAINER. HE FOUND NO BROKEN FUEL LINES & NO EVIDENCE OF FUEL SYPHONING.

Brief of Accident (Continued)

File No. - 2103

12/31/83

DES MOINES, IA

A/C Reg. No. N732DZ

Time (Lcl) - 0023 CST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

4. WEATHER CONDITION - DARK NIGHT
 5. TERRAIN CONDITION - SNOW COVERED
 6. OBJECT - VEHICLE
 7. OBJECT - UTILITY POLE
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2063 12/26/83 DRIGGS, ID A/C Reg. No. N8344Q Time (Lcl) - 0805 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA A-185F II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
REXBURG, ID
Destination
DRIGGS, ID

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TETON PEAKS
Runway Ident - 21
Runway Lth/Wid - 5200/ 75
Runway Surface - ASPHALT
Runway Status - SNOW - COMPACTED

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

Pilot-In-Command

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4000 Last 24 Hrs - 4
Make/Model- 200 Last 30 Days- UNK/NR
Instrument- 85 Last 90 Days- 100
Multi-Eng - 1650 Rotorcraft - 850

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A HIDDEN SNOW BERM WHILE LANDING ON A SNOW COVERED RWY. THE NEW SNOW WAS 2 TO 3 INCHES DEEP OVER A COMPACTED SNOW BASE. THE RWY WAS PLOWED TO A WIDTH OF 30 TO 35 FT WITH 3 FT BERMS. THE PLT STATED THAT HE ENCOUNTERED A WHITEOUT DURING LANDING AND THE ACFT STRUCK A BERM DURING ROLLOUT. HE LOST CONTROL AND THE LEFT WING AND STABILIZER WERE DAMAGED. THE PLT DID NOT RECEIVE A WEATHER BRIEFING AND NO FLT PLAN WAS FILED.

Brief of Accident (Continued)

File No. - 2063

12/26/83

DRIGGS, ID

A/C Reg. No. N8344Q

Time (Lcl) - 0805 MST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
5. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
6. AIRPORT SNOW REMOVAL - INADEQUATE - AIRPORT PERSONNEL

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

Finding(s)

7. TERRAIN CONDITION - SNOWBANK

-----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. - 2133 8/28/83 PRINCETON,IL A/C Reg. No. N12862 Time (Lcl) - 1245 CDT

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL 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 - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRINCETON
Wind Dir/Speed- 010/004 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 285
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 70
SE LAND	Months Since - 2	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 11
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE TURF RWY WAS WET FROM RECENT RAINS. THE PLT STATED THAT DURING TAKEOFF, THE ACFT HAD ACCELERATED TO NEAR THE ROTATION SPEED WHEN IT WAS SLOWED BY A SOFT SPOT IN THE RWY NEAR MID FIELD. AT THE SAME POINT, AN UPSLOPE PORTION OF THE RWY WAS ENCOUNTERED & THE ACFT WAS SLOW TO ACCELERATE. AS THE ACFT NEARED THE END OF THE RWY, LIFT-OFF SPEED HAD NOT BEEN REACHED, SO THE PLT INITIATED AN ABORT. THE ACFT CONTINUED OFF THE END OF THE RWY, CROSSED A ROAD & A DRAINAGE DITCH, THEN CAME TO REST IN A BEAN FIELD. THIS RESULTED IN SEPARATION OF THE GEAR & DAMAGE TO THE ENG MOUNTS & LEFT WING SPAR. THE PLT SPECULATED THAT THE RIGHT, FRONT SEAT, PASSENGER MAY HAVE ENADVERTENTLY BEEN RIDING THE BRAKES DURING THE LATTER PART OF THE TAKEOFF ROLL WHICH WOULD HAVE CONTRIBUTED TO THE SLOW RATE OF ACCELERATION.

Brief of Accident (Continued)

File No. - 2133

8/28/83

PRINCETON, IL

A/C Reg. No. N12862

Time (Lcl) - 1245 CDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

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

Occurrence #2 GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
6. TERRAIN CONDITION - SOFT
7. LANDING GEAR - OVERLOAD

----Probable Cause----

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

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. - 2132

8/29/83

NEW DOUGLAS, IL

A/C Reg. No. N64MF

Time (Lc1) - 1900 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	0

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

Fire NONE
Crew
Pass

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

Make/Model - STEWART HEADWIND
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 875
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY
SOFT

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

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

Age - 56
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 170
Make/Model- 16
Instrument- 15
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT, THE ENG LOST POWER & THE PLT WAS UNABLE TO GET A RESTART. WHILE MAKING A FORCED LANDING IN A PLOWED FIELD, THE MAIN GEAR COLLAPSED & THE ACFT NOSED OVER. LATER, AFTER THE ACFT WAS UPRIGHTED, THE ENG WAS STARTED & WAS OPERATED TO 1300 RPM. PROP DAMAGE PREVENTED OPERATING IT AT A HIGHER RPM.

Brief of Accident (Continued)

File No. - 2132

8/29/83

NEW DOUGLAS, IL

A/C Reg. No. N64MF

Time (Lcl) - 1900 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

2. TERRAIN CONDITION - SOFT
3. LANDING GEAR, MAIN GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2138

9/25/83

RAYMOND, IL

A/C Reg. No. N3184

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 -MANEUVERING

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - ERCOUE 415-C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 75 HP

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 023/009 KTS
Visibility - 3.000 SM

Lowest Sky/Clouds - 800 FT SCATTERED
Lowest Ceiling - UNK/NR OVERCAST
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BISMARK, MO
Destination
LINCOLN, IL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND

Age - 59

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1700	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A WX BRIEFING AT 1433 CDT, THE PLT WAS ADVISED TO EXPECT 500 FT CEILINGS, 2 MI VISIBILITIES, RAIN SHOWERS & THUNDERSTORMS. HE THEN TOOK OFF FROM BISMARK, MO WITH NO FLT PLAN. REPORTEDLY, WX WAS ENCOUNTERED DURING THE FLT WHICH DETERIORATED AS HE PROCEEDED ALONG THE ROUTE. SUBSEQUENTLY, THE ACFT CRASHED INVERTED, IN A CORN FIELD NEAR RAYMOND, IL. A WITNESS SAID THAT HE SAW THE ACFT "GOING OR SPINNING STRAIGHT DOWN; HOWEVER, HE DID NOT SEE THE ACTUAL CRASH. AN INVESTIGATION REVEALED THE THE OUTER 4-FT SECTION OF THE LEFT WING & THE LEFT AILERON HAD SEPARATED IN FLT. THERE WAS EVIDENCE THAT THEY HAD SEPARATED UPWARD & AFT, NO EVIDENCE OF FATIGUE OR CORROSION WAS FOUND IN THE FRACTURE AREA. THE RIGHT WING TIP HAD ALSO FAILED, BUT IT HAD NOT SEPARATED FROM THE ACFT. AN NTSB WX SUMMARY SHOWED THAT THE CLOUD BASES WERE AT APPX 700 FT AGL & THE CLOUD TOPS WERE AT ABOUT 14,000 FT MSL. ABOUT 50 MI NORTHEAST AT DECATUR, IL, THERE WAS A 2000 FT OVERCAST. THE ACFT WAS NOT EQUIPPED WITH CERTIFIED TURN & BANK OR ATTITUDE INDICATOR.

Brief of Accident (Continued)

File No. - 2138

9/25/83

RAYMOND,IL

A/C Reg. No. N3184

Time (Lc1) - 1600 CDT

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

Finding(s)

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

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

Finding(s)

6. FLIGHT/NAV INSTRUMENTS - INADEQUATE
7. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED -
8. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

11. OBJECT - OVERLOAD
12. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - 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) 5,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2023 9/23/83 PAOLI, IN A/C Reg. No. N6469 Time (Lc1) - 1700 EST

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

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

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

Make/Model	- BENSEN B8M	Eng Make/Model	- MCCULLOUGH 40-50	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 550	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 72 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">PAOLI</p> <p>Runway Ident - 20</p> <p>Runway Lth/Wid - 2800/ 50</p> <p>Runway Surface - MACADAM</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 style="padding-left: 20px;">GYROPLANE</p>	<p>Age - 71</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 1</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <p style="padding-left: 40px;">Total - 402</p> <p style="padding-left: 40px;">Make/Model- 276</p> <p style="padding-left: 40px;">Instrument- UNK/NR</p> <p style="padding-left: 40px;">Multi-Eng - UNK/NR</p> <p style="padding-left: 40px;">Last 24 Hrs - 1</p> <p style="padding-left: 40px;">Last 30 Days- 7</p> <p style="padding-left: 40px;">Last 90 Days- 41</p> <p style="padding-left: 40px;">Rotorcraft - 276</p>
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Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE GYROCOPTER CRASHED ON THE WEST SIDE OF RWY 02/20. WITNESSES OBSERVED THE ACFT TURN TO THE RIGHT AFTER LIFT-OFF, THEN IT DISAPPEARED BEHIND TREES. THEY REPORTED HEARING AN UNUSUAL NOISE & STATED THAT THE ENG STOPPED OPERATING, THEN THEY HEARD THE ACFT CRASH. REPORTEDLY, THE ACFT LIFTED OFF FROM THE TAXIWAY BEFORE TURNING DOWN RWY 02 TO DEPART. AN EXAM OF THE WRECKAGE WAS MADE, BUT NO PREIMPACT/MECHANICAL FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 2023

9/23/83

PAOLI, IN

A/C Reg. No. N6469

Time (Lc1) - 1700 EST

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)
2. AUTOROTATION - INITIATED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
3. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2109 9/30/83 INDIANAPOLIS,IN A/C Reg. No. N5127X Time (Lcl) - 1025 EST

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

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

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

Make/Model - HUGHES 369D	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - TURBOSHAFT	
No. of Seats - 4	Rated Power - 375 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	INDIANAPOLIS,IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 010/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 5500
SE LAND,ME LAND	Months Since - 15	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 503
		Last 30 Days- UNK/NR
		Instrument- 245
		Last 90 Days- 113
		Multi-Eng - 1800
		Rotorcraft - 3600

Instrument Rating(s) - UNK/NR

-----Narrative-----

WHILE THE HELICOPTER WAS CRUISING AT ABOUT 500 FT AGL, THE ENG LOST POWER. THE PLT TURNED INTO THE WIND & MADE AN AUTOROTATIVE LANDING IN A CORN FIELD. DURING THE LANDING, THE TAIL BOOM WAS SEVERED BY THE MAIN ROTOR BLADES. AN EXAM REVEALED THAT THE HOUSING WHICH CONTAINED THE CONTROL CABLE TO THE FUEL SHUTOFF VALVE WAS NOT SECURED TO THE ATTACH POINT ON THE MOUNT. THE LOOSE CONNECTION ALLOWED THE HOUSING TO MOVE AWAY FROM THE PANEL WHICH RESULTED IN PULLING THE CABLE TOWARD THE CLOSED POSITION. IN TURN, THIS RESULTED IN FUEL STARVATION.

Brief of Accident (Continued)

File No. - 2109

9/30/83

INDIANAPOLIS, IN

A/C Reg. No. N5127X

Time (Lcl) - 1025 EST

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

Finding(s)

1. FUEL SYSTEM, FUEL SHUTOFF - LOOSE
 2. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2136 12/16/83 STOCKWELL, IN A/C Reg. No. N63398 Time (Lcl) - 2030 EST

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

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

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

Make/Model	- CESSNA 150M	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-----

<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- 310/003 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 1700 FT THIN OVC</p> <p>Lowest Ceiling - 1700 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>LAFAYETTE, IN</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 291
SE LAND	Months Since - UNK/NR	Make/Model- 9
	Aircraft Type - UNK/NR	Instrument- 72
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD BEEN WX BRIEFED & FILED A FLIGHT PLAN AT THE LAFAYETTE FSS. ABOUT 1 HR LATER HE RETURNED TO THE FSS & ASKED IF THE FSS HAD HEARD HIM CALLING ON 119.6. HE WAS ADVISED THAT HE HAD NOT BEEN HEARD. THE PLT STATED HE WOULD TRY TO CALL WHEN AIRBORNE. ON 12/20 THE WRECKAGE WAS FOUND IN AN OPEN SNOW COVERED FIELD. THE ACFT HAD IMPACTED THE GROUND IN A FAIRLY FLAT ATTITUDE WITH A LITTLE RIGHT WING LOW BUT AT A HIGH RATE OF SPEED & VERTICAL SINK RATE. THE ACFT WAS MOVED TO A HANGAR & INSPECTED. NO FUEL WAS FOUND IN THE CARBURETOR BOWL, BUT ICE SUBSTANCE WAS FOUND IN THE FINGER SCREEN WHICH MELTED IMMEDIATELY. WATER WAS FOUND IN THE T-DRAIN AT THE BOTTOM OF THE FUSELAGE, WITH SIGNS OF CORROSION ON THE ALUMINUM FITTING. THE PLT HAD ONLY 1 HR FLT TIME IN THE C-150 DURING THE LAST 90 DAYS.

Brief of Accident (Continued)

File No. - 2136

12/16/83

STOCKWELL, IN

A/C Reg. No. N63398

Time (Lc1) - 2030 EST

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

Finding(s)

1. FLUID,FUEL - ICE
 2. FLUID,FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

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

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
 4. TERRAIN CONDITION - SNOW COVERED
 5. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2007

9/17/83

MORLAND,KS

A/C Reg. No. N739HK

Time (Lcl) - 0858 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

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

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

ELT Installed/Activated - YES/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 - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 48

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	162	Last 24 Hrs	-	2
Make/Model	-	37	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	30

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING ON A COUNTRY ROAD, THE ACFT LANDING GEAR ENCOUNTER A SAND PIT ON THE ROAD. THE PLT REPORTED THAT THE PLANE GROUND LOOPED ON THE SAND, RAN INTO A DITCH & HIT A TREE.

Brief of Accident (Continued)

File No. - 2007

9/17/83

MORLAND,KS

A/C Reg. No. N739HK

Time (Lc1) - 0858 CDT

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

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - DITCH

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

Finding(s)

6. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2189 9/21/83 WICHITA,KS A/C Reg. No. N3150X Time (Lc1) - 1915 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	1
Accident Occurred During -DESCENT					

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

Make/Model - EIPPER QUICKSILVER	Eng Make/Model - ROTAX 503	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 50 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WICHITA GLIDERPORT
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1519
SE LAND,ME LAND	Months Since - 5	Make/Model- 9
	Aircraft Type - UNK/NR	Instrument- 76
		Multi-Eng - 5
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PLT (CFI) & STUDENT WERE ON A DUAL INSTRUCTIONAL FLT, USING A REGISTERED, 2 PLACE, ULTRALIGHT ACFT WITH A SINGLE CONTROL STICK. ACCORDING TO THE CFI, THE STUDENT WAS MAKING A TAKEOFF TOWARD THE SOUTHWEST WHEN THE ACFT ENCOUNTERED A GUST OF WIND & THE RIGHT WING DROPPED. AT THAT TIME, THE CFI REACHED FOR THE CONTROL STICK, LOCATED BETWEEN THE 2 SEATS, TO HELP THE STUDENT REGAIN CONTROL. REPORTEDLY, THE STUDENT RELEASED THE STICK BEFORE THE CFI HAD TIME TO GRAB IT. THE STICK WENT FULL FORWARD & THE ACFT NOSED OVER. THE CFI GRABBED THE STICK & TRIED TO REGAIN CONTROL. HOWEVER, THERE WAS INSUFFICIENT ALT TO RECOVER & THE ULTRALIGHT CRASHED IN A NOSE DOWN ATTITUDE. THE WIND WAS REPORTED FROM 240 DEG AT 10 GUSTING 15 KTS.

Brief of Accident (Continued)

File No. - 2189

9/21/83

WICHITA,KS

A/C Reg. No. N3150X

Time (Lcl) - 1915 CDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - DUAL STUDENT
 3. FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

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

Finding(s)

5. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2031 11/05/83 GREENSBURG,KS A/C Reg. No. N732SB Time (Lc1) - 2005 CST

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

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

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

Make/Model - CESSNA 210M	Eng Make/Model - CONTINENTAL IO-520-L3A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	COLORADO SPRING,CO	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	PAUL WINDLE
Wind Dir/Speed- 180/010 KTS		Runway Ident - 17
Visibility - 2.000 SM	ATC/Airspace	Runway Lth/Wid - 2580/ 300
Lowest Sky/Clouds - 300 FT	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 300 FT OVERCAST	Type of Clearance - NONE	Runway Status - WET
Obstructions to Vision- UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1861
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 115
		Instrument- 14
		Last 30 Days- UNK/NR
		Last 90 Days- 88

Instrument Rating(s) - NONE

-----Narrative-----

AT 1619 CST, THE NON-INSTRUMENT RATED PLT CALLED THE DODGE CITY FSS & REQUESTED THE CURRENT DODGE CITY WX. HE WAS GIVEN THE CURRENT & FORECASTED WX. HE TOOK OFF AT 1825 & AT 1846, HE CALLED THE LA JUNTA RADIO & REQUESTED AN UPDATE ON THE DODGE CITY WX AS WELL AS THE GARDEN CITY WX. HE WAS GIVEN THE CURRENT WX, WHICH WAS VFR IN THOSE LOCATIONS, BUT WAS INFORMED THAT IFR OR MINIMUM VFR CONDITIONS WERE FORECASTED. IN OTHER WX UPDATES, HE WAS ADVISED OF A LINE OF CLOUDS IN THE VICINITY OF GARDEN CITY & DODGE CITY & OF A PIREP OF LOW CEILINGS IN THE DODGE CITY AREA. AT APRX 2000. THE ACFT WAS OBSERVED TO FLY OVER THE ARPT & TURN LEFT. REPORTEDLY, THE TOP OF A 400 FT ANTENNA WAS NOT VISIBLE AT THAT TIME. WHEN THE ACFT DID NOT ARRIVE, A SEARCH WAS BEGUN. IT WAS FOUND WHERE IT IMPACTED THE GROUND IN A LEFT WING LOW, SLIGHTLY NOSE DOWN ATTITUDE, AT APRX THE AREA FOR A TURN TO BASE LEG, FOR A LANDING ON RWY 17. THE GEAR & FLAPS WERE EXTENDED. NO PREIMPACT FAILURE WAS EVIDENT. NO ROTATING BEACON OR APCH AID FOR THE ARPT. SHOULDER HARNESSSES/PLT'S SEAT BELT, UNUSED.

Brief of Accident (Continued)

File No. - 2031

11/05/83

GREENSBURG,KS

A/C Reg. No. N732SB

Time (Lc1) - 2005 CST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - RAIN
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

6. APPROACH AIDS - UNAVAILABLE
7. AIRPORT FACILITIES, ROTATING BEACON - UNAVAILABLE
8. LIGHT CONDITION - DARK NIGHT
9. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
10. MISC EQPT/FURNISHINGS, SEAT BELT - NOT ENGAGED
11. SEAT BELT - NOT USED - PILOT IN COMMAND
12. MISC EQPT/FURNISHINGS, SHOULDER HARNESS - NOT ENGAGED
13. MISCELLANEOUS EQUIPMENT - NOT USED -

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7,8,11,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2022 12/20/83 OLATHE,KS A/C Reg. No. N809AA Time (Lcl) - 1120 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 310
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-D
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 - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 100/013 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 5000 FT

Lowest Ceiling - 5000 FT OVERCAST

Obstructions to Vision- BLOWING SNOW

Precipitation - SNOW

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TULSA,OK

Destination

KANSAS CITY,MO

Airport Proximity
ON AIRPORT

Airport Data

JOHNSON CO EXEC

Runway Ident - 35

Runway Lth/Wid - 4099/ 75

Runway Surface - ASPHALT

Runway Status - ICE COVERED

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)

COMMERCIAL

SE LAND,ME LAND

Age - 27

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1707

Make/Model- 31

Instrument- 94

Multi-Eng - 667

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 230

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS RETURNING TO KANSAS CITY, MO WITH NO CARGO ON BOARD AFTER DELIVERING CANCELLED CHECKS TO TULSA, OK. WHILE EN ROUTE, THE PLT NOTICED A SLIGHT DROP IN OIL PRESSURE. ABOUT 75 MI FROM HIS DESTINATION, HE NOTICED THAT THE OIL GAGE INDICATED BELOW THE GREEN ARC & HE DIVERTED TO THE JOHNSON COUNTY ARPT AT OLATHE,KS. THE PLT STATED THAT DURING THE APCH TO LAND, THE ACFT WAS HIGH & FAST, SO HE EXTENDED THE GEAR & FLAPS. HE INDICATED THE ENG QUIT AS THE ACFT WAS OVER THE APCH END OF THE RWY. SUBSEQUENTLY, THE ACFT STALLED & LANDED HARD & THE NOSE GEAR COLLAPSED. AN INVESTIGATION REVEALED THERE WAS ONLY 4 QTS OF OIL REMAINING IN THE 12 QT SYS. THERE WAS NO EVIDENCE OF AN OIL LEAK. DURING AN OPERATIONAL CHECK, THE ENG RAN NORMALLY & THE OIL PRESSURE INDICATIONS WERE IN THE NORMAL RANGE. THE PLT STATED THAT DURING THE LANDING, HE WAS A LITTLE APPREHENSIVE ABOUT LANDING ON THE SNOW & ICE COVERED RWY IN THIS SITUATION.

Brief of Accident (Continued)

File No. - 2022

12/20/83

OLATHE,KS

A/C Reg. No. N809AA

Time (Lcl) - 1120 CST

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

Finding(s)

1. LUBRICATING SYSTEM - LOW LEVEL
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
6. FLARE - IMPROPER - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SELF-INDUCED PRESSURE - PILOT IN COMMAND

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

Finding(s)

8. LANDING GEAR,NOSE GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2105 12/25/83 MANHATTAN,KS A/C Reg. No. N55890 Time (Lcl) - 1323 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

-----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/NO
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 290/015 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MARSHALLTOWN,IA
Destination
MANHATTAN,KS

Airport Proximity
ON AIRPORT

Airport Data

MANHATTAN MUNI
Runway Ident - 31
Runway Lth/Wid - 3801 -UNK/NR
Runway Surface - CONCRETE
Runway Status - SNOW - DRY

ATC/Airspace

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

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

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

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 78	Last 24 Hrs - 3
Make/Model- 21	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 8
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING HER ARRIVAL AT MANHATTAN, KS, THE RWY HAD PATCHES OF SNOW & WAS SURROUNDED BY SNOW COVERED TERRAIN. JUST PRIOR TO LANDING, SHE BECAME AWARE OF A SNOWBANK AT THE APCH END OF THE RWY. SHE TOOK EVASIVE ACTION, BUT THE RIGHT MAIN GEAR HIT THE SNOWBANK & SEPARATED FROM THE ACFT. SUBSEQUENTLY, THE ACFT VEERED DURING TOUCHDOWN & WAS FURTHER DAMAGED.

Brief of Accident (Continued)

File No. - 2105

12/25/83

MANHATTAN,KS

A/C Reg. No. N55890

Time (Lcl) - 1323 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. TERRAIN CONDITION - SNOWBANK
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL DETECTION - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD

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

Finding(s)

6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - UNCONTROLLED -

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2155 10/04/83 MADISONVILLE,KY A/C Reg. No. N4880B Time (Lcl) - 0030 CDT

-----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 310	Eng Make/Model - CONTINENTAL O-470-M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4700	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 240 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	TRENTON,NJ	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MADISONVILLE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10000
SE LAND,ME LAND	Months Since - 4	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 5000
		Instrument- 300
		Multi-Eng - 8000
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, THE ACFT WAS BEING FLOWN ON A RETURN FLT AFTER BEING REFUELED AT TRENTON, NJ. HE REPORTED THAT THE ACFT HELD 100 GAL OF USABLE FUEL & HAD CONSUMED 70 GALS ON THE INITIAL FLT ON THE SAME ROUTE. HE REPORTED THAT THE GROUND SPEED & FUEL CHECKS CONFIRMED A FORCASTED 15 KT HEAD WIND. HE EXPECTED THAT THE ACFT WOULD USE AN ADDITIONAL 10 GAL ON THE RETURN TRIP. HE STATED THAT HE STARTED A DESCENT ABOUT 50 MI FROM THE DESTINATION WITH THE FUEL GAGES INDICATING APRX 25 GAL. HOWEVER, THE FUEL INDICATION BEGAN DROPPING RAPIDLY. BEFORE REACHING THE RWY, BOTH ENGS LOST POWER FROM FUEL EXHAUSTION. THE PLT STATED THAT HIS FUEL GAGES INDICATED THERE WAS 5 GAL REMAINING IN EACH TANK. DURING THE LANDING AT NIGHT, THE GEAR COLLAPSED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 2155

10/04/83

MADISONVILLE, KY

A/C Reg. No. N4880B

Time (Lc1) - 0030 CDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
3. FLUID, FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
7. TERRAIN CONDITION - ROUGH/UNEVEN
8. LANDING GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2178

5/11/83

BASTROP, LA

A/C Reg. No. N6743Q

Time (Lcl) - 0700 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	0	0	0	1
Flight Conducted Under	-14 CFR 137	0	0	0	0
Accident Occurred During	-LANDING				

-----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- CALM

Visibility - 7.0 SM

Lowest Sky/Clouds - 3500 FT

Lowest Ceiling - 3500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BASTROP, LA

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRSTRIP

Airport Data

MOLLICE FARM

Runway Ident - 09

Runway Lth/Wid - 2500/ 50

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

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

Pilot-In-Command

Age - 29

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - UNK/NR

Total - 2194

Last 24 Hrs - 1

SE LAND

Months Since - UNK/NR

Make/Model- 150

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 10

Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

AFTER ARRIVING, THE PLT MADE A PASS OVER THE TURF STRIP TO INSPECT IT BEFORE LANDING. HE ELECTED TO LAND; HOWEVER, DURING THE LANDING ROLL-OUT, HE SAW A DITCH RUNNING LATERALLY ACROSS THE STRIP, BUT BY THEN, HE WAS UNABLE TO AVOID IT. SUBSEQUENTLY, THE ACFT HIT THE WASHED OUT AREA & NOSED OVER.

Brief of Accident (Continued)

File No. - 2178

5/11/83

BASTROP, LA

A/C Reg. No. N6743Q

Time (Lc1) - 0700 CDT

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

Finding(s)

1. TERRAIN CONDITION - DITCH
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2114 6/19/83 NORTON,MA A/C Reg. No. NONE Time (Lcl) - 1940 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries			
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under -14 CFR 103	NONE	Pass	0	1	0	0	
Accident Occurred During -DESCENT			0	0	0	0	

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

Make/Model - EASTERN ULTRALIGHT SNOOP	Eng Make/Model - CUYUNA 430-R	ELT Installed/Activated - NO	N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 532	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 30 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MANSFIELD,MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NORTON,MA	MANSFIELD MUNI.
Wind Dir/Speed- 240/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 12000 FT BROKEN	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
	Current - N/A	Total - 8
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 1
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-RATED PLT HAD PURCHASED THE ULTRALIGHT VEHICLE ABOUT 1 MONTH PRIOR TO THE ACCIDENT. HE HAD COMPLETED APRX 8 HRS OF TAXI & LOW FLTS ALONG A GRASS RWY. EARLIER ON THE DAY OF THE ACCIDENT, HE HAD MADE 2 FLTS & REPORTEDLY HAD ACCUMULATED 1 HR OF FLT TIME IN THE ULTRALIGHT. ON THE 3RD FLT, HE TOOK OFF FROM THE MANSFIELD MUNI ARPT TO REPOSITION THE ULTRALIGHT TO A GOLF COURSE, ABOUT 3 MI AWAY. A WITNESS OBSERVED THE ULTRALIGHT APPROACHING A FAIRWAY & REPORTED IT APPEARED LOW AS IT APPROACHED TREES. HE REPORTED THAT THE NOSE PITCHED UP SHARPLY, THE LEFT WING LOWERED & THE ULTRALIGHT BEGAN TO LOSE ALTITUDE AS THE NOSE LOWERED IN THE VICINITY OF A HOUSE. HE REPORTED THAT THE NOSE PITCHED UP AGAIN, THEN THE ULTRALIGHT LOST ALTITUDE RAPIDLY & DISAPPEARED BEHIND TREES AND CRASHED. NO PREIMPACT FAILURE OF THE ULTRALIGHT OR ITS ENG WAS FOUND. THE PLT HAD HAD APRX 7 HRS DUAL FLT INSTRUCTION IN A CONVENTIONAL ACFT, BUT HIS 1ST SOLO FLT WAS IN THE ULTRALIGHT.

Brief of Accident (Continued)

File No. - 2114

6/19/83

NORTON,MA

A/C Reg. No. NONE

Time (Lc1) - 1940 EDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2074

8/25/83

NEW SALEM, MA

A/C Reg. No. N8596T

Time (Lcl) - 1800 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - PERSONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - CRUISE - NORMAL

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

Make/Model - CESSNA 182C

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2650

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/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- 210/005 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 40000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ORANGE, MA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - WATER

Runway Status - WATER-CALM

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 41

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 475

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 ACFT COLLIDED WITH HIGH TENSION WIRES WHILE FLYING AT ABOUT 100 FT AGL. THE PLT LANDED IN THE WATER AND ALL 4 OCCUPANTS EVACUATED SAFELY. THE DITCHING WAS CONTROLLED BUT THE ACFT NOSED OVER AFTER IMPACT. THE PASSENGERS SAID THEY HAD NO TROUBLE UNTIL THEY HEARD A LOUD BANG AND REALIZED THE ACFT HAD CONTACTED THE WIRES. A WITNESS ALSO HEARD THE BANG AND SAW THE ACFT GOING DOWN. AFTER WATER CONTACT TWO OCCUPANTS EVACUATED AND SWAM TO SHORE; TWO WERE PICKED UP BY A BOAT OPERATED BY THE WITNESS.

Brief of Accident (Continued)

File No. - 2074

8/25/83

NEW SALEM,MA

A/C Reg. No. N8596T

Time (Lcl) - 1800 EDT

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. LOW PASS - PERFORMED - PILOT IN COMMAND

Occurrence #2 DITCHING
Phase of Operation DESCENT - EMERGENCY

----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. - 2162

9/11/83

FRANKLIN, MA

A/C Reg. No. N116RE

Time (Lcl) - 1745 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - ROTEC RALLY 3B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - ROTEC UNKNOWN
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 17 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND
HELICOPTER

Age - 36

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

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

Total	-	753	Last 24 Hrs	-	UNK/NR
Make/Model	-	UNK/NR	Last 30 Days	-	UNK/NR
Instrument	-	68	Last 90 Days	-	3
Multi-Eng	-	62	Rotorcraft	-	429

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, THE REGISTERED ULTRALIGHT ACFT WAS BROUGHT TO A FIELD DURING THE MORNING TO CHECK OUT THE CONTROL RIGGING & TO FAMILIARIZE HIM WITH THE VEHICLE. THERE WAS NO INTENTION TO FLY THE ULTRALIGHT AT THAT TIME. LATER IN THE DAY, THE PLT WAS TAXIING & "CROW HOPPING" IN NORTH & SOUTH DIRECTIONS. A WITNESS REPORTED THAT WHILE IT WAS PROCEEDING IN A NORTHERLY DIRECTION, THE ULTRALIGHT MADE SEVERAL HOPS IN THE AIR. HE REPORTED THAT IT THEN VEERED IN A WESTERLY DIRECTION, HOPPED UP & DOWN & FINALLY BECAME AIRBORNE. IT CLIMBED ABOVE TREE TOP LEVEL, THEN TURNED LEFT AS IF THE PLT WAS RETURNING TO THE FIELD. HOWEVER, WHILE IN A TURN, THE LEFT WING COLLIDED WITH THE TREE TOPS & THE ULTRALIGHT CARTWHEELED & CRASHED. THE PLT WAS SERIOUSLY INJURED & COULD NOT REMEMBER DETAILS OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2162

9/11/83

FRANKLIN,MA

A/C Reg. No. N116RE

Time (Lc1) - 1745 EDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 4. LIFT-OFF - INADVERTENT - PILOT IN COMMAND
 5. CLIMB - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

6. OBJECT - TREE(S)
 7. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2075 11/27/83 MARLBOROUGH,MA A/C Reg. No. N5520M Time (Lcl) - 0945 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	2
Flight Conducted Under -14 CFR 91	NONE	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/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point LAWRENCE,MA	OFF AIRPORT/STRIP
Method - N/A	Destination MARLBOROUGH,MA	
Completeness - N/A		Airport Data
Basic Weather - VMC	ATC/Airspace	MARLBOROUGH
Wind Dir/Speed- 290/010 KTS	Type of Flight Plan - NONE	Runway Ident - 32
Visibility - 30.0 SM	Type of Clearance - NONE	Runway Lth/Wid - 1680/ 50
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE		Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 400
SE LAND	Months Since - UNK/NR	Make/Model- 38
	Aircraft Type - UNK/NR	Instrument- 97
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING FINAL APPROACH TO LAND. THE ACFT WAS ON A SHORT FINAL TO RWY 32 AT MARBOROUGH WHEN THE LEFT WHEEL AND LEFT WING STRUCK TREE TOPS A SHORT WAY FROM THE RWY THRESHOLD. THE ACFT TURNED ABOUT 70 DEGREES TO THE LEFT AND COLLIDED WITH A TREE LINE ALONG THE ARPT BOUNDARY.

Brief of Accident (Continued)

File No. - 2075

11/27/83

MARLBOROUGH, MA

A/C Reg. No. N5520M

Time (Lcl) - 0945 EST

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

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT
2. DISTANCE - MISJUDGED - DUAL STUDENT
3. CLEARANCE - IMPROPER - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

5. OBJECT - TREE(S)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2067 12/10/83 NANTUCKET,MA

A/C Reg. No. N5041N

Time (Lcl) - 0800 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

Crew
Pass

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

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

Make/Model - BELLANCA 7GCBC CITABRIA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 3

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 160/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - UNK/NR
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NANTUCKET,MA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1076
Last 24 Hrs - 2
Make/Model - 31
Last 30 Days - UNK/NR
Instrument - 31
Last 90 Days - 16
Multi-Eng - 23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED A POWER LOSS AND CRASHED DURING A LOW PASS TO OBSERVE AN OBJECT ON THE GROUND. THE FLT HAD DEPARTED NANTUCKET AND FLOWN OVER TO TUCKERNUCK ISL WHERE A DESCENT WAS MADE TO OBSERVE AN UNUSUAL OBJECT ON A SHOAL. CARBURETOR HEAT WAS APPLIED AND THE THROTTLE CLOSED. AFTER DESCENDING TO 160 FT FLAPS WERE ADDED TO SLOW THE ACFT. WHEN THE OBJECT WAS SIGHTED POWER WAS APPLIED BUT THE ENGINE DID NOT RESPOND. AT THIS TIME THE PLT PLANNED TO LAND ON THE SHOAL WHILE ATTEMPTING TO RESTART THE ENG. THE PLT WORKED THE THROTTLE IN AN ATTEMPT TO RESTART THE ENGINE IN A NEAR STALL ATTITUDE THE ENGINE FIRED AND WENT TO HIGH RPM TORQUE ROLLING THE ACFT TO THE LEFT. THE PLT AGAIN CLOSED THE THROTTLE AND USED FULL FORWARD ELEVATOR RIGHT AILERON AND RUDDER. THE ACFT STRUCK THE GROUND WITH LEFT WING THEN THE LEFT MAIN GEAR AND NOSE GEAR. THE ACFT WAS DAMAGED BUT NO ONE WAS INJURED DURING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2067

12/10/83

NANTUCKET, MA

A/C Reg. No. N5041N

Time (Lc1) - 0800 EST

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

Finding(s)

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

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

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2100

6/22/83

BERLIN,MD

A/C Reg. No. N62970

Time (Lc1) - 1210 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -OTHER WORK USE

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - BELLANCA 7GCBC

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1650

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 - 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- 080/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BERLIN,MD

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRSTRIP

Airport Data

JACOB'S

Runway Ident - 36

Runway Lth/Wid - 3000 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - WET

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)

COMMERCIAL

SE LAND

Age - 22

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 757 Last 24 Hrs - 5

Make/Model- 245 Last 30 Days- UNK/NR

Instrument- 45 Last 90 Days- 175

Multi-Eng - 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT VEERED OFF THE RWY AND NOSED OVER DURING LANDING. THE PLT REPORTED THAT THE ACFT STARTED TO DRIFT INTO THE SOFT PLOWED FIELD ON THE RIGHT OF THE RWY AND FULL LEFT RUDDER AND BRAKES WOULD NOT STOP THE TURN. THE REPORTED WIND ABOUT 18 MILES AWAY WAS FROM 080 DEGREES AT 10 KTS. THE PLT REPORTED A WIND AT THE SITES AS FROM 060 DEGREES AT 12 KTS.

Brief of Accident (Continued)

File No. - 2100

6/22/83

BERLIN, MD

A/C Reg. No. N62970

Time (Lc1) - 1210 EDT

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. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2034 11/24/83 GREAT POND, ME A/C Reg. No. N1473C Time (Lcl) - 0700 EST

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 135 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GREAT POND, ME	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 772
SE LAND, SE SEA	Months Since - 21	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 165
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS GOING HUNTING IN A BOG WITH A STREAM RUNNING THRU THE AREA. REPORTEDLY, HE WAS MAKING A LOW PASS TO CHECK FOR ROCKS IN THE STREAM BEFORE LANDING WHEN A DEER JUMPED UP BESIDE THE FLOAT PLANE. HE STATED THAT HE WAS WATCHING TO SEE WHERE THE DEER WENT WHEN THE FLOATS CONTACTED THE GROUND. SUBSEQUENTLY, THE PLANE SLID TO A STOP WITH ONLY THE FLOATS TOUCHING THE GROUND. THE FLOATS RECEIVED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 2034

11/24/83

GREAT POND, ME

A/C Reg. No. N1473C

Time (Lc1) - 0700 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2069 12/18/83 BELFAST, ME A/C Reg. No. N8795U Time (Lcl) - 1115 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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	1
Pass		0	0	0	0

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/003 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BELFAST, ME
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BELFAST
Runway Ident - 33
Runway Lth/Wid - 4000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 37
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 - 9 Last 24 Hrs - UNK/NR
Make/Model- 9 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LOST POWER DURING TAKEOFF AND LANDED IN THE TREES. THE STUDENT PLT WAS ON HIS SECOND SOLO FLT. THE LOSS OF POWER OCCURRED AT ABOUT 700 FT. AN ATTEMPT TO LAND ON AN OLD CLOSED RWY FAILED AND THE PLT TRIED TO GO AROUND BUT THE ENGINE QUIT COMPLETELY AND A LANDING IN TREES RESULTED. DURING A POST ACCIDENT EXAMINATION WATER WAS FOUND IN THE FUEL SYSTEM. THE GASOLATOR WAS 1/3 FULL OF WATER.

Brief of Accident (Continued)

File No. - 2069

12/18/83

BELFAST, ME

A/C Reg. No. N8795U

Time (Lc1) - 1115 EST

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

Finding(s)

1. FLUID, FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
-

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

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

Finding(s)

4. OBJECT - TREE(S)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2042 7/13/83 MASON, MI

A/C Reg. No. N6996K

Time (Lcl) - 2000 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

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

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

Make/Model - PIPER PA-20
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
No. of Seats - 4

Eng Make/Model - LYCOMING O-290-D2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 HP

ELT Installed/Activated - 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- 200/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
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

BERGEON
Runway Ident - 26
Runway Lth/Wid - 2200/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 21
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 691
Last 24 Hrs - UNK/NR
Make/Model- 12
Last 30 Days- UNK/NR
Instrument- 46
Last 90 Days- 34
Multi-Eng - 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT & INSTRUCTOR PLT (CFI) WERE PRACTICING LANDINGS IN THE STUDENT'S ACFT, WHICH WAS EQUIPPED WITH BRAKES ONLY ON THE LEFT SIDE. REPORTEDLY, THE STUDENT FLARED HIGH DURING A LANDING & THE CFI ADDED POWER TO RECOVER. AFTER TOUCHDOWN, THE ROLL-OUT WAS USING A LARGE PART OF THE RWY, SO THE CFI ASKED THE STUDENT TO APPLY BRAKES TO SLOW THE ACFT. THE BRAKES WERE APPLIED UNEVENLY, AND SUBSEQUENTLY, THE PLANE VEERED TO THE RIGHT & THE RIGHT WING WAS ULTIMATELY DAMAGED.

Brief of Accident (Continued)

File No. - 2042

7/13/83

MASON,MI

A/C Reg. No. N6996K

Time (Lc1) - 2000 EDT

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

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
2. ICE/FROST REMOVAL FROM AIRCRAFT - IMPROPER USE OF - DUAL STUDENT
3. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
4. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT

-----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. - 2043 7/14/83 GRAND HAVEN, MI A/C Reg. No. N3144 Time (Lcl) - 2050 EDT

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

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

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

Make/Model - J. ROBERTS PITTS SPECIAL	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1475	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GRAND HAVEN
Wind Dir/Speed- 200/005 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3750/ 75
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 519
SE LAND	Months Since - 12	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 100
		Last 30 Days- UNK/NR
		Instrument- 52
		Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A TOUCH-AND-GO LANDING, THE ACFT WAS CLIMBING THRU APRX 100 FT AGL WHEN THE ENG ABRUPTLY LOST POWER. A STRAIGHT AHEAD LANDING WAS NOT FEASIBLE. WHILE THE PLT WAS MANEUVERING TO LAND, THE ACFT IMPACTED IN A RIGHT WING LOW, NOSE DOWN ATTITUDE. AN INVESTIGATION REVEALED THE FUEL TANK WAS APRX 3/4 FULL WITH A MIXTURE OF ABOUT EQUAL AMOUNTS OF AUTOMOTIVE & AVIATION (100 LL) FUEL. ABOUT 1 OZ OF FUEL WAS FOUND IN THE CARBURETOR BOWL, BUT NO EVIDENCE OF FUEL WAS FOUND IN THE LINE LEADING FROM THE ENG DRIVEN FUEL PUMP TO THE CARBURETOR. DAMAGE TO THE FIREWALL PREVENTED AN ACCURATE DUPLICATION OF THE FUEL CONTROL TRAVEL LIMITS AT THE TIME OF THE ACCIDENT. THE PROP CONTROL WAS HARD TO OPERATE, BUT THE PLT SAID THAT IT HAD ALWAYS BEEN THAT WAY. NO OTHER DISCREPANCIES WERE EVIDENT. THE POSSIBILITY OF FUEL BLOCKAGE, BY VAPOR LOCK, COULD NOT BE DISCOUNTED.

Brief of Accident (Continued)

File No. - 2043

7/14/83

GRAND HAVEN, MI

A/C Reg. No. N3144

Time (Lc1) - 2050 EDT

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

Finding(s)

1. UNDETERMINED
 2. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
 3. FLUID, FUEL GRADE - IMPROPER
-

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

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2041 7/20/83 TURNER,MI A/C Reg. No. N96742 Time (Lcl) - 1530 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	Crew	0	0	0	1
Accident Occurred During	-LANDING	Pass	0	0	0	4

-----Aircraft Information-----

Make/Model	- CESSNA 182Q	Eng Make/Model	- CONTINENTAL O-470-V	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - ACFT RADIO</p> <p>Completeness - PARTIAL,LMTD BY PILOT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point STERLING HTS,MI</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data TURNER</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 2140 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 355
SE LAND	Months Since - 11	Make/Model- 113
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING A LANDING, THE ACFT TOUCHED DOWN AT ABOUT THE MIDPOINT OF A 2140 FT, GRASS RWY. WHEN HE APPLIED BRAKING ACTION, THE ACFT SKIDDED ON THE GRASS SURFACE & THE PLT WAS UNABLE TO STOP ON THE LANDING AREA. AFTER DEPARTING THE RWY, THE ACFT ENCOUNTERED SANDY TERRAIN & NOSED OVER. THE TEMPERATURE WAS APRX 95 DEG & THE WIND WAS CALM. THE ARPT ELEVATION WAS 623 FT.

Brief of Accident (Continued)

File No. - 2041

7/20/83

TURNER,MI

A/C Reg. No. N96742

Time (Lc1) - 1530 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2061 8/01/83 MUSKOGON, MI A/C Reg. No. N29938 Time (Lcl) - 2050 EDT

-----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 1	0	0	0
Accident Occurred During	-MANEUVERING		Pass 0	2	0	0

-----Aircraft Information-----

Make/Model	- NORTH AMERICAN AT-6D	Eng Make/Model	- P & W R1340-AN1	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 5300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 600 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method	- UNK/NR	OSHKOSH, WI	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	GREENVILLE, MI	
Wind Dir/Speed	- 310/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 422	Last 24 Hrs - 1
SE LAND	Months Since - 15	Make/Model - 84	Last 30 Days - 6
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 26

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES AFTER PERFORMING AN AEROBATIC MANEUVER AT LOW ALTITUDE. WITNESSES NEAR THE SCENE SAID THE ACFT WAS FLYING LOW; MOST HEARD THE ENGINE RUNNING. SOME SAID THAT AT THE TOP OF A LOOP THE ENGINE SOUNDED LIKE IT STOPPED. ON THE DESCENT FOLLOWING THE LOOP THE ACFT MADE ABOUT 2 ROLLS TO THE RIGHT AND LEVELED OFF. THEN A CRASH WAS HEARD. A SINGLE WITNESS SAW THE ACFT ABOUT 50 FT ABOVE THE TREES. HE HEARD THE ENGINE ROAR AND SAW THE ACFT BANK ABOUT 45 DEGREES TO THE LEFT THEN COLLIDED WITH THE TREES. HE SAID THE ACFT HAD "GOOD SPEED." NO EVIDENCE OF FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND DURING THE INVESTIGATION. THE BACK SEAT ADULT PASSENGER SAID THE ACFT PERFORMED WELL.

Brief of Accident (Continued)

File No. - 2061

8/01/83

MUSKEGON, MI

A/C Reg. No. N29938

Time (Lcl) - 2050 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. JUDGEMENT - NOT USED - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. CLEARANCE - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2046 8/23/83 ESSEXVILLE, MI A/C Reg. No. N4025R Time (Lcl) - 1059 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED					
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 137	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -MANEUVERING			0	0	1	0
			0	0	0	0

-----Aircraft Information-----

Make/Model - AYRES S2R-R1820	Eng Make/Model - CURTIS WRIGHT R-1820-97	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 8100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 1200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MUNGER, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 090/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7468
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 503
		Last 30 Days- UNK/NR
		Instrument- 110
		Last 90 Days- 150
		Multi-Eng - 101

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A SWATH RUN, THE ACFT COLLIDED WITH A POWER LINE & CRASHED IN A CORN FIELD. THE PLT RECEIVED A HEAD INJURY DURING THE ACCIDENT & WAS UNABLE TO RECALL DETAILS OF THE OCCURRENCE. ACCORDING TO WITNESSES, HE WAS ON A NORTHERLY RUN & WAS CROSSING UNDER THE POWER LINE WHEN A PORTION OF THE LEFT WING HIT A CABLE. THE PLT STATED THAT HE HAD CONDUCTED A GROUND & IN-FLT SURVEY OF THE AREA PRIOR TO STARTING THE SPRAY OPERATION.

Brief of Accident (Continued)

File No. - 2046

8/23/83

ESSEXVILLE, MI

A/C Reg. No. N4025R

Time (Lc1) - 1059 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2052

8/27/83

ANN ARBOR, MI

A/C Reg. No. N9428L

Time (Lcl) - 1816 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 - PIPER PA28-180C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A3A
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- 320/014 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 6000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

ANN ARBOR MUNI

Runway Ident - 27

Runway Lth/Wid - 3500/ 75

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 - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 140

Make/Model- 90

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED TO THE LEFT AND HIT A RWY LIGHT DURING LANDING. THE WEATHER WAS VMC WITH A WIND FROM 320 DEGREES AT 10 KTS. THE ACTIVE RWY WAS 27. THE ATC SPECIALIST IN THE TOWER SAID "THE ACFT APPEARED TO DIVE TOWARD THE RWY" AND "TO HIT VERY HARD." AFTER THE TOUCHDOWN THE ACFT VEERED LEFT AND HIT THE LIGHTS.

Brief of Accident (Continued)

File No. - 2052

8/27/83

ANN ARBOR, MI

A/C Reg. No. N9428L

Time (Lcl) - 1816 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - RUNWAY LIGHT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2053 8/28/83 ALLEGAN,MI A/C Reg. No. N6996S Time (Lcl) - 0830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
Crew 0	0	0	1	
Pass 0	0	0	0	

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - .500 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 2400 FT BROKEN
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DOWAGIAC,MI
Destination
ALLEGAN,MI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

-----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 - 843
Make/Model- 800
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A GUARD RAIL DURING A PRECAUTIONARY LANDING IN IMC WEATHER. DURING THE FLT WX COND DETERIORATED AND THE PLT BECAME CONCERNED ABOUT COLLISION WITH STRUCTURES(TOWERS) IN THE AREA AND ELECTED TO LAND ON A FAIRGROUND. BRAKING WAS POOR ON THE WET GRASS AND THE ACFT COLLIDED WITH A GUARD RAIL SEPARATING THE LANDING GEAR FROM THE ACFT. THE ACFT HAD ONLY BEEN AIRBORNE 30 MINUTES AND NO PREFLT WEATHER BRIEFING RECORD COULD BE LOCATED. THE WEATHER SERVICE HAD ISSUED "SPECIALS" AT 0749, 0821, 0841 AND 0849 EDT ABOUT THE LIMITED VISIBILITY CAUSED BY FOG.

Brief of Accident (Continued)

File No. - 2053

8/28/83

ALLEGAN,MI

A/C Reg. No. N6996S

Time (Lcl) - 0830 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
5. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - FENCE
8. TERRAIN CONDITION - WET

Occurrence #4 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

9. LANDING GEAR,MAIN GEAR - OVERLOAD
10. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2112 10/01/83 HASTINGS, MI A/C Reg. No. N76639 Time (Lcl) - 1520 T

-----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	1	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 140	Eng Make/Model	- CONTINENTAL C-85	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 85 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 230/003 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 2500 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 HASTINGS, MI</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1413
SE LAND	Months Since - 24	Make/Model- 65
	Aircraft Type - UNK/NR	Instrument- 74
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PLT (CFI) KNEW THAT THE ACFT WAS GETTING LOW ON FUEL, BUT HE WANTED THE STUDENT TO MAKE ONE MORE TAKEOFF & LANDING. WHEN THE ACFT WAS CLIMBING THRU ABOUT 200 FT AFTER TAKEOFF, THE ENG BEGAN LOSING POWER. THE CFI ASSUMED CONTROL OF THE ACFT & SWITCHED THE FUEL SELECTOR TO THE LEFT TANK WHICH INDICATED 1/4 FULL. HOWEVER, THE ENG WOULD NOT RESTART. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING A LANDING ON ROUGH TERRAIN.

Brief of Accident (Continued)

File No. - 2112

10/01/83

HASTINGS,MI

A/C Reg. No. N76639

Time (Lcl) - 1520 T

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL SYSTEM - IMPROPER USE OF - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
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. - 2111 10/01/83 IRON RIVER,MI A/C Reg. No. N8340M Time (Lcl) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE
Crew
Pass

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 130/004 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 7000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
IRON MOUNTAIN,MI
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 38
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	239	Last 24 Hrs	-	1
Make/Model	-	239	Last 30 Days	-	UNK/NR
Instrument	-	3	Last 90 Days	-	29

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ENG LOST POWER DURING FLT DUE TO CARBURETOR ICE. HE APPLIED CARBURETOR HEAT, BUT THE ENG WOULD NOT RESTART. DURING A FORCED LANDING, THE ACFT ENCOUNTER ROUGH/UNEVEN TERRAIN & SUBSEQUENTLY NOSED OVER.

Brief of Accident (Continued)

File No. - 2111

10/01/83

IRON RIVER, MI

A/C Reg. No. N8340M

Time (Lc1) - 1300 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

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 LANDING

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) 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. - 2110 10/01/83 HOWELL,MI A/C Reg. No. N30027 Time (Lcl) - 1405 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0	2
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-32RT-300	Eng Make/Model - LYCOMING IO-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HOWELL,MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LIVINGSTON
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 510
SE LAND	Months Since - 3	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 117
		Instrument- 43
		Last 30 Days- UNK/NR
		Last 90 Days- 26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON ITS 1ST FLT AFTER AN ANNUAL INSPECTION. DURING TAKEOFF, A PARTIAL POWER LOSS OCCURRED AT APRX 200 FT AGL. THE PLT INITIATED A TURN BACK TOWARD THE ARPT, THEN ELECTED TO LAND ON OR NEAR THE MEDIAN OF AN INTERSTATE HIGHWAY. DURING THE LANDING, A WINGTIP DRAGGED ON THE SHOULDER OF THE INTERSTATE. THE ACFT THEN SLID ABOUT 200 FT & CAME TO REST ON THE SHOULDER. ABOUT 5 TO 10 MIN LATER, THE ACFT STARTED TO BURN & EXTENSIVE FIRE DAMAGE OCCURRED. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FOUND DURING AN EXAM OF THE AIRFRAME & POWERPLANT.

Brief of Accident (Continued)

File No. - 2110

10/01/83

HOWELL,MI

A/C Reg. No. N30027

Time (Lc1) - 1405 EDT

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 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING

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. - 2113 10/02/83 PORTAGE, MI A/C Reg. No. N26093 Time (Lc1) - 1010 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING			0	0	0	0	

-----Aircraft Information-----

Make/Model - PIPER PA-38	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 - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	KALAMAZOO, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	AUSTIN LAKE
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 3.000 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3400/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 10
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 10
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HIS 1ST SOLO FLT. HE STATED THAT DURING THE 1ST LANDING, THE ACFT TURNED RIGHT WHILE IT WAS STILL A FEW FEET OFF THE GROUND. THE PLT REPORTED THAT HE HAD A BAD LANDING SO HE ATTEMPTED TO GO AROUND. DURING THE GO-AROUND, THE ACFT TURNED TO THE LEFT & SUBSEQUENTLY HIT TREES ON THE LEFT SIDE OF THE RWY. NO MECHANICAL PROBLEMS WERE REPORTED.

Brief of Accident (Continued)

File No. - 2113

10/02/83

PORTAGE,MI

A/C Reg. No. N26093

Time (Lcl) - 1010 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2051 10/05/83 YPSILANTI,MI A/C Reg. No. N47519 Time (Lc1) - 2350 EDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - ALL CARGO	Aircraft Damage		Injuries		
Name of Carrier -WOLVERINE AIR CHARTER	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -SCHEDULED,DOMESTIC,CARGO	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -TAXI					None
					1
					0

-----Aircraft Information-----

Make/Model - PIPER PA-32R-300	Eng Make/Model - LYCOMING IO-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	BUFFALO,NY	
Completeness - PARTIAL,LMTD BY FCSTR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WILLOW RUN
Wind Dir/Speed- CALM		Runway Ident - N/A
Visibility - 20.0 SM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds -	Type of Flight Plan - IFR	Runway Surface - MACADAM
Lowest Ceiling - 10000 FT OVERCAST	Type of Clearance - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - UNK/NR	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 2080
SE LAND,ME LAND	Months Since - 1	Make/Model- 30
	Aircraft Type - UNK/NR	Instrument- 55
		Multi-Eng - 120
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 153

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS STRUCK BY A TRUCK AS IT TAXIED ON THE RAMP AFTER LANDING. THE FIRE DEPARTMENT REPORTED THE TRUCK LEFT A 25 FT SKID MARK AS IT CAME OUT FROM AN AREA OF PARKED ACFT AND STRUCK N47519.

Brief of Accident (Continued)

File No. - 2051

10/05/83

YPSILANTI,MI

A/C Reg. No. N47519

Time (Lcl) - 2350 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - VEHICLE
 2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
 3. LIGHT CONDITION - DARK NIGHT
 4. PROCEDURES/DIRECTIVES - IMPROPER - DRIVER OF VEHICLE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2025 10/09/83 BATTLE CREEK, MI A/C Reg. No. N22SK Time (Lc1) - 1147 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire NONE	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91		Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - KEMMEYER SONERAI II	Eng Make/Model - VOLKSWAGON TYPE I	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 925	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	BATTLE CREEK, MI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 060/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 4397
SE LAND,ME LAND	Months Since - 2	Make/Model- 25
	Aircraft Type - UNK/NR	Instrument- 175
		Multi-Eng - 3245
		Last 24 Hrs - 1
		Last 30 Days- 30
		Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT FLEW THE HOME BUILT ACFT FROM BATTLE CREEK TO MARSHALL, MI TO TALK TO FRIENDS. AFTER ABOUT 30 MIN, HE TOOK OFF WITHOUT REFUELING. SHORTLY AFTER THE ACFT DEPARTED, A WITNESS ON A GOLF COURSE HEARD THE SOUND OF THE ENG. HE LOOKED UP & SAW THE ACFT IN ABOUT A 30 DEG CLIMB. REPORTEDLY, THE ACFT CLIMBED APRX 400 TO 500 FT, TO A HEIGHT OF ABOUT 2000 TO 3000 FT, THEN THE NOSE CAME DOWN SLOWLY & THE ACFT STARTED DESCENDING. THE WITNESS OBSERVED THE ACFT CONTINUE DESCENDING UNTIL THE PLT STARTED TO PULL OUT OF THE DIVE. DURING THE PULL-OUT, THE RIGHT WING FOLDED UPWARD & SEPARATED. THE ACFT THEN WENT INTO A RAPID SPIN & CRASHED. AN EXAM OF THE WRECKAGE REVEALED THAT THE RIGHT WING HAD SEPARATED AT THE ROOT. THE SEPARATED WING HAD A CREASE STARTING AT THE LEADING EDGE WING ROOT & ANGLED OUTBOARD & REARWARD AT A 45 DEG ANGLE. AN EXAM OF THE TOP SPAR CAP SHOWED EVIDENCE OF BUCKLING PRIOR TO WING SEPARATION. A LOG SHOWED THAT THE PLT HAD PREVIOUSLY PERFORMED AEROBATIC FLT. THE ACFT WAS NOT CERTIFIED FOR AEROBATICS.

Brief of Accident (Continued)

File No. - 2025

10/09/83

BATTLE CREEK,MI

A/C Reg. No. N22SK

Time (Lc1) - 1147 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. MANEUVER - PERFORMED - PILOT IN COMMAND
 2. PULL-UP - INITIATED - PILOT IN COMMAND
 3. WING,SPAR - OVERLOAD
 4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 5. WING,SPAR - BUCKLED
-

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) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2050

12/12/83

BAD AXE, MI

A/C Reg. No. N7560H

Time (Lcl) - 1305 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

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA A185F
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/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- 290/016 KTS

Visibility - 4.000 SM

Lowest Sky/Clouds - 1500 FT

Lowest Ceiling - 1500 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

HURON CO. MEMORIAL

Runway Ident - 21

Runway Lth/Wid - 3500/ 75

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 - 22

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 761

Make/Model- 374

Instrument- 4

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 92

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PLT WAS ADVISED BY THE UNICOM OPERATOR THAT RWY 21 WAS THE ACTIVE RWY. SOON AFTER LANDING, A PASSENGER BOARDED THE ACFT & THE PLT TOOK OFF AGAIN. HE PROCEEDED TO MAKE A PATTERN AROUND THE ARPT & INITIATED ANOTHER LANDING ON RWY 21. THE WIND WAS FROM 290 DEG AT 16 GUSTING 20 KTS. WHILE LANDING WITH A X-WIND, THE PLT LOST DIRECTIONAL CONTROL, THE ACFT ENTERED A GROUND LOOP & THE LEFT MAIN GEAR FAILED. THE ARPT HAD 2 TURF RWYS, RWY 9/27 WHICH WAS 1810 FT LONG & RWY 15/33 WHICH WAS 2000 FT LONG.

Brief of Accident (Continued)

File No. - 2050

12/12/83

BAD AXE,MI

A/C Reg. No. N7560H

Time (Lc1) - 1305 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. WEATHER CONDITION - GUSTS
 4. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR,MAIN GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 2045

6/29/83

CRANE LAKE, MN

A/C Reg. No. N96333

Time (Lcl) - 1820 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC-12D
Landing Gear - FLOAT
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 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- 130/010 KTS
Visibility - 4.000 SM

Lowest Sky/Clouds -
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
EVELETH, MN

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
UNK/NR

Airport Data

CRANE LAKE
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - WATER
Runway Status - WATER - CHOPPY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, SE SEA

Age - 50

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	121	Last 24 Hrs -	4
Make/Model-	121	Last 30 Days-	UNK/NR	
Instrument-	0	Last 90 Days-	80	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHILE HE WAS TAKING OFF ON AN EASTERLY HEADING, THE FLOAT PLANE WAS ON THE STEP & BECAME AIRBORNE SOONER THAN HE EXPECTED. WHILE HE WAS CORRECTING THE SITUATION BY LOWERING THE NOSE, THE LEFT FLOAT DUG INTO THE WATER. SUBSEQUENTLY, THERE WAS DAMAGE TO THE FLOAT, STRUT, LEFT WING & EMPENNAGE. APRX 15 MIN EAST AT INTERNATIONAL FALLS, MN, THE 1750 CDT WIND WAS FROM 130 DEG AT 10 KTS.

Brief of Accident (Continued)

File No. - 2045

6/29/83

CRANE LAKE, MN

A/C Reg. No. N96333

Time (Lcl) - 1820 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. TERRAIN CONDITION - WATER, ROUGH
3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2044

7/05/83

ST. GEORGE, MN

A/C Reg. No. N23632

Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/006 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
S. ST PAUL, MN
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - WET
HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 170	Last 24 Hrs - UNK/NR
Make/Model- 97	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 ELECTED TO LAND ON AN UNCULTIVATED FARM FIELD THAT HAD BEEN EXPOSED TO HEAVY RAINS 2 DAYS PREVIOUSLY.
DURING THE LANDING ROLL-OUT, THE ACFT ENCOUNTER SOFT TERRAIN & NOSED OVER.

Brief of Accident (Continued)

File No. - 2044

7/05/83

ST. GEORGE, MN

A/C Reg. No. N23632

Time (Lcl) - 1130 CDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. TERRAIN CONDITION - WET
 3. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2128 11/13/83 MANKATO,MN A/C Reg. No. N6128W Time (Lcl) - 1856 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1950	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	OFF AIRPORT/STRIP
Method - TELEPHONE	HETTINGER,ND	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 140/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .375 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 200 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 611
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 610
		Instrument- 0
		Last 30 Days- 1
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RECEIVED 2 WX BRIEFINGS BEFORE THE FLT & WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED. PRIOR TO DEPARTING, THE 50 GAL FUEL SYS WAS SERVICED WITH 35 GAL OF FUEL. THE PLT REPORTED THAT DURING THE FLT, HE DESCENDED THE ACFT THRU A HOLE IN THE CLOUDS ABOVE A HIGHWAY. HE THEN FOLLOWED ANOTHER HIGHWAY & TURNED TOWARD THE DESTINATION ARPT. WHILE UNDER A LOW CLOUD COVER, HE ENCOUNTERED HALE & GROUND FOG, THEN BECAME DISORIENTED. HE THEN TRIED TO FIND THE HIGHWAY AGAIN TO LAND, BUT CRASHED INTO A HILL IN AN OPEN FIELD AT NIGHT. AN INVESTIGATION REVEALED THERE WAS .25 GAL OF FUEL IN THE LEFT FUEL TANK & 1.5 GAL OF FUEL IN THE RIGHT TANK. TWO LOCAL RESIDENTS STATED THAT THEY HEARD THE ACFT FLYING IN THE AREA FOR ABOUT 10 MIN PRIOR TO THE ACCIDENT. THEY REPORTED THAT THE ACFT MISSED THEIR HOUSE BY ABOUT 4 FT WHEN IT MADE THE LAST CIRCLE. THEY WATCHED IT GO OVER THEIR HOUSE, THEN HEARD IT CRASH INTO A HILL.

Brief of Accident (Continued)

File No. - 2128

11/13/83

MANKATO, MN

A/C Reg. No. N6128W

Time (Lc1) - 1856 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 2. WEATHER CONDITION - CLOUDS
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - FOG
 5. WEATHER CONDITION - HAZE
 6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

7. LIGHT CONDITION - DARK NIGHT
 8. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
 9. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 10. FLUID, FUEL - LOW LEVEL
 11. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
 12. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 13. 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) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8,9,10,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2135 12/13/83 BRAINERD,MN

A/C Reg. No. N37252

Time (Lc1) - 1445 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
2

None
1
1

-----Aircraft Information-----

Make/Model - CESSNA 310
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 2
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 - UNK/NR
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 040/006 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - 500 FT
Lowest Ceiling - 500 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ABERDEEN,SD
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VOR/DME

Airport Proximity
ON AIRPORT

Airport Data

CROW WING CO.
Runway Ident - 23
Runway Lth/Wid - 6500/ 100
Runway Surface - SNOW
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 2230
Last 24 Hrs - 1
Make/Model- UNK/NR
Instrument- 129
Last 30 Days- UNK/NR
Multi-Eng - 716
Last 90 Days- 67
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER MAKING A VOR/DME APCH, THE PLT CIRCLED TO LAND ON RWY 23 IN WX CONDITIONS OF LIGHT SNOW & FOG. THE TERRAIN & RWY WERE COVERED WITH SNOW. THE PLT TRIED TO CONTACT BRAINERD UNICOM TO HAVE THE RWY LIGHTS TURNED UP, BUT HE RECEIVED NO RESPONSE. HE COULD HAVE ACTIVATED THE RWY LIGHTS BY KEYING HIS MICROPHONE, USING THE UNICOM FREQ, BUT HE DID NOT DO SO. WHEN ON FINAL APCH, HE SAW A ROW OF LIGHTS & BELIEVED THE ACFT WAS ALIGNED WITH THE RWY. HOWEVER, HE HAD ALIGNED THE ACFT BETWEEN THE RWY & TAXIWAY, WHERE HE SUBSEQUENTLY LANDED IN 14 INCHES OF SNOW & DAMAGED THE ACFT.

Brief of Accident (Continued)

File No. - 2135

12/13/83

BRAINERD,MN

A/C Reg. No. N37252

Time (Lcl) - 1445 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - SNOW
 2. WEATHER CONDITION - FOG
 3. TERRAIN CONDITION - SNOW COVERED
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 5. PROPER ALIGNMENT - NOT OBTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2020 6/28/83 POPLAR BLUFF,MO A/C Reg. No. N7246 Time (Lcl) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R-985-14B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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- 210/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1399
SE LAND	Months Since - 3	Last 24 Hrs - 10
	Aircraft Type - UNK/NR	Make/Model- 600
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 300
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER MAKING 2 SWATH RUNS, THE ACFT WAS IN A PROCEDURE TURN-AROUND OVER A WOODED AREA WHEN THE ENG LOST POWER. THE PLT TRIED TO GLIDE TO A SUITABLE AREA, BUT THE ACFT HIT THE TOPS OF TREES & CRASHED. THE OWNER STATED THE ENG HAD A HISTORY OF MAINTENANCE PROBLEMS PRIOR TO THE ACCIDENT, BUT THAT NO SPECIFIC PROBLEM WAS IDENTIFIED. THE ENG WAS DISASSEMBLED AT AN OVERHAUL FACILITY AFTER THE ACCIDENT, BUT NO PREIMPACT/MECHANICAL FAILURE WAS FOUND. THE TEMP & DEW POINT WERE 82 & 75 DEG.

Brief of Accident (Continued)

File No. - 2020

6/28/83

POPLAR BLUFF, MO

A/C Reg. No. N7246

Time (Lc1) - 1100 CDT

Occurrence #2 LOSS OF POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. UNDETERMINED

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)
2. TERRAIN CONDITION - NONE SUITABLE
3. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2183

9/17/83

KANSAS CITY,MO

A/C Reg. No. N42966

Time (Lc1) - 1600 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 -TAXI

-----Aircraft Information-----

Make/Model - CESSNA 182

Eng Make/Model - CONTINENTAL O-470-R

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2800

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 230 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - IN PERSON

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 190/020 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SPARTA,TN

Destination

KANSAS CITY,MO

Airport Proximity

ON AIRPORT

Airport Data

KANSAS CITY DOWNTOWN

Runway Ident - 18

Runway Lth/Wid - 7001/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 57

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 756

Last 24 Hrs - 8

Make/Model- 667

Last 30 Days- UNK/NR

Instrument- UNK/NR

Last 90 Days- 26

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AFTER LANDING, SHE WAS TAXIING TO A RAMP AREA WHEN A GUST OF WIND LIFTED THE LEFT WING & ROLLED THE ACFT OVER ON ITS TOP. THE WINDS WERE REPORTED FROM 190 DEG AT 20 GUSTING TO 30 KT.

Brief of Accident (Continued)

File No. - 2183

9/17/83

KANSAS CITY,MO

A/C Reg. No. N42966

Time (Lc1) - 1600 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER CONDITION - GUSTS
-

Occurrence #2 NOSE OVER
Phase of Operation TAXI - FROM LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2006

9/23/83

CAPE GIRARDEAU, MO

A/C Reg. No. N5786B

Time (Lcl) - 1330 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	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - S.N.I.A.S. AS350D
Landing Gear - SKID
Max Gross Wt - 4190
No. of Seats - 6

Eng Make/Model - LYCOMING LTS-101
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 650 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- 060/006 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
INDIANOPOLIS, IN
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

CAPE GIRARDEAU MUNI
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 - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND
HELICOPTER

Age - 37

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 5501	Last 24 Hrs	- 7
Make/Model-	337	Last 30 Days-	UNK/NR
Instrument-	174	Last 90 Days-	128

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT REPORTED THAT DURING FLT, HE HEARD A GRINDING NOISE, THEN THE HELICOPTER PITCHED UP & TO THE LEFT. HE REDUCED POWER & NOTICED THAT THE TAIL ROTOR WAS INOPERATIVE. DURING A RUN-ON LANDING APPROACH, THE HELICOPTER BEGUN TO YAW, THEN BEFORE TOUCHDOWN, IT BEGAN TO SPIN. DURING GROUND IMPACT, THE LANDING GEAR SKIDS WERE TWISTED, THE VERTICAL FIN WAS KNOCKED OFF, ALL MAIN ROTOR BLADES STRUCK THE GROUND & THE RIGHT FRONT & RIGHT REAR DOORS WERE DAMAGED. AN INVESTIGATION REVEALED THE TAIL ROTOR DRIVE SHAFT, PN 350A34-0110-02, HAD FAILED.

Brief of Accident (Continued)

File No. - 2006

9/23/83

CAPE GIRARDEAU,MO

A/C Reg. No. N5786B

Time (Lc1) - 1330 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - FAILURE, TOTAL
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2021 12/16/83 CLINTON, MO A/C Reg. No. N17297 Time (Lcl) - 2030 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL OBSERVATION	Fire	Crew 0	0	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 D-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point PLEASANT HILL, MO	
Method - N/A	Destination SAME AS ACC/INC	Airport Data CLINTON MEM
Completeness - N/A		Runway Ident - 04
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2800/ 50
Wind Dir/Speed- 070/006 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 7.0 SM	Type of Clearance - NONE	Runway Status - SNOW - CRUSTED
Lowest Sky/Clouds - 25000 FT SCATTERED	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - NONE	FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----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 - 961
SE LAND,ME LAND	Months Since - 13	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 227
		Last 30 Days- UNK/NR
		Instrument- 231
		Last 90 Days- 34
		Multi-Eng - 48

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT TOOK OFF FROM PLEASANT HILL, MO TO LOOK FOR RELATIVES WHO MAY HAVE BEEN SURVIVORS OF AN OVERTURNED BOAT. AFTER SEARCHING A LAKE, HE ELECTED TO LAND AT CLINTON, MO. THE ARPT AT CLINTON WAS CLOSED FOR CONSTRUCTION & THE RWY WAS COVERED WITH SNOW & ICE. A NOTAM HAD BEEN ISSUED, BUT THE PLT WAS NOT AWARE THE RWY WAS CLOSED. WHILE LANDING ON A MOONLIT NIGHT, THE RIGHT MAIN WHEEL BROKE THRU THE SNOW CRUST & THE RIGHT MAIN GEAR COLLAPSED. THE PLT STATED THAT JUST BEFORE TOUCHDOWN, HE SAW SHADOWS FROM THE LANDING LIGHT ON UNEVEN TERRAIN. HE INITIATED A GO-AROUND, BUT THE ACFT CONTINUED TO SETTLE & TOUCHED DOWN.

Brief of Accident (Continued)

File No. - 2021

12/16/83

CLINTON, MO

A/C Reg. No. N17297

Time (Lcl) - 2030 CST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
2. NOTAMS - NOT OBTAINED - PILOT IN COMMAND
3. LIGHT CONDITION - NIGHT
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
8. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2098

6/03/83

ALLIGATOR, MS

A/C Reg. No. N701Y

Time (Lc1) - 0600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation - AERIAL APPLICATION

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

0

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - GRUMMAN G-164

Eng Make/Model - JACOBS R-755A2M1

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 3725

Engine Type - RECIPROCATING-CARBURETOR

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- 180/009 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 10000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ROCHDALE, MS

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

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)

PRIVATE

SE LAND

Age - 58

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 982

Make/Model- 365

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 43

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE TERRAIN DURING AN TURN TO REVERSE DIRECTION ON AN AERIAL APPLICATION FLT. THE PLT SAID HE ENCOUNTERED A WIND SHEAR DURING THE TURN AND WAS UNABLE TO ARREST THE DESCENT. THE ACFT IMPACTED ON THE MAIN GEAR AND WAS SUBSTANTIALLY DAMAGED. THE NEAREST WEATHER REPORTING STATION WAS MEMPHIS AND THEY REPORTED WINDS FROM 180 DEGREES AT 9 KTS. NO UNUSUAL WEATHER WAS REPORTED.

Brief of Accident (Continued)

File No. - 2098

6/03/83

ALLIGATOR,MS

A/C Reg. No. N701Y

Time (Lcl) - 0600 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
 2. LEVEL OFF - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2090 7/16/83 SLEDGE,MS A/C Reg. No. N8526H Time (Lcl) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R1340-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	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PLEASANT GROVE,MS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 190/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 20000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - UNK/NR
SE LAND	Months Since - 2	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 550
		Last 30 Days- UNK/NR
		Instrument- 10
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND AND NOSED OVER DURING AN AERIAL APPLICATION MANEUVER. THE PLT STATED, THE ACFT STARTED TO SETTLE WHILE IN A TURN AND HE DUMPED THE LOAD AFTER LEVELING THE WINGS BUT WAS UNABLE TO STOP THE DESCENT PRIOR TO GROUND CONTACT. THE ACFT HAD JUST BEEN LOADED WITH 200 GALLONS OF SPRAY AND ABOUT 70 GALLONS OF FUEL. TWO SWATH RUNS HAD BEEN MADE PRIOR TO THE CRASH.

Brief of Accident (Continued)

File No. - 2090

7/16/83

SLEDGE,MS

A/C Reg. No. N8526H

Time (Lcl) - 1200 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. STALL - INADVERTENT - PILOT IN COMMAND
 2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
 3. MANEUVER - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Occurrence #3 NOSE OVER
Phase of Operation MANEUVERING - AERIAL APPLICATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2101 8/16/83 WIGGINS,MS A/C Reg. No. NONE Time (Lcl) - 1855 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 103	NONE	Pass	1	Serious	Minor	None
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - WEEDHOPPER JC-24	Eng Make/Model - CHOITA 460-B	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 - 25 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WIGGINS,MS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DEAN GRIFFIN
Wind Dir/Speed- 140/006 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 50
Lowest Sky/Clouds - 7000 FT SCATTERED	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 - 30	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
	Current - N/A	Total - UNK/NR
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	Instrument- 0
		Multi-eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE NON-RATED PLT HAD NO PREVIOUS FLT EXPERIENCE, BUT WAS BRIEFED ON THE ULTRALIGHT VEHICLE'S OPERATION, CONTROL RESPONSE & OTHER ASPECTS, AS WELL AS THE TRAFFIC PATTERN, DIRECTION, ETC. DURING TAKEOFF, THE ULTRALIGHT ENTERED A DIVE AFTER CLIMBING 30 TO 40 FT, BUT THE PLT LEVELED OFF JUST ABOVE THE RWY & CONTINUED CLIMBING IN THE TRAFFIC PATTERN TO APRX 300 FT. A WITNESS STATED THAT ON THE DOWNWIND LEG, THE VEHICLE SUDDENLY ENTERED A STEEP NOSEDOWN DIVE & CRASHED. HE OBSERVED NO WING ROCKING, NO TURN & NO ROLLING OR YAWING. DURING AN EXAM OF THE WRECKAGE, NO PREIMPACT, MECHANICAL MALFUNCTION/FAILURE WAS FOUND. THE VEHICLE WAS NOT EQUIPPED WITH A SHOULDER HARNESS, THE SEAT BACK WAS NOT RIGID, THE ONLY FOOT/LEG SUPPORT WAS A TUBE EXTENDING EITHER SIDE OF THE NOSEWHEEL WITH NO HEEL CUP. THE SINGLE FLT CONTROL OPERATED THE RUDDER & ELEVATOR (NO AILERONS WERE INSTALLED). FORE & AFT MOVEMENT OF THE CONTROL WOULD PROVIDE NOSE DOWN & NOSE UP RESPONSE OF THE ELEVATOR. LEFT & RIGHT MOVEMENT OF THE CONTROL WOULD PROVIDE LEFT & RIGHT RUDDER.

Brief of Accident (Continued)

File No. - 2101

8/16/83

WIGGINS,MS

A/C Reg. No. NONE

Time (Lcl) - 1855 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER DECISION, INADEQUATE TRAINING - PILOT IN COMMAND
3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
5. MISC EQPT/FURNISHINGS, SHOULDER HARNESS - LACK OF
6. FUSELAGE, CREW COMPARTMENT - LACK OF
7. ELEVATOR - INADVERTENT USE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,7

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. - 2009 9/09/83 MISSING ACFT,MT A/C Reg. No. N92368 Time (Lcl) - 1250 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -UNKNOWN

Aircraft Damage
DESTROYED
Fire UNK/NR

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELETYPE
Completeness - FULL
Basic Weather - UNK/NR
Wind Dir/Speed - 230/013 KTS
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
UNK/NR
Destination
BILLINGS,MT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 65
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 2200	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-----

AT APRX 1227 MDT, THE ACFT TOOK OFF FROM KALISPELL, MT ON AN IFR FLT TO BILLINGS, MT. THE PLT WAS CLEARED FOR AN EN ROUTE ALT OF 12,000 FT MSL. AT 1234, HE REQUESTED & WAS CLEARED FOR A 360 DEG TURN TO ASSURE TERRAIN CLEARANCE: AT 1241, THE PLT REPORTED REACHING 11,000 FT. APRX 2 MIN LATER, HE REQUESTED CLEARANCE TO REMAIN AT 11,000 FT SINCE HE WAS HAVING DIFFICULTY CLIMBING. AFTER ABOUT ANOTHER 2 MIN, THE PLT REPORTED HE WAS TURNING BACK TO KALISPELL, BUT DID NOT STATE HIS REASON. ATC CLEAR HIM FOR A TURN, BUT COULD NOT PROVIDE AN IFR ALT BELOW 11,000 FT. AT APRX 1245, THE PLT REPORTED AT 10,500 FT & WAS PROVIDED VECTORS FOR LOWER TERRAIN. RADIO & RADAR CONTACT WAS LOST A SHORT TIME LATER, BUT RADIO TRANSMISSIONS WERE RELAYED BY ANOTHER ACFT UNTIL APRX 1250, THEN THERE WAS NO FURTHER CONTACT WITH THE PLT & THE ACFT WAS NOT FOUND. THE LAST RADAR CONTACT WAS APRX 13 MI EAST OF THE KALISPELL VOR. ANOTHER PLT REPORTED DARK CLOUDS, ICING CONDITIONS & POSSIBLE STRONG DOWNDRAFTS IN THAT AREA. BEFORE TAKEOFF, THE PLT WAS REPORTED LOOKING ILL.

Brief of Accident (Continued)

File No. - 2009

9/09/83

MISSING ACFT,MT

A/C Reg. No. N92368

Time (Lcl) - 1250 MDT

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. - 2056 7/31/83 FT. BRAGG, NC A/C Reg. No. N4276V Time (Lc1) - 2137 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 - CESSNA 170	Eng Make/Model - CONTINENTAL C-145-2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ANDERSON, SC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SIMMONS AAF
Wind Dir/Speed- 210/006 KTS		Runway Ident - 27
Visibility - 7.0 SM	ATC/Airspace	Runway Lth/Wid - 3600/ 100
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	FULL STOP	
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, MILITARY	Current - YES	Total - 598
SE LAND	Months Since - 1	Make/Model- 18
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 98
		Last 24 Hrs - 18
		Last 30 Days- UNK/NR
		Last 90 Days- 39
		Rotorcraft - 455

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE ACFT'S RIGHT LANDING GEAR COLLAPSED DURING LANDING. THE PLT HAD JUST PURCHASED THIS ACFT AND WAS ON HIS FIRST X-COUNTRY. DURING HIS FIRST APPROACH AT FT. BRAGG HE HAD MADE A GO-AROUND BECAUSE OF GUSTY WINDS AND TURBULENCE. DURING THE 2ND ATTEMPT THE WIND SEEMED LESS TURBULENT AND A LANDING WAS ACCOMPLISHED. JUST AFTER TOUCHDOWN THE LEFT WING LIFTED AND THE ACFT TURNED INTO THE WIND; DURING THE TURN THE RIGHT LANDING GEAR STRUT COLLAPSED. THE BROKEN STRUT WAS EXAMINED AND THE BREAK WAS TYPICAL OF A FAILURE DUE TO SHOCK OVERLOAD. NO FATIGUE OR CORROSION WAS FOUND. THE PLT ALSO HAD FLOWN ALMOST 18 HOURS IN THE PRECEDING 24 HOURS AND HAD 2 HOURS EXPERIENCE IN CONVENTIONAL GEAR ACFT PRIOR TO THIS. THE MAJORITY OF HIS FLT EXPERIENCE HAS BEEN IN HELICOPTERS.

Brief of Accident (Continued)

File No. - 2056

7/31/83

FT. BRAGG, NC

A/C Reg. No. N4276V

Time (Lc1) - 2137 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - NIGHT
2. FLARE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, FATIGUE (FLIGHT SCHEDULE) - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
7. WEATHER CONDITION - GUSTS
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

10. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,8,9

Factor(s) relating to this accident is/are finding(s) 1,4,7,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2165

9/10/83

MANTEO, NC

A/C Reg. No. N242KH

Time (Lc1) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
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 - EIPPER QUICKSILVER MX II
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - ROTAX 503
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 47 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MANTEO, NC
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

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 176
Make/Model- 10
Instrument- 2
Multi-Eng - 2
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHILE HE WAS DEMONSTRATING A STALL, THE ENG LOST POWER & WOULD NOT RECOVER. SUBSEQUENTLY, HE LANDED IN A MARSH & THE ULTRALIGHT ACFT NOSED OVER. DURING AN EXAM, WATER WAS FOUND IN THE CARBURETOR & FUEL PUMP. THE FUEL TANK CAP WAS REPORTEDLY BROKEN & A RAG HAD BEEN STUFFED IN THE "CAP." ALSO, THE REAR SPARK PLUG WAS SOOTY & THE FRONT SPARK PLUG CONTAINED AN OILY CARBON DEPOSIT. ADDITIONALLY, THERE WAS A LOOSE TERMINAL ON THE GROUND WIRE FOR THE COIL TO THE REAR CYLINDER. WATER WAS REMOVED FROM THE FUEL SYSTEM & THE ENG WAS STARTED & OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 2165

9/10/83

MANTEO,NC

A/C Reg. No. N242KH

Time (Lc1) - 1700 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. MAINTENANCE - IMPROPER -
2. FUEL SYSTEM,CAP - FAILURE,TOTAL
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
4. FLUID,FUEL - WATER
5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - SOFT
7. TERRAIN CONDITION - WET

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2078 8/31/83 MANNING,ND A/C Reg. No. N400AH Time (Lcl) - 1410 MDT

-----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 133	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- HILLER UH-12E	Eng Make/Model	- LYCOMING TVIO-540-A2A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3100	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 305 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 165/015 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP</p> <p>ME LAND</p> <p>HELICOPTER</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 6132</p> <p>Make/Model- 1217</p> <p>Instrument- 127</p> <p>Multi-Eng - 1768</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 119</p> <p>Rotorcraft - 5200</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND AFTER AN ENG FAILURE WHILE STRINGING POWER LINES. THE ACFT WAS IN A RIGHT SIDE LOW, NOSE HIGH ATTITUDE PULLING A WIRE ATTACHED TO THE LEFT SIDE OF THE ACFT. THE WIND WAS FROM THE RIGHT REAR QUARTER WHEN THE LOSS OF POWER OCCURRED WITHOUT WARNING. THE ACFT ROTATED 45 DEGREES & THE PLT ONLY HAD TIME TO LEVEL THE ACFT AND MAKE A PITCH PULL PRIOR TO IMPACT FROM THE LOW ALTITUDE OF 150 FT AGL. THE ACFT IMPACTED LEVEL WITH NO FORWARD SPEED, THE SKIDS FAILED AND THE ACFT ROLLED OVER. THE PLT SUSPECTED FUEL STARVATION DUE TO ACFT ATTITUDE AND INERTIA. THE ACFT HAS ONE FUEL PICK-UP IN THE TANK.

Brief of Accident (Continued)

File No. - 2078

8/31/83

MANNING,ND

A/C Reg. No. N400AH

Time (Lcl) - 1410 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. FLUID,FUEL - STARVATION
2. MANEUVER - PERFORMED - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE,YAWING MANEUVERS - ERRATIC

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #4 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2080 10/05/83 GRAND FORKS,ND A/C Reg. No. N93844 Time (Lcl) - 0955 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	GRAND FORKS INTN'L
Wind Dir/Speed- 290/011 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 9.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7349/ 150
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 5000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 10
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 10
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED OFF THE RWY AND NOSED OVER IN THE SOFT GRASS DURING LANDING. THE CFI AND STUDENT HAD BEEN PRACTICING CROSSWIND LANDINGS ON RWY 26 WITH THE WIND FROM 290 DEGREES AT 11 KTS. AFTER THE LANDINGS THE CFI GOT OUT OF ACFT SO THAT THE STUDENT COULD CONTINUED AS SOLO. ONCE AIRBORNE THE TOWER CHANGED THE LANDING RUNWAY TO 35. THE STUDENT ACCEPTED THE CHANGE AND WAS LANDING VERY WELL ON THE 1ST SOLO LANDING UNTIL THE NOSE GEAR WAS LOWERED. AT THIS POINT THE ACFT VEERED OFF AND NOSED OVER. THE CHIEF FLT INSTRUCTOR SAID "THE CROSSWIND SHOULD HAVE BEEN AVOIDED BY THE TOWER AND PLT. ALSO THE MAINTENANCE PERSONNEL SHOULD BE MORE AWARE OF WIND AND WEATHER AND HOW THEY AFFECT ACFT PRIOR TO A DECISION TO DO ARPT CHECKS. CONTINUED USE OF RWY 26 MAY HAVE AVOIDED THIS ACCIDENT".

Brief of Accident (Continued)

File No. - 2080

10/05/83

GRAND FORKS,ND

A/C Reg. No. N93844

Time (Lc1) - 0955 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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. - 2010 11/06/83 FARGO,ND A/C Reg. No. NONE Time (Lcl) - 1707 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED
Fire
ON GROUND

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	1	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - EIPPER QUICKSILVER E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 450
No. of Seats - 1

Eng Make/Model - CUYUNA 215
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 22 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/004 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MAPLETON,ND
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)

Age - 18
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 -	2
Make/Model-	5	Last 30 Days-	7
Instrument-	0	Last 90 Days-	7

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-RATED PLT HAD TAKEN GROUND & DUAL FLT INSTRUCTION IN ULTRALIGHT FLYING & HAD SOLOED EARLIER THAT DAY. HE THEN TOOK OFF & FLEW EAST, AWAY FROM THE DESIGNATED ULTRALIGHT TRAINING AREA. JUST PRIOR TO THE ACCIDENT, WITNESSES DRIVING EAST ON AN INTERSTATE HIGHWAY SAW THE PLT FLYING WESTBOUND AT LOW ALTITUDE. TWO WITNESSES SAID THE PLT WAVED AT THEM AS HE FLEW BY. SHORTLY AFTER THAT, THEY NOTICED A SHOWER OF SPARKS TO THEIR REAR. THIS OCCURRED WHEN THE ULTRALIGHT VEHICLE COLLIDED WITH A POWER LINE. THE ULTRALIGHT REMAINED ENTANGLED IN THE WIRES FOR AN ESTIMATED 35 TO 45 SECONDS. IT BEGAN BURNING BEFORE IT FELL TO THE GROUND. REPORTEDLY, THERE WAS A "SMALL EXPLOSION" WHEN THE PLASTIC FUEL TANK WAS MELTED BY THE FIRE. THE PLT WAS BURNED OVER 57% OF HIS BODY WITH 3RD DEGREE BURNS, BUT SURVIVED. THE ACCIDENT OCCURRED ABOUT 2 TO 3 MIN AFTER SUNSET.

Brief of Accident (Continued)

File No. - 2010

11/06/83

FARGO,ND

A/C Reg. No. NONE

Time (Lcl) - 1707 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation CRUISE

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. OBJECT - WIRE,TRANSMISSION
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 FIRE

Phase of Operation OTHER

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2160 5/20/83 5N BATTLE CREEK,NE A/C Reg. No. NONE Time (Lcl) - 1930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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 -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - WEEDHOPPER JC-24C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - CHOTIA TM 460
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 25 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 210/003 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Runway Ident - 09
Runway Lth/Wid - 1000/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
UNK/NR

Age - 29
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-----

THE PLT HAD ASSEMBLED & FLOWN THE ULTRALIGHT VEHICLE DURING THE PREVIOUS SUMMER. THIS WAS HIS 1ST FLT AFTER REMOVING IT FROM WINTER STORAGE. HE WAS OBSERVED PREFLIGHTING THE VEHICLE BEFORE TAKEOFF. AT ABOUT THE TIME OF THE ACCIDENT, A GROUND WITNESS HEARD THE ULTRALIGHT FLY OVER, BUT NO KNOWN EYE WITNESSES SAW THE VEHICLE CRASH. DURING THE ACCIDENT, IT IMPACTED IN AN OPEN PASTURE IN A STEEP NOSE DOWN, LEFT WING LOW ATTITUDE. THERE WAS LITTLE MOVEMENT AFTER IMPACT & 1 PROPELLER BLADE WAS SHATTERED. APRX 3 GAL OF FUEL WAS REMAINING IN THE FUEL TANK. THE PLT'S TOTAL FLT TIME WAS NOT DETERMINED. ACCORDING TO HIS FATHER, THE PLT CONDUCTED FLTS OVER HIS FARM TO OBSERVE HIS CROPS & CATTLE. THE FLT CONTROLS CONSISTED OF AN ELEVATOR PUSH-PULL ROD & RUDDER CABLES THAT WERE ATTACHED TO A "JOY STICK." THE ULTRALIGHT WAS NOT EQUIPPED WITH AILERONS OR SPOILERS FOR ROLL CONTROL.

Brief of Accident (Continued)

File No. - 2160

5/20/83

5N BATTLE CREEK, NE

A/C Reg. No. NONE

Time (Lcl) - 1930 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation UNKNOWN

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2184

11/11/83

ALBION,NE

A/C Reg. No. N2220Y

Time (Lcl) - 1130 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage

Injuries

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - CRUISE

DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	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-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed - 130/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 1000 FT
Lowest Ceiling - 1000 FT OVERCAST
Obstructions to Vision - FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LINCOLN,NE
Destination
VALENTINE,NE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 31

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 99	Last 24 Hrs	- 1
Make/Model	- 3	Last 30 Days	- UNK/NR
Instrument	- 3	Last 90 Days	- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TV TRANSMITTER TOWER GUY WIRE. WITNESSES STATED THAT CLOUDS WERE OBSCURING THE TOP OF THE 1,134 FT TALL TOWER. THE ACFT WAS ABOUT 750 FT AGL WHEN THE COLLISION OCCURRED. THE TOWER WAS NOT EQUIPPED WITH HIGH INTENSITY OBSTRUCTION LIGHTS. MARGINAL VFR CEILINGS WERE FORECAST.

Brief of Accident (Continued)

File No. - 2184

11/11/83

ALBION,NE

A/C Reg. No. N2220Y

Time (Lc1) - 1130 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - LOW CEILING
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. ALTITUDE - INADEQUATE - PILOT IN COMMAND
6. OBJECT - GUY WIRE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2190 12/20/83 SCHUYLER,NE A/C Reg. No. N43302 Time (Lcl) - 1315 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-AAA AIR ENTERPRISES., INC	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	0	0	1	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	
Accident Occurred During	-LANDING							

-----Aircraft Information-----

Make/Model	- PIPER PA-32-260	Eng Make/Model	- LYCOMING O-540	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 260 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	OMAHA,NE	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	COLUMBUS,OH	Runway Ident - N/A
Wind Dir/Speed- 060/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .500 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 500 FT	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1377	Last 24 Hrs - 1
SE LAND	Months Since - 1	Make/Model- 350	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 79	Last 90 Days- 338
		Multi-Eng - 145	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE DESCENDING TOWARD THE PLANNED DESTINATION, THE ENG BEGAN RUNNING ROUGH & THE PLT ATTEMPTED TO IMPROVE THE ENG'S PERFORMANCE BY USING CARBURETOR HEAT. HE MADE A LOCALIZER-ONLY APCH, BUT WAS UNABLE TO SEE THE RWY AT THE MIN DESCENT ALT. A MISSED APCH WAS MADE & HE STARTED TO DIVERT BACK OMAHA, NE. HOWEVER, WHILE EN ROUTE, HE WAS UNABLE TO MAINTAIN ALTITUDE. AT APRX 500 FT AGL, THE PLT WAS ABLE TO CONTINUE WITH VISUAL REFERENCES. HE SELECTED A SHOW COVERED FIELD & MADE A SOFT FIELD APCH & LANDING. DURING THE LANDING, THE ACFT WAS DAMAGED WHEN IT DROPPED OFF OF A TERRACE ONTO ANOTHER. THE TERRACE WAS NOT VISIBLE FROM THE AIR DUE TO THE SNOW COVER. AN EXAM REVEALED THAT THE CARBURETOR FUEL NOZZLE WAS COVERED WITH ICE. THE CARBURETOR HEAT SYS WAS FOUND TO BE OPERATIONAL.

Brief of Accident (Continued)

File No. - 2190

12/20/83

SCHUYLER,NE

A/C Reg. No. N43302

Time (Lc1) - 1315 CST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. WEATHER CONDITION - SNOW
3. ANTI-ICE/DE-ICE SYSTEM - UNDETERMINED
4. FUEL SYSTEM,CARBURETOR - ICE
5. FUEL SYSTEM,CARBURETOR - BLOCKED(PARTIAL)

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - SNOW COVERED
7. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2182 6/28/83 JAFFREY,NH A/C Reg. No. N738SF Time (Lcl) - 1001 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 340/005 KTS
Visibility - UNK/NR

Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CONCORD,NH
Destination
PAWLING,NY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 46

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 130	Last 24 Hrs	- UNK/NR
Make/Model-	50	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT 0555 EDT, THE NON-INSTRUMENT RATED PLT OBTAINED A WX BRIEFING FOR A FLT FROM LIMINGTON, ME TO PAWLING, NY. AT THAT TIME, HE STATED HE WAS UNSURE WHEN HE WOULD DEPART, THE DECISION DEPENDED ON THE WX. THE BRIEFER ADVISED THAT AT THAT TIME, VFR FLT WAS NOT RECOMMENDED & THAT THE PLT SHOULD OBTAIN ANOTHER BRIEFING BEFORE DEPARTING, AT APRX 0900 EDT, HE TOOK OFF, AN EN ROUTE REFUELING STOP WAS MADE AT CONCORD, NH. HIS ROUTE OF FLT WAS TO THE SOUTHWEST ALONG VICTOR 93. WHEN THE ACFT WAS DETERMINED TO BE OVERDUE, A SEARCH WAS INITIATED. LATER, IT WAS FOUND WHERE IT CRASHED NEAR THE TOP OF MT MONADNOCK AT AN ELEVATION OF APRX 2900 FT ON A HEADING OF 070. AN EXAM OF THE WRECKAGE REVEALED NO EVIDENCE OF A PREIMPACT, MECHANICAL MALFUNCTION OR FAILURE. A WITNESS IN THE VICINITY SAW AN ACFT MATCHING ITS DESCRIPTION FLYING BELOW A BROKEN LAYER AT ABOUT 2000 FT MSL. HE STATED HE COULD SEE AN OVERCAST ABOVE THE BROKEN LAYER & THAT MT MONADNOCK WAS OBSCURED BY CLOUDS MOST OF THE DAY.

Brief of Accident (Continued)

File No. - 2182

6/28/83

JAFFREY,NH

A/C Reg. No. N738SF

Time (Lc1) - 1001 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - OBSCURATION
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
7. TERRAIN CONDITION - HIGH TERRAIN
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. TERRAIN CONDITION - RISING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2163 9/25/83 MILAN,NH A/C Reg. No. NONE Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -LANDING

Aircraft Damage

MINOR

Fire

NONE

Fatal

0

Crew

0

Pass

Injuries

Serious

1

Minor

0

None

0

0

-----Aircraft Information-----

Make/Model - ROBERTSON BIRD
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - CUYUNA 430-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 30 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

BERLIN AIRPORT
Runway Ident - UNK/NR
Runway Lth/Wid - 5000/ 150
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 - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 500
Make/Model- 2
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE HAD JUST PURCHASED THE ULTRALIGHT ON THE PREVIOUS DAY & HAD NO PREVIOUS TRAINING IN ULTRALIGHTS. ON HIS 2ND FLT IN THE VEHICLE, HE LANDED HARD, THE TUBULAR STRUCTURE TO THE RIGHT GEAR COLLAPSED & THE LOWER SEAT SUPPORT CONTACTED THE GROUND. THE VERTICAL LOAD WAS TRANSMITTED TO THE PLT'S SEAT & THE PLT RECEIVED A SERIOUS SPINAL INJURY.

Brief of Accident (Continued)

File No. - 2163

9/25/83

MILAN,NH

A/C Reg. No. NONE

Time (Lcl) - 1030 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2083 12/04/83 SOMERSWORTH,NH A/C Reg. No. N62042 Time (Lc1) - 1115 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -LANDING			0	0	3	0

-----Aircraft Information-----

Make/Model - MAULE M-5	Eng Make/Model - FRANKLIN 220	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SOMERSWORTH,NH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1785
SE LAND	Months Since - 4	Make/Model- 389
	Aircraft Type - UNK/NR	Instrument- 80
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE QUIT DURING A DESCENT. THE PLT HAD BEEN CRUISING AT 2500 FT. UPON DESCENDING TO 800 FT IN THE SKYHAVEN AREA THE PLT APPLIED POWER BUT THE ENGINE DID NOT RESPOND. AN AIRSTART ATTEMPT WAS UNSUCCESSFUL AND A FORCED LANDING WAS MADE.

Brief of Accident (Continued)

File No. - 2083

12/04/83

SOMERSWORTH,NH

A/C Reg. No. N62042

Time (Lcl) - 1115 EST

Occurrence #1 LOSS OF POWER
Phase of Operation DESCENT - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2096 5/15/83 PLAINSBORO,NJ A/C Reg. No. N6597D Time (Lc1) - 0745 EST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	0	0	1	0
Flight Conducted Under -14 CFR 137	NONE	0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - BELL 47G	Eng Make/Model - FRANKLIN 60-350-A	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 235 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - UNK/NR
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - THIN OVC	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - OVERCAST	Type Apch/Lndg - UNK/NR	
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 - 10500
SE LAND	Months Since - 1	Make/Model- 8500
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 7
		Last 30 Days- 140
		Last 90 Days- 80
		Rotorcraft - 10500

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND AFTER A TAIL ROTOR DRIVE SHAFT FAILED. THE PLT LOST TAIL ROTOR CONTROL DURING AN AERIAL APPLICATION MANEUVER. THE METALLURGIST REPORT OF EXAMINATION AND DISCOVERY OF FATIGUE FRACTURE AFTER THE ACCIDENT IS A PART OF THE FACTUAL REPORT. THE SHAFT THAT FAILED IS P/N 47644179-9.

Brief of Accident (Continued)

File No. - 2096

5/15/83

PLAINSBORO, NJ

A/C Reg. No. N6597D

Time (Lcl) - 0745 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT BEARING - FATIGUE
 2. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT BEARING - FAILURE, TOTAL
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2167 7/14/83 ATLANTIC CITY,NJ A/C Reg. No. N6416K Time (Lc1) - 1015 EDT

-----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 -TAXI					

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL D-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	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	BADER FIELD
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 25.0 SM	Type of Flight Plan - UNK/NR	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 - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
	Current - N/A	Total - 4
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 4
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 1

Instrument Rating(s) - UNK/NR

-----Narrative-----

AFTER PREFLIGHT AND WHILE THE STUDENT PLT WAS WAITING FOR THE CFI TO BOARD THE ACFT HE STARTED THE ENG. THE ACFT BEGAN TO ROLL FORWARD. THE STUDENT, BEING UNFAMILIAR WITH ACFT, COULD NOT STOP THE ACFT PRIOR TO COLLIDING WITH THE PARKED CESSNA 182Q.

Brief of Accident (Continued)

File No. - 2167

7/14/83

ATLANTIC CITY,NJ

A/C Reg. No. N6416K

Time (Lc1) - 1015 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. OBJECT - AIRCRAFT PARKED
 2. STARTING PROCEDURE - PREMATURE - DUAL STUDENT
 3. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - DUAL STUDENT
-

-----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. - 2166

7/23/83

PITTSTOWN,NJ

A/C Reg. No. N68020

Time (Lc1) - 1330 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 - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - DIMARIA BD-4D
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - UNK/NR

Eng Make/Model - LYCOMING IO-360-B1B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

ALEXANDRIA FIELD
Runway Ident - UNK/NR
Runway Lth/Wid - 1800 -UNK/NR
Runway Surface - MACADAM
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 34

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	310	Last 24 Hrs	-	UNK/NR
Make/Model-	202		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-----

PRE-TAKEOFF RUN-UP WAS NORMAL. AS THE ACFT LIFTED OFF THE RWY THE ENG QUIT. THE ACFT RAN OFF THE RWY ONTO SOFT GROUND & FLIPPED OVER. THE ONLY ENG MALFUNCTION FOUND WAS LOW COMPRESSION IN THE #1 CYLINDER DUE TO BOTH VALVES BEING STUCK PARTIALLY OPEN. ALL FUEL HAD DRAINED FROM THE FUEL TANKS WHILE THE ACFT LAY UPSIDE DOWN. THERE WERE NO QUICK DRAINS IN THE WING FUEL TANKS; PLUGS WERE INSTALLED INSTEAD. FUEL CAN ONLY BE CHECKED FOR CONTAMINATION BY DRAINING FUEL FROM THE QUICK DRAIN AT THE FIREWALL FILTER.

Brief of Accident (Continued)

File No. - 2166

7/23/83

PITTSTOWN,NJ

A/C Reg. No. N68020

Time (Lcl) - 1330 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED
 2. ENGINE ASSEMBLY,CYLINDER - LOW COMPRESSION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
-

Occurrence #5 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2186 9/01/83 PORTALES, NM A/C Reg. No. N277SP Time (Lcl) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-EXECUTIVE/CORPORATE	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model - HUGHES 500D	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 375 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- 020/004 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">CLOVIS, 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</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - HIGH VEGETATION</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 - 30</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 8</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 1738</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 351</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 190</td> </tr> <tr> <td>Multi-Eng - 27</td> <td>Rotorcraft - 1522</td> </tr> </table>	Total - 1738	Last 24 Hrs - UNK/NR	Make/Model- 351	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- 190	Multi-Eng - 27	Rotorcraft - 1522
Total - 1738	Last 24 Hrs - UNK/NR									
Make/Model- 351	Last 30 Days- UNK/NR									
Instrument- 0	Last 90 Days- 190									
Multi-Eng - 27	Rotorcraft - 1522									

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED AT PORTALES, NM WITH ABOUT 7 GAL OF JET FUEL REMAINING IN THE FUEL TANK. SINCE JET FUEL WAS NOT AVAILABLE, HE ADDED 15 GAL OF 100 LOW LEAD AVGAS, WHICH WAS AN APPROVED ALTERNATE FUEL. SHORTLY AFTER TAKING OFF, THE ENG FLAMED OUT & THE PLT WAS UNABLE TO OBTAIN A RESTART. DURING AN EMERGENCY LANDING, THE TAIL BOOM & MAIN ROTOR BLADES WERE DAMAGED. THE PLT STATED THAT THE START FUEL PUMP WAS IN THE "ON" POSITION IN ACCORDANCE WITH THE FLT MANUAL & THAT THE AUTORELIGHT SYS WAS ARMED. THE ENG WAS DISASSEMBLED BUT NO CAUSE FOR THE FLAMEOUT WAS FOUND.

Brief of Accident (Continued)

File No. - 2186

9/01/83

PORTALES,NM

A/C Reg. No. N277SP

Time (Lc1) - 1630 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----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. - 2134 9/11/83 SANTA FE,NM A/C Reg. No. N2732R Time (Lcl) - 0810 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
UNK/NR

-----Aircraft Information-----

Make/Model - RAVEN S-55A
Landing Gear - N/A
Max Gross Wt - 1435
No. of Seats - 3

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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 340/004 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 4000 FT THIN BKN

Lowest Ceiling - 4000 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 - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

FREE BALLOON

Age - 34

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 313

Make/Model- 313

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ELECTED TO LAND THE BALLOON BETWEEN 2 POWER LINES. DURING THE LANDING, THE BALLOON IMPACTED ANOTHER POWER LINE THAT WAS INSTALLED ACROSS THE MAIN LINES. ELECTRICAL ARCING OCCURRING OCCURRED. THE BALLOON ATTACHMENT CABLES, SKIRT & GONDOLA WERE SCORCHED & BURNED DURING THE OCCURRENCE. THE PLT SAID HE DIDN'T SEE THE POWER LINE.

Brief of Accident (Continued)

File No. - 2134

9/11/83

SANTA FE,NM

A/C Reg. No. N2732R

Time (Lc1) - 0810 MDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
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) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2037 11/27/83 ALBUQUERQUE,NM A/C Reg. No. N2070Z Time (Lcl) - 1645 MST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - BELL 206L-1
Landing Gear - SKID
Max Gross Wt - 4050
No. of Seats - 7

Eng Make/Model - ALLISON 250-C28
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - UNK/NR

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/020 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND
HELICOPTER

Age - 35

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3699	Last 24 Hrs	- 5
Make/Model-	1633	Last 30 Days-	UNK/NR
Instrument-	144	Last 90 Days-	37
		Rotorcraft	- 3375

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TRANSPORTING A PATIENT & 2 CREWMEMBERS, THE PLT TOOK OFF FROM A MEDICAL CENTER HELIPAD TO OBTAIN FUEL AT A NEARBY ARPT. SHORTLY AFTER DEPARTING, A PARTIAL LOSS OF POWER WAS ENCOUNTERED. THE PLT STARTED TO LAND ON A ROAD, BUT SAW A CAR & TURNED TO AVOID IT. AT ABOUT THAT TIME, THE MAIN ROTOR BLADES HIT A METAL STREET LAMP POLE. THE PLT THEN MANEUVERD BELOW WIRES THAT WERE AHEAD. HE CONTINUED THE EMERGENCY LANDING & STOPPED AFTER SKIDDING ABOUT 30 TO 40 FT ON THE ROAD. AN EXAM OF THE ENG WAS MADE, BUT THE CAUSE OF THE PARTIAL POWER LOSS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2037

11/27/83

ALBUQUERQUE,NM

A/C Reg. No. N2070Z

Time (Lc1) - 1645 MST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)
2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
3. OBJECT - VEHICLE
4. MANEUVER - PERFORMED - PILOT IN COMMAND
5. OBJECT - UTILITY POLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 2196 6/12/83 YERRINGTON,NV A/C Reg. No. N739BD Time (Lcl) - 1230 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	1	0
NONE	Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - 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 - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAS VEGAS,NV
Destination
RENO,NV

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,ATP
SE LAND,ME LAND

Age - 39

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) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING A LANDING IN A FIELD NEAR YERRINGTON, NV. AFTER POLICE FOUND EMPTY BEER CANS & SOME UNIDENTIFIED DRUGS IN THE AIRCRAFT, THE PLT RESISTED ARREST & ASSAULTED THE OFFICERS. WHEN INTERVIEWED AT A HOSPITAL, HE STATED "IT WAS HIS TIME TO GO" & THAT "GOD HAD TOLD HIM TO CRASH THE AIRPLANE." HE ALSO STATED THAT A BRIEFCASE WITH MONEY IN IT FLEW OUT THE REAR WINDOW & THAT HE TAPED THE WINDOW SHUT WHILE IN FLT. THERE WAS TAPE ON THE WINDOW; HOWEVER IT WAS FOUND ON THE OUTSIDE OF THE ACFT.

Brief of Accident (Continued)

File No. - 2196

6/12/83

YERRINGTON, NV

A/C Reg. No. N739BD

Time (Lc1) - 1230 PDT

Occurrence NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2030 5/31/83 PLATTSBURGH, NY A/C Reg. No. N6207R Time (Lcl) - 0040 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172RG
Landing Gear - UNK/NR
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F1A6
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- CALM
Visibility - .875 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 400 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
PITTSFIELD, MA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-LOCALIZER

Airport Proximity
ON AIRPORT

Airport Data

CLINTON COUNTY
Runway Ident - 01
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 50
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 648	Last 24 Hrs	- 2
Make/Model-	255	Last 30 Days-	UNK/NR
Instrument-	60	Last 90 Days-	17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN IFR ARRIVAL, APRX 1 MI FROM THE OUTER MARKER (OM), THE PLT ASKED FOR A DESCENT FROM 3300 FT MSL & WAS CLEARED FOR THE LOCALIZER, RWY 1 APCH. THE PUBLISHED MIN ALT AT THE OM WAS 2100 FT. THE PLT REPORTED AT THE OM, AND 11 SECONDS LATER, THE CONTROLLER ASKED IF HE WANTED TO MAKE A 360 DEG TURN TO LOSE ALT. THE PLT DECLINED, BUT HE MADE 2 S-TURNS WHILE DESCENDING ON THE APCH. HE STATED THAT AT 800 FT MSL, HE APPLIED CRUISE POWER, CHECKED HIS TIME & NOTED HE HAD 30 SECONDS REMAINING TO GET TO THE MISSED APCH POINT. SHORTLY AFTER THAT, HE HEARD A "LOUD BANG." HE THEN MADE A MISSED APCH, DIVERTED TO BURLINGTON, VT & LANDED FROM AN ILS APCH. AFTER LANDING FOREIGN OBJECT DAMAGE WAS FOUND ON THE LEADING EDGES OF THE WINGS, PROP SPINNER & LEFT HORIZONTAL STABILIZER. TREE FOLIAGE WAS ALSO FOUND ON THE ACFT. THE CONTROLLER STATED THE ARTS TARGET WENT TO A NON-BEACON STATUS AT THE APCH END OF THE RWY (AT 500 FT MSL). THE MDA WAS 720 FT MSL & THE MIN CEILING & VISIBILITY WERE 400 FT & 1 MI. APRX 4 MI SOUTHEAST, THE 0034 WX WAS 400 FT OBSCD, 7/8 MI VIS, FOG.

Brief of Accident (Continued)

File No. - 2030

5/31/83

PLATTSBURGH,NY

A/C Reg. No. N6207R

Time (Lc1) - 0040 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
7. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2161 8/05/83 FISHERS ISLAND,NY A/C Reg. No. N6877J Time (Lcl) - 2120 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -POSITIONING	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BLOCK ISLAND,RI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	WATERFORD,CT	ELIZABETH FIELD
Wind Dir/Speed- 090	ATC/Airspace	Runway Ident - 12
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2850/ 150
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 639
SE LAND	Months Since - 2	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 439
		Last 30 Days- UNK/NR
		Instrument- 56
		Last 90 Days- 91
		Multi-Eng - 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD CALLED HIS HOME BASE & WAS TOLD THAT FOG WAS BEGINNING TO MOVE SHOREWARD & THAT THE INTENDED DESTINATION, (WATERFORD, CT) WOULD NOT REMAIN VFR FOR LONG. THE PLTS OF N6877J & ANOTHER ACFT CHOSE TO DEPART IMMEDIATELY. BEFORE ARRIVING, FOG HAD MOVED IN, SO THEY ELECTED TO DIVERT TO FISHERS ISLAND, NY. DURING THEIR ARRIVAL TO FISHERS ISLAND, THE PLT OF N6877J WAS LEADING. IT WAS A DARK NIGHT, BUT THE PLT OF THE FOLLOWING ACFT ESTIMATED THAT THE VISIBILITY IN THAT AREA WAS APRX 15 MI. WHILE THE PLT OF THE 2ND ACFT WAS STILL AT 3000 FT, HE OBSERVED N6877J ON A 1 MI BASE LEG FOR RWY 19 WHEN IT CRASHED. HE STATED THAT THE ACFT APPEARED TO DO A CARTWHEEL ON THE WATER WHEN IT IMPACTED. TWO ACFT WHEELS & THE PLTS BODY WERE RECOVERED, BUT THE MAIN WRECKAGE WAS NOT FOUND. THE ARPT WAS EQUIPPED WITH MEDIUM INTENSITY RWY LIGHTS, BUT THERE WERE NO VASI LIGHTS INSTALLED & NO INSTRUMENT APPROACH FOR THE ARPT.

Brief of Accident (Continued)

File No. - 2161

8/05/83

FISHERS ISLAND, NY

A/C Reg. No. N6877J

Time (Lc1) - 2120 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)
1. UNDETERMINED
2. LIGHT CONDITION - DARK NIGHT
3. APPROACH AIDS - UNAVAILABLE
4. AIRPORT FACILITIES, VISUAL APCH SLOPE IND(VASI) - UNAVAILABLE

----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. - 2181 8/06/83 BROADALBIN, NY A/C Reg. No. NONE Time (Lcl) - 1915 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 103	Fire	Crew 1	0	0	0
Accident Occurred During	-DESCENT	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- GOLDWING NONE	Eng Make/Model	- CUYUNA 430-R	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 30 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/003 KTS</p> <p>Visibility - 3.000 SM</p> <p>Lowest Sky/Clouds - PART OBS</p> <p>Lowest Ceiling - 3000 FT BROKEN</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p 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 -</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 - 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>Age - 34</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 - UNK/NR</p> <p>Make/Model- UNK/NR</p> <p>Instrument- 0</p> <p>Multi-eng - 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - 0</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER/BUILDER/PLT HAD RECENTLY CONSTRUCTED THE HOME BUILT ULTRALIGHT VEHICLE. ACCORDING TO FRIENDS, HE MOST LIKELY HAD NEVER RIDDEN IN AN AIRPLANE & HE BELIEVED IT WAS POSSIBLE TO BUILD & FLY THE ULTRALIGHT WITH NO INSTRUCTION. ACCORDING TO THE OWNER OF A GARAGE WHERE THE ULTRALIGHT WAS BUILT, SEVERAL PEOPLE HAD ADVISED THE PLT THAT FLT LESSONS WOULD BE PRUDENT, BUT HE DISAGREED. REPORTEDLY, THE PLT HAD MADE TAXI RUNS & HAD SAID THAT HE WAS GOING TO "CROW HOP" THE ULTRALIGHT AS HIS NEXT STEP TOWARD HIS 1ST FLT. HOWEVER, AFTER LIFTING OFF, THE ULTRALIGHT CONTINUED TO CLIMB TO APRX 60 TO 75 FT AGL. AFTER CLEARING ELECTRIC LINES ON THE WEST SIDE OF THE FIELD, THE ULTRALIGHT WAS OBSERVED TO BEGIN A LEFT YAW THAT CONTINUED UNTIL THE VEHICLE HAD TURNED TO AN EASTERLY HEADING. THE WINGS HAD REMAINED LEVEL UNTIL THIS POINT, THEN THE VEHICLE ENTERED A LEFT ROLL, THE NOSE PITCHED DOWN & THE ULTRALIGHT CRASHED IN A STEEP NOSE DOWN, ALMOST INVERTED ATTITUDE. THE ENG SOUNDED NORMAL & CONTINUED OPERATING UNTIL IMPACT.

Brief of Accident (Continued)

File No. - 2181

8/06/83

BROADALBIN,NY

A/C Reg. No. NONE

Time (Lcl) - 1915 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER DECISION, INADEQUATE TRAINING - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - 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) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2029

8/14/83

NEW YORK, NY

A/C Reg. No. N8479U

Time (Lcl) - 1842 EDT

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	- ISLAND HELICOPTERS, INC.	SUBSTANTIAL						
Type of Operation	- SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	1	0
Flight Conducted Under	- 14 CFR 135	NONE	Pass	0	0	0	3	2
Accident Occurred During	- LANDING							

-----Aircraft Information-----

Make/Model	- AEROSPATIALE SA-360C	Eng Make/Model	- TURBOMECA AST. XVIIIA	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 6615	Engine Type	- TURBOSHAFT			
No. of Seats	- 10	Rated Power	- 871 HP			

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 160/010 KTS	EAST 34TH ST. HELI.	
Visibility	- 20.0 SM	Runway Ident	- 01
Lowest Sky/Clouds	- 4000 FT SCATTERED	Runway Lth/Wid	- 304/ 100
Lowest Ceiling	- NONE	Runway Surface	- ASPHALT
Obstructions to Vision	- NONE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4450	Last 24 Hrs - 3
SE LAND	Months Since - 1	Make/Model - 315	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 100	Last 90 Days - 155
			Rotorcraft - 4400

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APCH TO A HELIPORT, THE HELICOPTER WAS AT APRX 70 KTS & 100 FT AGL WHEN THE PLT APPLIED POWER TO BEGIN DECELERATING. AS COLLECTIVE PITCH WAS APPLIED, HE HEARD A SERIES OF BANGING NOISES WHICH HE DESCRIBED AS SIMILAR TO COMPRESS STALLS. SIMULTANEOUSLY, HE NOTED A DECAY OF THE ENG POWER. THE PLT CHANGED HIS COURSE TO MINIMIZE THE DISTANCE TO THE LANDING AREA & RAISED THE NOSE TO FURTHER DECELERATE FOR A VERTICAL DESCENT. HOWEVER, DURING TOUCHDOWN, THE TAILWHEEL STRUT FAIRING HIT A BARRIER AT THE EDGE OF THE HELIPORT, SEPARATING THE VERTICAL STABILIZER & FENESTRON. THE SEPARATED COMPONENT TRAVELED UPWARD & STRUCK THE MAIN ROTOR BLADES. REPORTEDLY, THE LOW RPM WARNING HORN SOUNDED JUST BEFORE THE COMPRESSOR STALL. CORRECTIVE ACTION FOR A LOW RPM WARNING HORN IN THIS SITUATION SHOULD HAVE BEEN TO REDUCE THE POWER DEMAND BY LOWERING THE COLLECTIVE AND/OR REDUCING RIGHT PEDAL APPLICATION. AN ENG CHECK REVEALED IT WAS CAPABLE OF EXCEEDING THE MAX REQUIRED TORQUE, BUT IT HAD SLIGHT FOULING OF THE FUEL INJECTOR WHEEL & COMPRESSOR AIR FLOW

Brief of Accident (Continued)

File No. - 2029

8/14/83

NEW YORK,NY

A/C Reg. No. N8479U

Time (Lc1) - 1842 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----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. - 2076

8/25/83

BROCKPORT, NY

A/C Reg. No. N48903

Time (Lc1) - 1950 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

-----Aircraft Information-----

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 330/005 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BROCKPORT, NY

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

LEDGDALE

Runway Ident - 10

Runway Lth/Wid - 2800/ 40

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

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

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 CFI AND STUDENT PLT HAD CONDUCTED ABOUT 4 TOUCH & GO LANDINGS PRIOR TO THE CFI AUTHORIZING A FIRST SOLO TAKEOFF. ACCORDING TO THE CFI, AT ABOUT 1/3 OF THE WAY DOWN THE RUNWAY, THE ACFT DRIFTED TO THE LEFT ONTO THE GRASS AND CONTINUED UNTIL CONTACT WITH A DRAINAGE DITCH, COLLAPSING THE NOSE WHEEL.

Brief of Accident (Continued)

File No. - 2076

8/25/83

BROCKPORT, NY

A/C Reg. No. N48903

Time (Lc1) - 1950 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
5. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

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

Factor(s) relating to this accident is/are finding(s) 6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2094 10/11/83 POUGHKEEPSIE,NY A/C Reg. No. N30460 Time (Lcl) - 1435 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DANBURY,CT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	POUGHKEEPSIE,NY	DUTCHESS COUNTY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 06
Visibility - 10.0 SM	Type of Flight Plan - VFR -	Runway Lth/Wid - 5001/ 100
Lowest Sky/Clouds - THIN OVC	Type of Clearance - SPECIAL VFR	Runway Surface - ASPHALT
Lowest Ceiling - BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
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 - 838
SE LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 205
		Instrument- 11
		Last 30 Days- UNK/NR
		Last 90 Days- 32

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING A FORCED LANDING AFTER THE ENGINE QUIT. THE PLT HAD LET DOWN THROUGH CLOUDS DURING A DESCENT FOR A VOR-DME APPROACH. THE ACFT BROKE OUT OF THE CLOUDS AT 2500 FT, SEEING THE ARPT THE PLT CANCELLED IFR. AFTER GETTING RWY INFORMATION THE PLT TURNED DOWNWIND AND THE ENGINE STOPPED. HE DECLARED AN EMERGENCY AND CRASH LANDED IN A WOODED AREA. THE CARBURETOR HEAT WAS FOUND IN THE OFF POSITION AFTER THE ACCIDENT. THE ENGINE RAN NORMALLY DURING A POST ACCIDENT TEST.

Brief of Accident (Continued)

File No. - 2094

10/11/83

POUGHKEEPSIE, NY

A/C Reg. No. N30460

Time (Lc1) - 1435 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. WEATHER CONDITION - CLOUDS

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2097 10/12/83 SPRING VALLEY, NY A/C Reg. No. N200AA Time (Lcl) - 1935 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	2	0	0
Pass	0	0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH A24R
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - UNK/NR

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 240/005 KTS
Visibility - 1.500 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
TETERBORO, NJ

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VOR/TVOR

Airport Proximity
ON AIRPORT

Airport Data

RAMPO VALLEY
Runway Ident - 08
Runway Lth/Wid - 2185/ 50
Runway Surface - MACADAM
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, SE SEA

Age - 62
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 3300	Last 24 Hrs -	2
Make/Model-	450	Last 30 Days-	UNK/NR
Instrument-	100	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WENT OFF THE END OF THE RWY DURING AN ABORTED TAKEOFF AFTER THE ENGINE BACKFIRED AND RAN ROUGH. THE PLT CLOSED THE THROTTLE AS HE DISCONTINUED THE TAKEOFF. BEFORE THE ACFT COULD BE STOPPED IT WENT OFF THE RWYS END AND DOWN AN EMBANKMENT. POST ACCIDENT EXAMINATION OF THE SPARK PLUGS SHOWED THEM TO BE WORN AND DIRTY WITH CARBON. THE LAST ANNUAL INSPECTION WAS ON 1/21/83. THIS FLT WAS A DUAL INSTRUCTIONAL FLT TO PREPARE THE PRIVATE PLT FOR AN INSTRUMENT CHECK.

Brief of Accident (Continued)

File No. - 2097

10/12/83

SPRING VALLEY, NY

A/C Reg. No. N200AA

Time (Lc1) - 1935 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - WORN
 2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 3. IGNITION SYSTEM, SPARK PLUG - CORRODED
 4. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 OVERRUN
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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2073 11/19/83 BAYPORT,NY A/C Reg. No. N692MA Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2275
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E20
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- UNK/NR
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ISLIP,NY
Destination
BROOKHAVEN,NY

Airport Proximity
ON AIRPORT

Airport Data

BAYPORT
Runway Ident - 36
Runway Lth/Wid - 2740/ 120
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
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 61
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 1338	Last 24 Hrs - UNK/NR
Make/Model- 1338	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 4

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT DRAGGED A WING TIP AFTER ENCOUNTERED A GUSTY CROSSWIND AND ABORTED HIS TAKEOFF. ACCORDING TO THE PLT, AS THE ACFT BECAME AIRBORNE IT SEEMED TO BE PUSHED DOWN AND HE INITIATED A LANDING. THE TAKEOFF WAS ABORTED BY REDUCING POWER AND THE ACFT TOUCHED DOWN BUT A WING WAS LIFTED BY THE WIND AND THE OTHER WING TIP HIT THE RWY. FULL POWER WAS APPLIED TO STRAIGHTEN THE ROLL. SUBSTANTIAL DAMAGE OCCURRED TO THE WING AND PROPELLER.

Brief of Accident (Continued)

File No. - 2073

11/19/83

BAYPORT, NY

A/C Reg. No. N692MA

Time (Lcl) - 1500 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - CROSSWIND
 4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2095 12/10/83 MONTGOMERY, NY A/C Reg. No. N3772L Time (Lcl) - 1445 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - HOME BUILT SPAD XIII	Eng Make/Model - BUICK 400	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 325 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE/005 KTS Visibility - 10.0 SM Lowest Sky/Clouds - THIN OVC Lowest Ceiling - 4000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point MONTGOMERY, NY Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity OFF AIRPORT/STRIP Airport Data ORANGE Runway Ident - 26 Runway Lth/Wid - 4000/ 100 Runway Surface - CONCRETE Runway Status - DRY
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND	Age - 60 Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 4000 Make/Model- 1 Instrument- 40 Multi-Eng - 500 Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Last 90 Days- UNK/NR
-----------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT LOST POWER ABOUT 1 MILE FROM THE ARPT AND THE PLT MADE A FORCED LANDING ON A FARM. THE ACFT NOSED OVER. THE WEATHER CONDITIONS WERE CONDUCIVE TO CARBURETOR ICING AND THIS ACFT HAS NO PROVISION FOR CARBURETOR HEAT CONTROL.

Brief of Accident (Continued)

File No. - 2095

12/10/83

MONTGOMERY, NY

A/C Reg. No. N3772L

Time (Lcl) - 1445 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
 2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 3. FIRE WARNING SYSTEM, CARGO - LACK OF
 4. ANTI-ICE/DE-ICE SYSTEM, CARBURETOR DE-ICE - LACK OF
-

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) 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. - 2070 12/25/83 LAKEVILLE, NY A/C Reg. No. N9385V Time (Lcl) - 1530 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	2

-----Aircraft Information-----

Make/Model - MOONEY M20-E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/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- 270/020 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - 1000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAKEVILLE, NY
Destination
ST. PETERBURG, FL

Airport Proximity
ON AIRPORT

Airport Data

HUNNAS ACRES
Runway Ident - 01
Runway Lth/Wid - 2300/ 75
Runway Surface - GRASS/TURF
Runway Status - ROUGH

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg -

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 340
Make/Model-	46
Instrument-	1
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	40

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LOST POWER DURING TAKEOFF AND LANDED GEAR UP ON THE TAKEOFF RWY, CONTINUING OFF THE END OF THE RWY. INTO A FROZEN PLOWED FIELD. PRIOR TO FLT, THE ACFT WAS PREHEATED, BOTH SUMPS WERE DRAINED AND AN ENGINE RUN-UP PERFORMED FOR 20-30 MIN WHILE DEFROSTING THE WINDSHIELD. THE PLT STATED ALL PRE-TAKEOFF CHECKS WERE NORMAL.

Brief of Accident (Continued)

File No. - 2070

12/25/83

LAKEVILLE, NY

A/C Reg. No. N9385V

Time (Lcl) - 1530 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. 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. - 2131 7/08/83 COLUMBUS,OH A/C Reg. No. N39487 Time (Lcl) - 1138 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Injuries		
		Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-32RT-300T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540-S1AD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COLUMBUS,OH
Destination
ST. LOUIS,MO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2003 Last 24 Hrs - 8
Make/Model- 1203 Last 30 Days- UNK/NR
Instrument- 84 Last 90 Days- 39
Multi-Eng - 22 Rotorcraft - 26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 1 1/2 MIN AFTER TAKING OFF, THE ACFT WAS CLIMBING THRU APRX 1400 FT AGL WHEN THE ENG LOST MOST OF ITS POWER, SPUTTERED, AND SHORTLY THEREAFTER QUIT RUNNING ALTOGETHER. THE PLT SWITCHED FUEL TANK & TRIED TO RESTART THE ENG BUT WAS UNABLE. THE PLT WAS UNABLE TO GLIDE TO THE ARPT, SO HE ELECTED TO LAND IN A FIELD. AS THE ACFT WAS APPROACHING THE FIELD, THE PLT DID NOT SEE TRANSMISSION WIRES UNTIL THEY WERE DIRECTLY IN FRONT OF THE ACFT. HE MANEUVERED THE ACFT TO AVOID A COLLISION; HOWEVER, A CABLE BECAME WRAPPED AROUND THE PROP & THE LEFT WING HIT A UTILITY POLE. THE ACFT THEN CRASH LANDED IN A FIELD. AN EXAM OF THE ACFT & ENG WAS MADE, BUT NO FUEL CONTAMINATION OR PREIMPACT FAILURES WERE FOUND. AFTER MINOR IMPACT FAILURES WERE REPAIRED, THE ENG WAS STARTED & OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 2131

7/08/83

COLUMBUS, OH

A/C Reg. No. N39487

Time (Lcl) - 1138 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. OBJECT - WIRE, TRANSMISSION
4. OBJECT - UTILITY POLE

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2040 7/21/83 SPRINGFIELD, OH A/C Reg. No. N81HF Time (Lc1) - 1815 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage					
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- ENSTROM F-28F	Eng Make/Model	- LYCOMING HIO-360-F1AD	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 225 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 3670	Last 24 Hrs - 3
SE LAND,ME LAND	Months Since - 7	Make/Model- 38	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 54	Last 90 Days- 32
			Rotorcraft - 1853

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT REPORTED HE HAD TAKEN ON A 30 LB CHEMICAL LOAD & 45 LBS OF FUEL IN THE LEFT TANK AFTER LANDING ON A NURSE TRUCK. HE TOOK OFF AGAIN. ABOUT 10 MIN LATER, AFTER SPRAYING THE LOAD, THE BOOST PUMP FAILURE LIGHT ILLUMINATED. THE PLT TURNED INTO THE WIND & BEGAN A PRECAUTIONARY LANDING. HOWEVER, BEFORE LANDING, THERE WAS A PARTIAL LOSS OF POWER. SUBSEQUENTLY, THE HELICOPTER LANDED HARD & THE MAIN ROTOR BLADES STRUCK THE TAIL BOOM. THERE WAS NO FUEL GAGE ON THE INSTRUMENT PANEL FOR THE LEFT FUEL TANK. THE PLT STATED THAT FUEL WAS BEING USED FROM THE LEFT TANK FASTER THAN IT WAS CROSSING OVER FROM THE RIGHT TANK.

Brief of Accident (Continued)

File No. - 2040

7/21/83

SPRINGFIELD, OH

A/C Reg. No. N81HF

Time (Lc1) - 1815 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. FLUID, FUEL - STARVATION
 3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2127 10/07/83 DELAWARE, OH

A/C Reg. No. N2333B

Time (Lc1) - 1950 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 -INSTRUCTIONAL

Fire
NONE

Crew
Pass

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-38-112

Eng Make/Model - LYCOMING O-235-LAC

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- 160/006 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

DELAWARE MUNI

Runway Ident - 28

Runway Lth/Wid - 4100/ 75

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 36

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 53

Make/Model- 53

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 53

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF AMERICAN AA-1A, N9237L, DEPARTED THE TRAFFIC PATTERN, WHILE TURNING BASE, BECAUSE OF TRAFFIC TAXING ON THE RWY. HE RE-ENTER THE PATTERN ON DOWNWIND & CONTINUED, BUT DID NOT SEE A PIPER PA-38, N2333B, THAT ENTERED THE PATTERN. THE PA-38 PILOT ALSO ENTERED THE DOWNWIND AFTER RETURNING FROM A ROUND ROBIN FLT. THE AA-1A PLT SAID THAT HE WAS ON SHORT FINAL AT ABOUT 10 FT AGL, WHEN HE SAW HIS PROPELLER STIKE THE TAIL OF THE PIPER. HE SLOWED HIS ACFT TO MAKE ROOM FOR THE PIPER, THEN THE AA-1A STALLED & HIT THE RWY NOSE 1ST. THE PIPER PLT SAID THAT WHEN HE TOUCHED DOWN, HE HEARD A NOISE & HIS ACFT BEGAN FISHTAILING. HE WAS UNAWARE THAT HIS ACFT HAD BEEN HIT BY ANOTHER ACFT UNTIL HE WAS OFF THE RWY & ONTO A TAXIWAY.

Brief of Accident (Continued)

File No. - 2127

10/07/83

DELAWARE, OH

A/C Reg. No. N2333B

Time (Lc1) - 1950 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT OF OTHER AIRCRAFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2127 10/07/83 DELAWARE, OH A/C Reg. No. N9237L Time (Lcl) - 1950 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

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	1

-----Aircraft Information-----

Make/Model - AMERICAN AA-1A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1465
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 160/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
COLUMBUS, OH
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

DELAWARE MUNI.
Runway Ident - 28
Runway Lth/Wid - 4100/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----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 - 33 Last 24 Hrs - UNK/NR
Make/Model- 10 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF AMERICAN AA-1A, N9237L, DEPARTED THE TRAFFIC PATTERN, WHILE TURNING BASE, BECAUSE OF TRAFFIC TAXING ON THE RWY. HE REENTER THE PATTERN ON DOWNWIND & CONTINUED HIS PATTERN, BUT DID NOT SEE A PIPER PA-38, N 2333B, THAT ENTERED THE PATTERN. THE PA-38 PILOT ALSO ENTERED THE DOWNWIND AFTER RETURNING FROM A ROUND ROBIN FLT. THE AA-1A PLT SAID THAT HE WAS ON A SHORT FINAL AT ABOUT 10 FT AGL, WHEN HE SAW HIS PROPELLER STRIKE THE TAIL OF THE PIPER. HE SLOWED HIS ACFT TO MAKE ROOM FOR THE PIPER, THEN THE AA-1A STALLED & HIT THE RWY NOSE 1ST. THE PIPER PLT SAID THAT WHEN HE TOUCHED DOWN, HE HEARD A NOISE & HIS ACFT BEGAN FISHTAILING. HE WAS UNAWARE THAT HIS ACFT HAD BEEN HIT BY ANOTHER ACFT UNTIL HE WAS OFF THE RWY & ONTO A TAXIWAY.

Brief of Accident (Continued)

File No. - 2127

10/07/83

DELAWARE, OH

A/C Reg. No. N9237L

Time (Lcl) - 1950 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT OF OTHER AIRCRAFT
 5. OBJECT - AIRCRAFT MOVING ON GROUND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2129 11/05/83 COLUMBUS, OH

A/C Reg. No. N6739U

Time (Lc1) - 0940 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 -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECHCRAFT A36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520
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 - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC

Itinerary

Last Departure Point
FT. WAYNE, IN
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

PORT COLUMBUS INT'L
Runway Ident - 28
Runway Lth/Wid - 10700/ 150
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 320/009 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3500 FT
Lowest Ceiling - 3500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	4237	Last 24 Hrs -	6
Make/Model-	1903	Last 30 Days-	UNK/NR	
Instrument-	149	Last 90 Days-	242	
Multi-Eng -	21			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON THE RETURN FLT TO COLUMBUS, OH, THE ALTERNATOR WARNING LIGHT WAS ON. AFTER RECYCLING THE SWITCH, THE PLT SHUT DOWN ALL ELECTRICAL EQUIPMENT. DURING ARRIVAL AT THE DESTINATION, THE PLT PUT THE GEAR HANDLE DOWN, BUT NOTED A DIM UNSAFE GEAR LIGHT & A DISCHARGE INDICATION ON THE AMMETER. THE PLT STATED THAT SHE TRIED TO EXTEND THE GEAR MANUALLY. HOWEVER, DURING THE LANDING, THE NOSE & RIGHT MAIN GEAR COLLAPSED, THE ACFT SWERVED TO THE RIGHT & STRUCK A RWY LIGHT. THE ALTERNATOR & VOLTAGE REGULATOR WERE REMOVED & TESTED, BUT BOTH OPERATED SATISFACTORILY. THEY WERE REINSTALLED ON THE ACFT & OPERATED AT DIFFERENT LOAD CONDITIONS, BUT STILL OPERATED NORMALLY. ALSO, THE EMERGENCY LANDING GEAR EXTENSION SYS WAS TESTED & WAS FOUND TO OPERATE NORMALLY.

Brief of Accident (Continued)

File No. - 2129

11/05/83

COLUMBUS, OH

A/C Reg. No. N6739U

Time (Lcl) - 0940 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation UNKNOWN

Finding(s)

1. ELECTRICAL SYSTEM - UNDETERMINED
2. ELECTRICAL SYSTEM, ALTERNATOR - INOPERATIVE
3. ELECTRICAL SYSTEM, BATTERY - OUTPUT LOW
4. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. EMERGENCY PROCEDURE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - RUNWAY LIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2130 11/18/83 COLUMBUS,OH A/C Reg. No. N8921P Time (Lcl) - 0820 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire - NONE	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	Pass 0	0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-24-260	Eng Make/Model - LYCOMING IO-540-D4A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CINCINNATI,OH	PORT COLUMBUS INT'L
Wind Dir/Speed- 150/007 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5039/ 150
Lowest Sky/Clouds - 9000 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 - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1231
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 97
		Instrument- 79
		Last 30 Days- UNK/NR
		Last 90 Days- 118
		Multi-Eng - 366

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DURING THE PREFLT, HE VISUALLY CHECKED THE FUEL & ESTEMATED THAT THE LEFT TANK WAS APRX 1/4 FULL & THE RIGHT TANK WAS ABOUT 1/2 FULL. HE MADE HIS PRETAKEOFF CHECKS, BUT STAYED ON THE GROUND LONGER THAN NORMAL TO ALLOW THE OIL TO WARM UP. HE THEN BEGAN HIS TAKEOFF USING HIS LEFT FUEL TANK. AFTER CLIMBING TO ABOUT 75 FT, THE ENG SPUTTERED, THEN QUIT RUNNING. A GEAR UP LANDING WAS THEN MADE & THE ACFT SLID TO A STOP AT THE END OF THE RWY. ABOUT 1 QUART OF FUEL WAS DRAINED FROM THE LEFT FUEL TANK AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2130

11/18/83

COLUMBUS,OH

A/C Reg. No. N8921P

Time (Lcl) - 0820 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

3. EMERGENCY PROCEDURE - NOT ATTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2049 12/31/83 CINCINNATI,OH A/C Reg. No. N6600D Time (Lcl) - 1415 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	3
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point CINCINNATI,OH	
Method - N/A	Destination LOCAL	Airport Data BLUE ASH
Completeness - N/A	ATC/Airspace	Runway Ident - 24
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Wind Dir/Speed- VARIABLE	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 10.0 SM	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - ICE COVERED
Lowest Sky/Clouds - CLEAR		SNOW - COMPACTED
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 340
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 121
		Instrument- 17
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE BEGAN A TOUCH-AND-GO LANDING AFTER A LIGHT TWIN ACFT TOOK OFF. HE STATED THAT HE DID NOT HAVE A CLEAR RECALL OF THE COMPLETE PROCEDURE THAT HE FOLLOWED. HOWEVER, AFTER THE ACFT REACHED AN ALTITUDE OF ABOUT 30 TO 40 FT AGL, THE STALL WARNING SOUNDED & WAS FOLLOWED BY A PARTIAL STALL. HE PUSHED THE CONTROL WHEEL FORWARD, BUT REPORTED THIS HAD LITTLE NOTICEABLE EFFECT ON THE ACFT'S ATTITUDE. SUBSEQUENTLY, THE ACFT SETTLED TO THE RWY IN A SLIGHTLY NOSE HIGH ATTITUDE. DURING THE IMPACT, THE MAIN GEAR WAS BENT, THE NOSE GEAR WAS DRIVEN UPWARD BEHIND THE FIRE WALL & THE PROPELLER STRUCK THE GROUND. THE PLT STATED THAT HIS SON, IN THE RIGHT FRONT SEAT, RECALLED THAT THE CARBURETOR HEAT WAS PUSHED IN & THE FLAPS WERE RAISED BEFORE POWER WAS APPLIED TO TAKEOFF AGAIN.

Brief of Accident (Continued)

File No. - 2049

12/31/83

CINCINNATI, OH

A/C Reg. No. N6600D

Time (Lc1) - 1415 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

----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. - 2035 11/21/83 OKMULGEE,OK A/C Reg. No. N80110 Time (Lcl) - 0959 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 UNK/NR

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	2	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - 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- 200/015 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TULSA,OK
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

OKMULGEE MUNICIPAL
Runway Ident - 17
Runway Lth/Wid - 4300/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 70	Last 24 Hrs	- 1
Make/Model-	4	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE ENG WAS NOT PRODUCING SUFFICIENT POWER TO MAINTAIN ALT IN NORMAL CRUISE. ALSO, HE REPORTED THAT "EXTRA POWER" WAS REQUIRED ON FINAL APCH FOR LANDING AT THE DESTINATION ARPT. HE FURTHER STATED THAT HE WAS UNABLE "TO CUT POWER TO IDLE" DURING THE LANDING. AFTER TOUCHDOWN, THE ACFT BOUNCED SEVERAL TIMES, PROMPTING THE PLT TO INITIATE A GO-AROUND. SUBSEQUENTLY, THE ACFT FLEW INTO A GROUP OF TREES APRX 1100 FT FROM THE DEPARTURE END OF THE RWY. AN EXAM & TEST RUN OF THE ENG WERE MADE, BUT NO REASON WAS FOUND FOR THE REPORTED ENG PROBLEM.

Brief of Accident (Continued)

File No. - 2035

11/21/83

OKMULGEE,OK

A/C Reg. No. N80110

Time (Lc1) - 0959 CST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. THROTTLE/POWER CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
5. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2191 12/06/83 CLINTON,OK A/C Reg. No. N4012J Time (Lcl) - 1730 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-MANEUVERING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 150G	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	CLINTON,OK	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	Runway Ident
Wind Dir/Speed	- 220/010 KTS	ATC/Airspace	- N/A
Visibility	- 20.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 2500 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- N/A
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	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-----

THREE WITNESSES OBSERVED THE ACFT FLYING LOW BEFORE IT WENT OUT OF SIGHT BEHIND TREES. TWO OF THEM REPORTED THAT THE PLT MADE 3 LOW FLY-BYS WITH THE ENG SOUNDING NORMAL, THEN THEY HEARD THE ACFT IMPACT IN A FIELD ON THE 3RD PASS. AN EXAM OF THE CRASH SITE REVEALED THAT THE ACFT HAD IMPACTED IN A RIGHT WING LOW ATTITUDE & CAME TO REST ABOUT 195 FT LATER. NO EVIDENCE OF A PREIMPACT, MECHANICAL FAILURE OR MALFUNCTION WAS FOUND. AUTOMOTIVE FUEL WAS FOUND IN THE FUEL TANKS. THE PLTS MEDICAL CERTIFICATE AS WELL AS THE ACFT'S ANNUAL INSPECTION HAD EXPIRED.

Brief of Accident (Continued)

File No. - 2191

12/06/83

CLINTON,OK

A/C Reg. No. N4012J

Time (Lcl) - 1730 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. BUZZING - PERFORMED - 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2058 12/29/83 ROME,OR

A/C Reg. No. N1829A

Time (Lcl) - 1300 PST

-----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 - PIPER PA18-A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
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 - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC
Wind Dir/Speed- CALM

Visibility - 15.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling -

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BATTLE MOUNTAIN,NV

Destination
BOISE,ID

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

ROME STATE

Runway Ident - 02

Runway Lth/Wid - 6000/ 150

Runway Surface - ASPHALT

Runway Status - SNOW - CRUSTED

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 29

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 667 Last 24 Hrs - 10

Make/Model- 216 Last 30 Days- UNK/NR

Instrument- 25 Last 90 Days- 80

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER IN THE SNOW DURING AN ENROUTE LANDING WHILE ON A CROSS COUNTRY. THE PLT HAD LANDED AT THIS ARPT A WEEK BEFORE. IN THE MEANWHILE THERE HAD ACCUMULATED 14 INCHES OF SNOW ON THE RWY. DURING THE ROLLOUT IN THIS SNOW THE ACFT SUDDENLY STOPPED AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2058

12/29/83

ROME,OR

A/C Reg. No. N1829A

Time (Lcl) - 1300 PST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 2. UNSUITABLE TERRAIN - MISJUDGED - PILOT IN COMMAND
 3. NOTAMS - NOT RECEIVED - PILOT IN COMMAND
 4. VISUAL LOOKOUT - MISREAD - 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. - 2028 3/31/83 LEHIGHTON,PA A/C Reg. No. NONE Time (Lcl) - 1500 EST

-----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 103	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PTERODACTYL ASCENDER II	Eng Make/Model - CUYUNA 14119	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 535	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 30 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LEHIGHTON,PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 120/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
	Current - N/A	Total - 4
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 4
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

SEVERAL WITNESSES OBSERVED THE ULTRALIGHT VEHICLE TAKEOFF & CLIMB IN A CIRCULAR PATTERN TO AN ALT OF ABOUT 1500 FT. ONE WITNESS STATED THAT JUST PRIOR TO THE ACCIDENT SEQUENCE, THE ULTRALIGHT WAS TURNING WITH A STEEP ANGLE OF BANK. AT ABOUT THAT TIME, THE WITNESSES HEARD A REDUCTION IN POWER. TWO WITNESSES HEARD A POP/PUFF SOUND. A 3RD WITNESS STATED THE ULTRALIGHT FLIPPED OVER TWICE. ALL 3 WITNESSES REPORTED THAT THE WINGS FOLDED OR COLLAPSED & THE ULTRALIGHT FELL OR DOVE TO THE GROUND. AN EXAM OF THE WRECKAGE REVEALED THAT THE LEADING EDGE & REAR TUBULAR SPARS HAD FAILED IN A DOWNWARD DIRECTION (RELATIVE TO THE AIRFRAME). ALSO, THE KEEL WAS BROKEN, FORWARD OF THE REAR SPARS & THE KING POST WAS BENT DOWNWARD AT ABOUT THE MIDPOINT. NONE OF THE CABLES FAILED. DURING THE ACCIDENT SEQUENCE, THE RIGHT WINGLET SEPARATED & FELL ABOUT 100 FT FROM THE MAIN WRECKAGE.

Brief of Accident (Continued)

File No. - 2028

3/31/83

LEHIGHTON, PA

A/C Reg. No. NONE

Time (Lc1) - 1500 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
5. WING - OVERLOAD
6. WING, SPAR - BENT
7. WING, WINGLET - SEPARATION

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) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2198 4/16/83 BLUE BELL, PA A/C Reg. No. N8167K Time (Lcl) - 1750 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-PERSONAL	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	1	0	0	0
Accident Occurred During	-APPROACH	ON GROUND	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28-181	Eng Make/Model	- LYCOMING O-360-A4M	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- IN PERSON	NEWPORT NEWS, VA	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	WINGS FIELD
Wind Dir/Speed	- 010/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- 24
Lowest Sky/Clouds	- 2000 FT SCATTERED	Type of Clearance	- 2618/ 50
Lowest Ceiling	- 8000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 141
SE LAND	Months Since - 8	Make/Model	- 55
	Aircraft Type - UNK/NR	Instrument	- 5
		Last 24 Hrs	- 7
		Last 30 Days	- 19
		Last 90 Days	- 34

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD BEEN BRIEFED ON FORECAST STRONG WINDS & A SIGMET FOR MODERATE TO SEVERE TURBULENCE. WITNESSES OBSERVED THE ACFT MAKE A SERIES OF APPROACHES TO RWY 24. ON THE 1ST APPROACH THE ACFT WAS ALMOST OVER THE THRESHOLD AS THE BASE TURN WAS COMPLETED. THE WINGS WERE ROCKING FROM SIDE TO SIDE. WIND WAS OUT OF THE NORTH WITH THE WINDSOCK FULLY EXTENDED PERPENDICULAR TO THE RWY. DURING THE GO-AROUND THE ACFT WAS OBSERVED CRABBING INTO THE WIND. DOWNWIND FOR THE 2ND APPROACH WAS EXTENDED, HOWEVER, THE ACFT WAS 50-100 FT AGL AT THE THRESHOLD. A 2ND GO-AROUND WAS INITIATED 1/3 DOWN THE RWY. THE DOWNWIND LEG FOR THE 3RD APPROACH WAS EXTENDED EVEN FURTHER. THE APPROACH APPEARED TO BE SLOW. THE 3RD GO-AROUND WAS INITIATED 100-150 FT AGL NEAR THE APPROACH END OF THE RWY. A SLOW CLIMBING TURN WAS MADE TO THE LEFT. AS THE ACFT BEGAN A 2ND CIRCLE THE NOSE PITCHED UP & THE ACFT STALLED. LINE PERSONNEL ESTIMATED THE WINDS AS 350 DEG AT 20 KTS GUSTING 28 KTS.

Brief of Accident (Continued)

File No. - 2198

4/16/83

BLUE BELL, PA

A/C Reg. No. N8167K

Time (Lcl) - 1750 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - CROSSWIND
5. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - EXCEEDED
6. PERFORMANCE DATA - NOT FOLLOWED - PILOT IN COMMAND
7. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
8. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
9. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7,8

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. - 2092 9/09/83 PHILADELPHIA,PA A/C Reg. No. N1103K Time (Lc1) - 1145 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	1

-----Aircraft Information-----

Make/Model - HUGHES 269C
Landing Gear - SKID
Max Gross Wt - 2050
No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-D1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - 280/009 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PHILADELPHIA,PA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - UNK/NR
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

N.E. PHILADELPHIA
Runway Ident - 24
Runway Lth/Wid - 7000/ 150
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND
HELICOPTER

Age - 32

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	-	820	Last 24 Hrs	-	2
Make/Model	-	467	Last 30 Days	-	57
Instrument	-	10	Last 90 Days	-	115
Multi-Eng	-	6	Rotorcraft	-	560

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER COLLIDED WITH A STEEL DRAINAGE CULVERT HIDDEN IN THE GRASS AND ROLLED OVER DURING A SIMULATED HIGH ALT RUNNING TAKEOFF. THIS WAS AN INSTRUCTIONAL FLT. THE SKID HIT THE CULVERT WHICH EXTENDED ABOUT 3-4 INCHES AGL, 3 FT OF THE SKID BROKE OFF AND THE HELICOPTER WENT OVER ON ITS BACK. TAKEOFF AREA WAS TO THE RIGHT OF A HARD SURFACE RWY. THE AREA IS 200 FT WIDE WITH DRAINS 2 FT WIDE AND 500 FT APART IN THE CENTER. THE GRASS WAS ABOUT 2 INCHES ABOVE THE DRAIN LIP.

Brief of Accident (Continued)

File No. - 2092

9/09/83

PHILADELPHIA, PA

A/C Reg. No. N1103K

Time (Lcl) - 1145 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - OBJECT
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND(CFI)
 3. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND(CFI)
 4. RUNNING TAKEOFF - PERFORMED - DUAL STUDENT
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 ROLL OVER
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2068 12/08/83 PROSPECTVILLE, PA A/C Reg. No. N1412X Time (Lcl) - 0915 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 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	PROSPECTVILLE, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TURNER FIELD
Wind Dir/Speed- 310/005 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2150/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	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	Make/Model- 19
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE INADVERTENTLY FLARED TOO HIGH DURING HIS LANDING ON RWY 32. THE STALL WARNING HORN SOUNDED AND THE LEFT WING STALLED. HE SAID HE ADDED POWER BUT THE AIRCRAFT DID NOT RESPOND TO FLT CONTROLS AND FLEW LEFT INTO TREES.

Brief of Accident (Continued)

File No. - 2068

12/08/83

PROSPECTVILLE, PA

A/C Reg. No. N1412X

Time (Lc1) - 0915 EST

Occurrence LOSS OF CONTROL - IN FLIGHT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - TREE(S)
 2. FLARE - MISJUDGED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2148

8/20/83

MANATI, PR

A/C Reg. No. N734PM

Time (Lcl) - 1135 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

-----Aircraft Information-----

Make/Model - CESSNA 172N

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2300

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 HP

ELT Installed/Activated - YES/YES

Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 070/013 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 1800 FT SCATTERED

Lowest Ceiling - 9000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BORINQUEN, PR

Destination

SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

MANATI

Runway Ident - 09

Runway Lth/Wid - 2300/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 53

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 389 Last 24 Hrs - 1

Make/Model- 389 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 DURING THE LANDING, A GUST OF WIND BLEW THE ACFT TO THE LEFT. SUBSEQUENTLY, THE ACFT COLLIDED WITH A FENCE THAT PARALLELED THE LEFT SIDE OF THE RWY, THEN NOSED OVER.

Brief of Accident (Continued)

File No. - 2148

8/20/83

MANATI, PR

A/C Reg. No. N734PM

Time (Lcl) - 1135 AST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - CLOUDS
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. OBJECT - FENCE
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2144 8/30/83 DORADO,PR A/C Reg. No. N6479S Time (Lcl) - 1325 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150H	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAN JUAN,PR	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 070/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1800 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 1778
SE LAND,ME LAND	Months Since - 5	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 1231
		Instrument- 83
		Multi-Eng - 225
		Last 30 Days- UNK/NR
		Last 90 Days- 59

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A DUAL INSTRUCTIONAL FLT, THE INSTRUCTOR PLT (CFI) RETARDED THE THROTTLE TO SIMULATE A FORCED LANDING. HE STATED THAT THE STUDENT DID THE EMERGENCY PROCEDURE & HEADED FOR THE FIELD. LATER, WHEN THE THROTTLE WAS ADVANCED, THE ENG DID NOT RESPOND. THE CFI ASSUMED CONTROL OF THE ACFT & TRIED TO RESTART THE ENG 3 TIMES, BUT IT WOULD NOT RESPOND. HE THEN ATTEMPTED TO MAKE AN ACTUAL FORCED LANDING IN AN OPEN FIELD, BUT WAS UNABLE TO CLEAR OVER A FENCE. THE LANDING GEAR & LEFT WING HIT THE FENCE & THE ACFT PITCHED DOWN, NOSE 1ST & WAS DAMAGED. LATER, THE ENG WAS OPERATED WITH NO INDICATION FOR A LOSS OF POWER.

Brief of Accident (Continued)

File No. - 2144

8/30/83

DORADO, PR

A/C Reg. No. N6479S

Time (Lcl) - 1325 AST

Occurrence #1 LOSS OF POWER
Phase of Operation DESCENT

Finding(s)

1. UNDETERMINED
 2. PRECAUTIONARY LANDING - SIMULATED -
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2086 11/04/83 CHARELSTON,SC A/C Reg. No. N8866A Time (Lcl) - 1510 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					None
					1
					2

-----Aircraft Information-----

Make/Model - CESSNA 210	Eng Make/Model - CONTINENTAL IO-520-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CHARLSTON,SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CHARLSTON
Wind Dir/Speed- 320/008 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7000/ 150
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 8400 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2292
SE LAND	Months Since - 3	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 129
		Instrument- 90
		Last 30 Days- UNK/NR
		Last 90 Days- 144
		Multi-Eng - 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON DOWNWIND FOR A SECOND TOUCH AND GO LANDING THE PLT LOWERED THE LANDING GEAR BUT RECEIVED A SAFE INDICATION ONLY ON THE NOSE GEAR. AFTER 2 HOURS OF ADDITIONAL FLIGHTS AND 5 ATTEMPTS TO LOWER THE GEAR THE PLT WAS FORCED TO LAND WITH THE UNSAFE CONDITION. POST ACCIDENT EXAMINATION REVEALED THAT THE RT LANDING GEAR DOOR ACTUATOR SNAP RING WAS DISLODGED FROM ITS GROOVE, ALLOWING THE HYDRAULIC FLUID TO ESCAPE.

Brief of Accident (Continued)

File No. - 2086

11/04/83

CHARELSTON, SC

A/C Reg. No. N8866A

Time (Lc1) - 1510 EST

Occurrence NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. HYDRAULIC SYSTEM, FITTING - LOOSE
2. MAINTENANCE, MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL

----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. - 2187 11/05/83 COLUMBIA, SC A/C Reg. No. N3055V Time (Lc1) - 1540 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -AERIAL PHOTO
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COLUMBIA, SC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 22
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 150
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 PURPOSE OF THE FLT WAS TO TAKE PICTURES OVER LAKE MURRAY. THE PLT STATED THAT AFTER TAKING OFF, HE PROCEEDED OVER THE LAKE, THEN DESCENDED & VARIED HIS ALTITUDE BETWEEN 400 & 800 FT MSL, SO THE PASSENGER COULD TAKE PICTURES. SHORTLY AFTER ROUNDING A BEND IN THE LAKE, THE PLT FELT SOMETHING HIT THE ACFT, BUT HE DID NOT KNOW WHAT IT WAS. HE CLIMBED TO 1500 FT & PROCEEDED BACK TO THE ARPT WHERE HE LANDED WITHOUT FURTHER DAMAGE. AN INSPECTION OF THE ACFT REVEALED WIRE MARKS ON THE PROPELLER SPINNER & 4 INCHES OF THE VERTICAL STABILIZER & RUDDER WERE CUT OFF. REPORTEDLY, THE ELEVATION OF THE LAKE WAS 360 FT.

Brief of Accident (Continued)

File No. - 2187

11/05/83

COLUMBIA, SC

A/C Reg. No. N3055V

Time (Lc1) - 1540 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. OBJECT - WIRE, TRANSMISSION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2123 7/14/83 INTERIOR,SD A/C Reg. No. N8545F Time (Lc1) - 1730 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-SIGHT SEEING	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	- BELL 47J-2A	Eng Make/Model	- LYCOMING VO-540-B1B3	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 260 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 180/012 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		- DRY
Precipitation	- NONE		HIGH VEGETATION
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 500	Last 24 Hrs - 5
SE LAND	Months Since - 3	Make/Model-	95
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	0
			Last 30 Days- UNK/NR
			Last 90 Days- 95
			Rotorcraft - 413

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A SIGHT-SEEING FLT OVER A PARK, THE PLT HEARD A LOUD NOISE & THE HELICOPTER SHUDDERED & LOST POWER. AT THAT TIME, THE ACFT WAS OVER A CANYON, SO THE PLT LOOKED FOR THE FLATEST AREA TO LAND & BEGAN AN AUTOROTATION. DURING THE LANDING, THE HELICOPTER BOUNCED INSTEAD OF SLIDING. SUBSEQUENTLY, THE SKIDS BENT, THE TAIL ROTOR HIT THE GROUND & THE MAIN ROTOR BLADES HIT THE TAIL BOOM. AN INVESTIGATION REVEALED THAT THE ENG FAILED AFTER A CONNECTING ROD BOLT HAD FAILED.

Brief of Accident (Continued)

File No. - 2123

7/14/83

INTERIOR,SD

A/C Reg. No. N8545F

Time (Lc1) - 1730 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2089

4/19/83

ADAMS, TN

A/C Reg. No. N6618

Time (Lcl) - 1020 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

-----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
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ADAMS, TN
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

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 30
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 - 5000
Make/Model- 300
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING AFTER A POWER LOSS. THE PLT STATED HE MADE TWO SWATH RUNS WHEN THE ACFT LOST POWER. UNABLE TO MAINTAIN ALTITUDE, HE DUMPED THE LOAD AND PREPARED FOR A LANDING. THE LANDING FIELD WAS NEWLY PLOWED, WET AND THE ACFT DUG IN AND NOSED OVER. THE ENGINE HAD LESS THAN 100 HOURS ON IT SINCE REBUILDING, AND WAS TESTED AFTER THE ACCIDENT WITH NO DISCREPANCIES NOTED. THE ACFT WAS CLOSE TO MAXIMUM GROSS WEIGHT AT THE TIME OF INITIAL TAKEOFF.

Brief of Accident (Continued)

File No. - 2089

4/19/83

ADAMS, TN

A/C Reg. No. N6618

Time (Lcl) - 1020 CST

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
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. - 2102 2/06/83 HOUSTON, TX A/C Reg. No. N222WL Time (Lc1) - 1817 CST

-----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

ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 550
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 11850
No. of Seats - 8

Eng Make/Model - P & W JT15D-4
Number Engines - 2
Engine Type - TURBOFAN
Rated Power - 2500 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 350/013 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LAFAYETTE, LA

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg -

Airport Proximity

ON AIRPORT

Airport Data

W.P. HOBBY

Runway Ident - 31R

Runway Lth/Wid - 5150/ 100

Runway Surface - CONCRETE

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP

SE LAND, ME LAND

Age - 36

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4393 Last 24 Hrs - UNK/NR

Make/Model- 132 Last 30 Days- UNK/NR

Instrument- 149 Last 90 Days- 20

Multi-Eng - 1635

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING ON RWY 31L, THE AIRCREW OF N100VV REQUESTED CLEARANCE TO TURN OFF TO THE RIGHT AT MIDFIELD ONTO RWY 22. THE REQUEST WAS APPROVED & THE AIRCREW WAS INSTRUCTED TO USE CAUTION FOR A CHEROKEE PROCEEDING FROM THE OPPOSITE DIRECTION. THE PLT OF N100VV STATED THAT AFTER HE TURNED RIGHT ONTO RWY 4/22 & WAS CLEAR OF THE CHEROKEE, HE ATTEMPTED TO CONTACT THE TOWER TO ADVISE OF HIS INTENTIONS. HOWEVER, THE FREQ WAS TOO BUSY, SO HE SWITCHED TO THE GROUND FREQ & TRANSMITTED THAT HE WAS "OFF 31L, GOING TO ATLANTIC." THIS TRANSMISSION ENDED JUST AS N100VV WAS ENTERING THE INTERSECTION OF RWYS 22 & 31R. JUST PRIOR TO THAT, N222WL HAD BEEN CLEARED FOR TAKEOFF ON RWY 31R & HAD BEGUN ITS TAKEOFF ROLL. N222WL WAS AT APRX 70 KTS WHEN ITS AIRCREW SAW N100VV STARTING TO CROSS THE ACTIVE RWY. THE PLT OF N222WL ATTEMPTED TO TAKEOFF & AVOID A COLLISION, BUT WAS UNABLE TO CLEAR N100VV. N222WL CRASHED & SLID TO A STOP APRX 400 FT BEYOND THE IMPACT POINT WITH N100VV, THEN BURNED.

Brief of Accident (Continued)

File No. - 2102

2/06/83

HOUSTON, TX

A/C Reg. No. N222WL

Time (Lcl) - 1817 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIGHT CONDITION - DUSK
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT OF OTHER AIRCRAFT
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
5. OBJECT - AIRCRAFT MOVING ON GROUND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2102

2/06/83

HOUSTON, TX

A/C Reg. No. N100VV

Time (Lcl) - 1817 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	2
Pass	0	0	0	0	3

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 550
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 11850
No. of Seats - 8

Eng Make/Model - P & W JT15D-4
Number Engines - 2
Engine Type - TURBOFAN
Rated Power - 2500 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Itinerary

Last Departure Point
DALLAS, TX
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Basic Weather - VMC

Wind Dir/Speed- 350/013 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - VOR/DME
FULL STOP

Airport Data

W.P. HOBBS

Runway Ident - 31L

Runway Lth/Wid - 7600/ 150

Runway Surface - CONCRETE

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI

SE LAND, ME LAND

Age - 29

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4111

Make/Model- 1664

Instrument- 107

Multi-Eng - 2345

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 48

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING ON RWY 31L, THE AIRCREW OF N100VV REQUESTED CLEARANCE TO TURN OFF TO THE RIGHT AT MIDFIELD ONTO RWY 22. THE REQUEST WAS APPROVED & THE AIRCREW WAS INSTRUCTED TO USE CAUTION FOR A CHEROKEE PROCEEDING FROM THE OPPOSITE DIRECTION. THE PLT OF N100VV STATED THAT AFTER HE TURNED RIGHT ONTO RWY 4/22 & WAS CLEAR OF THE CHEROKEE, HE ATTEMPTED TO CONTACT THE TOWER TO ADVISE OF HIS INTENTIONS. HOWEVER, THE FREQ WAS TOO BUSY, SO HE SWITCHED TO THE GROUND FREQ & TRANSMITTED THAT HE WAS "OFF 31L, GOING TO ATLANTIC." THIS TRANSMISSION ENDED JUST AS N100VV WAS ENTERING THE INTERSECTION OF RWYS 22 & 31R. JUST PRIOR TO THAT, N222WL HAD BEEN CLEARED FOR TAKEOFF ON RWY 31R & HAD BEGUN ITS TAKEOFF ROLL. N222WL WAS AT APRX 70 KTS WHEN ITS AIRCREW SAW N100VV STARTING TO CROSS THE ACTIVE RWY. THE PLT OF N222WL ATTEMPTED TO TAKEOFF & AVOID A COLLISION, BUT WAS UNABLE TO CLEAR N100VV. N222WL CRASHED & SLID TO A STOP APRX 400 FT BEYOND THE IMPACT POINT WITH N100VV, THEN BURNED.

Brief of Accident (Continued)

File No. - 2102

2/06/83

HOUSTON, TX

A/C Reg. No. N100VV

Time (Lcl) - 1817 CST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LIGHT CONDITION - DUSK
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 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

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. - 2192 5/12/83 GEORGETOWN, TX A/C Reg. No. N4274A Time (Lcl) - 1215 CDT

-----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	0	0	0	2
Accident Occurred During	-LANDING	NONE	Pass	0	0	1

-----Aircraft Information-----

Make/Model	- BEECHCRAFT 58	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	- 5400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 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 - 160/014 KTS</p> <p>Visibility - 15.0 SM</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 style="padding-left: 20px;">CHATTANOOGA, OK</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">GEORGETOWN</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 4100/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL, CFI</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 15</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 3364</td> <td>Last 24 Hrs</td> <td>- 2</td> </tr> <tr> <td>Make/Model</td> <td>- 1144</td> <td>Last 30 Days</td> <td>- UNK/NR</td> </tr> <tr> <td>Instrument</td> <td>- 23</td> <td>Last 90 Days</td> <td>- 98</td> </tr> <tr> <td>Multi-Eng</td> <td>- 1106</td> <td></td> <td></td> </tr> </table>	Total	- 3364	Last 24 Hrs	- 2	Make/Model	- 1144	Last 30 Days	- UNK/NR	Instrument	- 23	Last 90 Days	- 98	Multi-Eng	- 1106		
Total	- 3364	Last 24 Hrs	- 2															
Make/Model	- 1144	Last 30 Days	- UNK/NR															
Instrument	- 23	Last 90 Days	- 98															
Multi-Eng	- 1106																	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING THE LANDING, THE INITIAL TOUCHDOWN ON THE MAIN GEAR WAS NORMAL. HOWEVER, WHEN THE NOSE GEAR CAME IN CONTACT WITH THE RWY, THERE WAS A BRIEF HESITATION, THEN THE NOSE SETTLED & THE PROPELLERS STRUCK THE RWY. THE PLT APPLIED BACK PRESSURE ON THE ELEVATOR CONTROL TO HOLD THE NOSE UP, BUT THE MAIN GEAR ALSO RETRACTED. AN EXAM REVEALED THAT ALL OF THE GEAR HAD RETRACTED TO THE UP & LOCKED POSITION, BUT THE FLAPS WERE STILL EXTENDED. NO PRE-ACCIDENT MALFUNCTION OR FAILURE WAS FOUND IN THE LANDING GEAR EXTENTION/RETRACTION SYS.

Brief of Accident (Continued)

File No. - 2192

5/12/83

GEORGETOWN, TX

A/C Reg. No. N4274A

Time (Lc1) - 1215 CDT

Occurrence GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2180 6/04/83 ANSON, TX A/C Reg. No. N57751 Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-36-285
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4400
No. of Seats - 1

Eng Make/Model - LYCOMING IO-720-A1B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 400 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/006 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANSON, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY
ICE COVERED

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4336
Last 24 Hrs - UNK/NR
Make/Model- 450
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- 25
Multi-Eng - 13
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, WHILE IN FLT, THE ENG WAS RUNNING SMOOTH, BUT SEEMED TO LACK POWER. HE CHECKED THE INSTRUMENTS & NOTED THAT THE MANIFOLD PRESSURE & ENG RPM WERE NORMAL. THEN WHILE AT APRX 60 FT AGL, ALL POWER WAS LOST. SUBSEQUENTLY, THE ACFT CRASHED ON ROLLING TERRAIN. AN INVESTIGATION REVEALED THAT THE ACFT WAS NEAR ITS MAX WT LIMIT & THAT THE PLT DID NOT JETTISON HIS LOAD. A TEARDOWN OF THE ENG REVEALED THAT THE #1 EXHAUST VALVE ROCKER SHAFT COVER WAS MISSING. THE RESPECTIVE SHAFT HAD COME OUT & ALLOWED THE ROCKER ARM TO COME LOOSE. ALSO, THE TOP RINGS ON THE #1 & #4 CYLINDER WERE FOUND TO BE BROKEN. THERE WAS EVIDENCE THAT THESE HAD BEEN BROKEN FOR AN EXTENDED PERIOD OF TIME. ADDITIONALLY, OIL WAS FOUND ON THE AIR SIDE OF THE FUEL CONTROL MANIFOLD. THE ENG HAD ONLY 43 HRS FLT TIME SINCE MAJOR OVERHAUL.

Brief of Accident (Continued)

File No. - 2180

6/04/83

ANSON, TX

A/C Reg. No. N57751

Time (Lcl) - 0900 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY, VALVE - OTHER
 2. MAINTENANCE, OVERHAUL - INADEQUATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
 4. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2156

9/09/83

DAISETTA, TX

A/C Reg. No. N18BR

Time (Lc1) - 1140 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -BUSINESS

Flight Conducted Under -14 CFR 91

Accident Occurred During -CRUISE

MINOR

Fire

NONE

Crew

Pass

Fatal

0

0

Serious

0

0

Minor

0

0

None

1

2

-----Aircraft Information-----

Make/Model - BEECH A36

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 3600

No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-BA

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 285 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 160

Visibility - 10.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BATON ROUGE, LA

Destination

HOUSTON, TX

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 46

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1527

Make/Model- 275

Instrument- 16

Multi-Eng - 189

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 56

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE TAKEOFF, THE PLT WAS BRIEFED ON THE WX, INCLUDING SIGMET 20C, WHICH CALLED FOR IMBEDDED THUNDERSTORMS. WHILE EN ROUTE, HE DEVIATED AROUND AN AREA OF WX & WAS PROVIDED VECTORS TO AVOID STORM CELLS. IN THE VICINITY OF DAISETTA, TX, THE CONTROLLER SUGGESTED A FURTHER DEVIATION TO THE NORTH DUE TO WX. THE PLT RESPONDED THAT A NORTH TURN WOULD TAKE HIM INTO A CB TYPE CLOUD. HE DECLINED THE TURN & CONTINUED ON HIS HEADING. ABOUT 10 MI LATER, WHILE CRUISING AT 8000 FT, HE ENCOUNTERED HEAVY RAIN & A VIOLENT DOWNDRAFT & LOST MORE THAN 3500 FT IN A SHORT TIME. DURING THE ENCOUNTER, THE ENG COWLING SEPARATED & KNOCKED OUT THE WINDSHIELD. THE PRIMARY FLT INSTRUMENTS BECAME INOP & EXTENSIVE DEFORMATION OF THE AIRFRAME WAS SUSTAINED. THE PLT SUBSEQUENTLY RECOVERED IN VFR CONDITIONS BELOW THE CLOUDS & MADE AN EMERGENCY LANDING AT CLEVELAND, TX.

Brief of Accident (Continued)

File No. - 2156

9/09/83

DAISETTA, TX

A/C Reg. No. N18BR

Time (Lc1) - 1140 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - THUNDERSTORM
4. IN FLIGHT WEATHER ADVISORIES - ISSUED - ATC PERSONNEL(ARTCC)
5. WEATHER CONDITION - RAIN
6. WEATHER CONDITION - DOWNDRAFT

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

7. NACELLE/PYLON, SKIN - OVERLOAD
8. NACELLE/PYLON, SKIN - UNDERTORQUED
9. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - FAILURE, TOTAL
10. FUSELAGE - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2164 9/16/83 CRESSON, TX A/C Reg. No. N4295N Time (Lc1) - 2230 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	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 - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-160
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 150/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAN ANGELO, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

BOURLAND
Runway Ident - 14
Runway Lth/Wid - 3300/ 80
Runway Surface - GRASS/TURF
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-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	81	Last 24 Hrs	-	3
Make/Model	-	14	Last 30 Days	-	UNK/NR
Instrument	-	2	Last 90 Days	-	3

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PLT ELECTED TO LAND ON AN UNLIGHTED ARPT. AFTER LANDING & WHILE SLOWING, THE ACFT DRIFTED TO THE LEFT SIDE OF THE RWY. SUBSEQUENTLY, THE ACFT WENT OVER A CONCRETE CURB & THE LEFT MAIN GEAR FAILED.

Brief of Accident (Continued)

File No. - 2164

9/16/83

CRESSON, TX

A/C Reg. No. N4295N

Time (Lc1) - 2230 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2170

9/16/83

BAY CITY, TX

A/C Reg. No. N5049X

Time (Lcl) - 1115 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire
ON GROUND

Crew
Pass

-----Aircraft Information-----

Make/Model - AYRES S2R

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 6000

No. of Seats - 1

Eng Make/Model - P & W R-1340-AN1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 170/010 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BAY CITY, TX

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

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

Age - 35

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

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-----

DURING A SWATH RUN, THE ACFT CAME TO CONTACT WITH THE CROP THAT WAS BEING SPRAYED. THIS RESULTED IN A LOSS OF CONTROL & THE ACFT IMPACTED IN THE FIELD & NOSED OVER. A SMALL POST-CRASH FIRE ERUPTED IN THE ENG COMPARTMENT, BUT BURNED ITSELF OUT SHORTLY THEREAFTER.

Brief of Accident (Continued)

File No. - 2170

9/16/83

BAY CITY, TX

A/C Reg. No. N5049X

Time (Lc1) - 1115 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. TERRAIN CONDITION - CROP
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation MANEUVERING - AERIAL APPLICATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2143 9/24/83 BROWNSVILLE, TX A/C Reg. No. N40310 Time (Lc1) - 1513 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - MAULE M-4-220C	Eng Make/Model - FRANKLIN 6A-350-C1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BROWNSVILLE MUNICIPAL
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 6270
SE LAND	Months Since - 4	Last 24 Hrs - 8
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 86
		Last 30 Days- UNK/NR
		Instrument- 159
		Last 90 Days- 235
		Multi-Eng - 1082
		Rotorcraft - 94

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF ON A LOCAL BANNER TOWING FLT AT 1232 CDT. AT ABOUT 1510 CDT, HE RETURNED & DROPPED THE BANNER. AS HE WAS CIRCLING TO LAND, THE ENG LOST POWER. SUBSEQUENTLY, THE ACFT WAS DAMAGE DURING A FORCED LANDING JUST SHORT OF THE RWY.

Brief of Accident (Continued)

File No. - 2143

9/24/83

BROWNSVILLE, TX

A/C Reg. No. N40310

Time (Lcl) - 1513 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH

Finding(s)
1. UNDETERMINED - -

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2065 10/02/83 LA PORTE, TX A/C Reg. No. N9132A Time (Lc1) - 1705 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-APPROACH		Pass 0	0	0	0
			Other 1	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	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 - 112 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 160/010 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 5000 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</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>LA PORTE MUNI</p> <p>Runway Ident - 12</p> <p>Runway Lth/Wid - 3500/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 66</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 36</p> <p>Make/Model- 34</p> <p>Instrument- 1</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 22</p>
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Instrument Rating(s) - NONE

-----Narrative-----

CESSNA 152, N6281Q, & PIPER PA-38, N9132A, WERE BOTH ON LOCAL, SOLO STUDENT FLTS. THE PLT OF A 3RD ACFT, WHO WAS HOLDING SHORT FOR TAKEOFF ON RWY 12, OBSERVED THE CESSNA 152 & PIPER PA-38 ON FINAL APCH. RECOGNIZING THE POTENTIAL FOR A MID-AIR COLLISION, HE TRANSMITTED A WARNING ON THE LOCAL UNICOM FREQ. THE PLT OF THE PA-38 HEARD THE TRANSMISSION & INITIATED A GO-AROUND & CONTINUED STRAIGHT AHEAD. THE CESSNA PLT CONTINUED THE LANDING, & AFTER A SHORT ROLL, HE TOOK OFF AGAIN. AFTER TAKING OFF, THE CESSNA WAS OBSERVED CLIMBING STRAIGHT AHEAD AT A STEEPER ANGLE THAN THE PA-38. SUBSEQUENTLY, THE CESSNA CLIMBED SLIGHTLY AHEAD OF & INTO THE PA-38'S PROP. DURING THE ACCIDENT, THE EMPENNAGE OF THE CESSNA SEPARATED & THE CESSNA IMMEDIATELY FELL & CRASHED. THE COLLISION CAUSED A SUDDEN STOPPAGE OF THE PA-38'S ENG. SUBSEQUENTLY, THE PA-38 PLT MADE A FORCED LANDING OFF THE END OF THE RWY. SUBSTANTIAL DAMAGE OCCURRED TO THE PA-38 DURING THE FORCED LANDING.

Brief of Accident (Continued)

File No. - 2065

10/02/83

LA PORTE, TX

A/C Reg. No. N9132A

Time (Lcl) - 1705 CDT

Occurrence MIDAIR COLLISION
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. TRAFFIC ADVISORY - ISSUED - OTHER PERSON
2. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
3. GO-AROUND - INITIATED - PILOT IN COMMAND
4. TOUCH-AND-GO LANDING - CONTINUED - PILOT OF OTHER AIRCRAFT
5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
6. 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) 5,6

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. - 2065 10/02/83 LA PORTE, TX A/C Reg. No. N6281Q Time (Lcl) - 1705 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 1	0	0	0
Flight Conducted Under - 14 CFR 91	UNK/NR	Pass 0	0	0	0
Accident Occurred During - TAKEOFF		Other 0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	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	LA PORTE MUNI
Wind Dir/Speed- 160/010 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 23
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 16
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

CESSNA 152, N6281Q, & PIPER PA-38, N9132A, WERE BOTH ON LOCAL, SOLO STUDENT FLTS. THE PLT OF A 3RD ACFT, WHO WAS HOLDING SHORT FOR TAKEOFF ON RWY 12, OBSERVED THE CESSNA 152 & PIPER PA-38 ON FINAL APCH. RECOGNIZING THE POTENTIAL FOR A MID-AIR COLLISION, HE TRANSMITTED A WARNING ON THE LOCAL UNICOM FREQ. THE PLT OF THE PA-38 HEARD THE TRANSMISSION & INITIATED A GO-AROUND & CONTINUED STRAIGHT AHEAD. THE CESSNA PLT CONTINUED THE LANDING, & AFTER A SHORT ROLL, HE TOOK OFF AGAIN. AFTER TAKING OFF, THE CESSNA WAS OBSERVED CLIMBING STRAIGHT AHEAD AT A STEEPER ANGLE THAN THE PA-38. SUBSEQUENTLY, THE CESSNA CLIMBED SLIGHTLY AHEAD OF & INTO THE PA-38'S PROP. DURING THE ACCIDENT, THE EMPENNAGE OF THE CESSNA SEPARATED & THE CESSNA IMMEDIATELY FELL & CRASHED. THE COLLISON CAUSED A SUDDEN STOPPAGE OF THE PA-38'S ENG. SUBSEQUENTLY, THE PA-38 PLT MADE A FORCED LANDNG OFF THE END OF THE RWY. SUBSTANTIAL DAMAGE OCCURRED TO THE PA-38 DURING THE FORCED LANDING.

Brief of Accident (Continued)

File No. - 2065

10/02/83

LA PORTE, TX

A/C Reg. No. N6281Q

Time (Lc1) - 1705 CDT

Occurrence

MIDAIR COLLISION

Phase of Operation

TAKEOFF - INITIAL CLIMB

Finding(s)

1. TRAFFIC ADVISORY - ISSUED - OTHER PERSON
 2. ABORTED LANDING - PERFORMED - PILOT OF OTHER AIRCRAFT
 3. GO-AROUND - INITIATED - PILOT OF OTHER AIRCRAFT
 4. TOUCH-AND-GO LANDING - CONTINUED - PILOT IN COMMAND
 5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 6. 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) 5,6

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. - 2059 10/02/83 BRENHAM, TX A/C Reg. No. N40711 Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
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- 135/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

BRENHAM MUNI
Runway Ident - 16
Runway Lth/Wid - 3400/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 41
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 60 Last 24 Hrs - UNK/NR
Make/Model- 17 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT, ACCOMPANIED BY THREE PASSENGERS, LANDED HARD, BOUNCED AND LAST CONTROL OF THE ACFT, WHICH CONTINUED INTO A STOCK TANK/POND. EXAMINATION REVEALED ALL THREE MAIN GEAR ASSEMBLIES WERE COLLAPSED AND BOTH LEFT AND RIGHT WING ASSEMBLIES WERE DAMAGED.

Brief of Accident (Continued)

File No. - 2059

10/02/83

BRENNHAM, TX

A/C Reg. No. N40711

Time (Lc1) - 1330 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2024 11/17/83 FREER, TX

A/C Reg. No. N50638

Time (Lcl) - 0830 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation -AERIAL OBSERVATION

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - HUGHES 269C

Eng Make/Model - LYCOMING HIO-360-D1A

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2050

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 3

Rated Power - 190 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 135/015 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FREER, TX

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

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

HELICOPTER

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 - 341

Make/Model- 75

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 53

Rotorcraft - 141

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & 2 PASSENGERS WERE ON A FLT TO LOOK FOR DEER IN A PASTURE AREA. WHILE IN A TURN AFTER THE LAST PASS OVER THE PASTURE, THE ENG LOST POWER AT APRX 150 FT AGL. THE PLT INITIATED AN AUTOROTATIVE LANDING IN AN AREA OF MESQUITE BRUSH & BUSHES. HE REPORTED THAT DURING THE LANDING, THE HELICOPTER TOUCHED DOWN ON A MESQUITE BUSH & THEN ROLLED OVER ON ITS LEFT SIDE. AN EXAM OF THE ENG WAS MADE, BUT NO PREIMPACT, MECHANICAL FAILURE OR MALFUNCTION WAS FOUND. SUBSEQUENTLY, THE ENG WAS STARTED & OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 2024

11/17/83

FREER, TX

A/C Reg. No. N50638

Time (Lc1) - 0830 CST

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)
2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2014

8/26/83

TUCKER,UT

A/C Reg. No. N3900B

Time (Lcl) - 1630 MDT

-----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 -POSITIONING

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

NONE

Crew

Pass

-----Aircraft Information-----

Make/Model - BELL 206L-1

Landing Gear - SKID

Max Gross Wt - 4150

No. of Seats - 8

Eng Make/Model - ALLISON 250-C30P

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 650 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- 180/010 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

ME LAND

HELICOPTER

Age - 43

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6322 Last 24 Hrs - 6

Make/Model- 221 Last 30 Days- UNK/NR

Instrument- 110 Last 90 Days- 232

Multi-Eng - 87 Rotorcraft - 6061

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER WAS BEING USED ON A SEISMIC DATA ACQUISITION OPERATION. WHILE LANDING BY A ROAD IN MOUNTAINOUS TERRAIN AT AN ELEVATION OF APRX 8400 FT, THE HELICOPTER WAS OBSERVED TO APPROACH TO A HOVER OVER THE ROADWAY. A CONSIDERABLE AMOUNT OF DUST WAS BLOWN FROM THE ROTOR DOWNWASH CAUSING PERSONNEL ON THE GROUND TO COVER THEIR EYES & LOOK AWAY. THE HELICOPTER WAS NEXT OBSERVED TO PULL UP & AWAY FROM THE GROUND PERSONNEL, THEN MOVE UP THE HILL (BESIDE THE ROAD) & TURN RIGHT TO FACE THE HILLSIDE. GROUND PERSONNEL REPORTED THAT IT THEN MADE AN UNUSUAL NOISE, SPUN AROUND, BEGAN TO WHIP BACK & FORTH, THEN DESCENDED INTO TREES IN AN UNCONTROLLED MANNER. AFTER IMPACT, IT ROLLED DOWN THE HILLSIDE & CAME TO REST AT THE ROAD. THE PLT WAS INJURED & COULD NOT REMEMBER THE OCCURRENCE. GROUND PERSONNEL THOUGHT THE ENG LOST POWER, BUT NO PREIMPACT FAILURE WAS FOUND. SEVERAL CIRCUIT BREAKERS WERE "OUT" BUT 2 OF THEM (BOOST PUMP) WOULD NORMALLY HAVE BEEN PULLED AFTER LANDING. WIND FROM SOUTH, 10 KTS. WITNESS SAID, GUST BLEW DUST BACK TOWARD ACFT, WHILE HOVERING.

Brief of Accident (Continued)

File No. - 2014

8/26/83

TUCKER,UT

A/C Reg. No. N3900B

Time (Lcl) - 1630 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

1. MAINTENANCE - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. WEATHER CONDITION - UNFAVORABLE WIND
5. WEATHER CONDITION - GUSTS
6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. TERRAIN CONDITION - DOWNHILL

Occurrence #3 ROLL OVER
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2121 12/05/83 TREMONTON,UT A/C Reg. No. N8669Z Time (Lcl) - 0845 MST

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-MERCURY AIR COURIER SERVI	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,MAIL ONLY	Fire						
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	0	0	0	1
Accident Occurred During	-LANDING		Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA P206C	Eng Make/Model	- CONTINENTAL IO-520-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 285 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	ON AIRPORT	
Method	- IN PERSON		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	TREMONTON MUNICIPAL	
Wind Dir/Speed	- 170/007 KTS	Runway Ident	- 35
Visibility	- 40.0 SM	Runway Lth/Wid	- 3445/ 75
Lowest Sky/Clouds	- 4000 FT SCATTERED	Runway Surface	- SNOW
Lowest Ceiling	- NONE	Runway Status	- SNOW - CRUSTED
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

ATC/Airspace	Type of Flight Plan	- VFR
	Type of Clearance	- NONE
	Type Apch/Lndg	- TRAFFIC PATTERN
		FULL STOP

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 1715	Last 24 Hrs - 1
SE LAND,ME LAND	Months Since - 4	Make/Model - 54	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 72	Last 90 Days - 215
		Multi-Eng - 113	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE TAKEOFF, THE PLT OBTAINED A WX BRIEFING & FILED A FLT PLAN, BUT DID NOT ASK FOR NOTAMS. HE WAS UNAWARE THAT THE DESTINATION ARPT WAS NOTAMED AS CLOSED UNTIL AFTER THE FLT. HE SAID THAT DURING ARRIVAL, HE "DISCOVERED AN UNPLOWED BUT APPARENTLY USED RWY." HE OBSERVED SEVERAL TRACKS ON THE SNOW COVERED RWY & ASSUMED IT WAS OPEN. THERE WAS NO TOWER OR UNICOM AT THE ARPT. AN APCH FOR A SOFT FIELD LANDING WAS MADE WITH FULL FLAPS & THE ACFT TOUCHED DOWN ON 8 INCHES OF CRUSTED SNOW. ALMOST IMMEDIATELY, THE NOSEWHEEL BECAME BURIED IN THE SNOW, DESPITE THE USE OF FULL UP ELEVATOR. WHEN THE ACFT HAD SLOWED TO ABOUT 10 KNOTS, IT WENT OVER ONTO ITS TOP.

Brief of Accident (Continued)

File No. - 2121

12/05/83

TREMONTON,UT

A/C Reg. No. N8669Z

Time (Lc1) - 0845 MST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. NOTAMS - NOT OBTAINED - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. 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) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2120 12/26/83 ESCALANTE,UT A/C Reg. No. N53846 Time (Lcl) - 0845 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BELLANCA 7GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 280/010 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 1500 FT
Lowest Ceiling - 1500 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 - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1548
Make/Model- 378
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-----

ABOUT 15 MIN AFTER TAKEOFF, THE PLT REDUCED THE POWER TO APRX 40 TO 50% & DESCENDED TO ABOUT 300 FT AGL. WHEN HE TRIED TO INCREASE POWER, THE ENG FALTERED. HE APPLIED CARBURETOR (CARB) HEAT, BUT WAS UNABLE TO RESTORE POWER IN TIME TO PREVENT A FORCED LANDING. DURING THE LANDING, HE WAS ABLE TO BARELY CLEAR THE TOPS OF SEVERAL TREES, THEN "PANKAKED IN & FLIPPED OVER." THE TEMP & DEW POINT WERE 34 & 32 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, SERIOUS CARB ICING COULD HAVE OCCURRED IN THESE CONDITIONS.

Brief of Accident (Continued)

File No. - 2120

12/26/83

ESCALANTE,UT

A/C Reg. No. N53846

Time (Lc1) - 0845 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

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 LANDING

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 5. MANEUVER - PERFORMED - PILOT IN COMMAND
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 2188

8/16/83

BASYE, VA

A/C Reg. No. N8242L

Time (Lcl) - 1915 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 - PIPER PA-28AT-201T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 225/002 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
FREDRICK, MD
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SKY BRYCE
Runway Ident - 23
Runway Lth/Wid - 2240/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 41

Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	2500
Make/Model-	350
Instrument-	135
Multi-Eng -	850
Last 24 Hrs -	UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT INSTRUCTOR (CFI) WAS GIVING THE PRIVATE PLT A FAMILIARIZATION FLT. DURING AN APCH TO RWY 23 AT BASYE, VA, AT DUSK, THE ACFT GOT LOW & THE CFI INSTRUCTED THE PLT TO ADD POWER. HOWEVER, WHEN THE THROTTLE WAS ADVANCED, THE ENG REPORTEDLY DID NOT RESPOND. SUBSEQUENTLY, THE ACFT LANDED SHORT OF THE RWY, THEN ROLLED ACROSS A DRAINAGE LEVEE WHERE THE LEFT GEAR COLLAPSED. AN EXAM OF THE ENG REVEALED NO PREIMPACT MALFUNCTION OR FAILURE. LATER AFTER THE ENG WAS REPAIRED, IT LOST POWER DURING TAKEOFF. THE EMERGENCY BOOST PUMP WAS TURNED ON & POWER WAS RESTORED. THE PLT RETURNED FOR LANDING & TURNED THE BOOST PUMP OFF ON SHORT FINAL & POWER WAS LOST AGAIN, BUT POWER WAS AGAIN RESTORED WHEN IT WAS TURNED ON. THE ENG DRIVEN FUEL PUMP WAS REPLACED & THE ACFT WAS TEST FLOWN AGAIN & OPERATED NORMALLLY. THE FUEL PUMP THAT WAS REMOVED WAS BENCH TESTED LATER, BUT WAS FOUND TO MEET THE MANUFACTURERS SPECIFICATIONS.

Brief of Accident (Continued)

File No. - 2188

8/16/83

BASYE,VA

A/C Reg. No. N8242L

Time (Lc1) - 1915 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. UNDETERMINED
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

2. LIGHT CONDITION - DUSK
 3. TERRAIN CONDITION - ROUGH/UNEVEN
-

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR,MAIN GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2087

8/19/83

LYNCHBURG, VA

A/C Reg. No. N47281

Time (Lcl) - 0916 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 - TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA A 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 - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 360/006 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LYNCHBURG, VA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

FALWELL
Runway Ident - 10
Runway Lth/Wid - 2900/ 24
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 26
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 18
Make/Model- 15
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 15
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE RWY AND COLLIDED WITH A DITCH DURING TAKEOFF. THE STUDENT PILOT WAS PRACTICING TOUCH AND GO LANDINGS. DURING ONE RUNNING TAKEOFF AFTER FULL POWER WAS APPLIED THE PLT NOTICED THAT FULL FLAPS WERE STILL EXTENDED. WHILE RETRACTING THE FLAPS THE ACFT VEERED TO THE LEFT OFF THE RWY. THE POWER WAS REDUCED AND BRAKES APPLIED BUT THE ACFT CONTINUED ON INTO A DRAINAGE DITCH. THE TAKEOFF WAS ON RWY 10. THE WINDS WERE REPORTED AS BEING FROM 360 DEGREES AT 6 KTS.

Brief of Accident (Continued)

File No. - 2087

8/19/83

LYNCHBURG,VA

A/C Reg. No. N47281

Time (Lcl) - 0916 EDT

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
6. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
7. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2159 9/02/83 SLATE HILL, VA A/C Reg. No. NONE Time (Lcl) - 1930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 103	NONE	Pass	1	0	0	0
Accident Occurred During -MANEUVERING			0	0	0	0

-----Aircraft Information-----

Make/Model - CONDOR II	Eng Make/Model - KAWASAKI TA440A-F204	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 517	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 40 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BOYD TAVERN, VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 050/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
	Current - N/A	Total - 10
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 10
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL FLT, THE ULTRALIGHT VEHICLE WAS OBSERVED APPROACHING A RESIDENCE IN A SHALLOW DESCENT & WITH LITTLE ENG NOISE. A WITNESS STATED THAT JUST PRIOR TO HITTING A TALL TREE, THE ENG SOUND INCREASED, THE NOSE PITCHED UP & THE EMPENNAGE STRUCK TREE LIMBS. IMMEDIATELY AFTER THAT, THE ULTRALIGHT ROLLED LEFT, THE NOSE DROPPED & THE VEHICLE CRASHED. EARLIER THAT DAY, THE PLT WAS REPORTEDLY FLYING IN THE SAME AREA & WAS SEEN WAVING AT PEOPLE ON THE GROUND. THE PLT HAD APRX 10 HRS FLT TIME IN ULTRALIGHT VEHICLES, BUT HAD NO FAA PLT OR MEDICAL CERTIFICATES. NO RECORD OF A FORMAL GROUND SCHOOL WAS FOUND.

Brief of Accident (Continued)

File No. - 2159

9/02/83

SLATE HILL,VA

A/C Reg. No. NONE

Time (Lcl) - 1930 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
4. OBJECT - TREE(S)
5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2085 4/05/83 SNOHOMISH,WA A/C Reg. No. N52807 Time (Lcl) - 1030 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

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172 PII
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 290/007 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling -

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SEATTLE,WA

Destination

SNOHOMISH,WA

Airport Proximity

ON AIRPORT

Airport Data

HARVEY

Runway Ident - 32

Runway Lth/Wid - 2660/ 38

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - UNK/NR

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

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 STATED HE MISJUDGED THE APPROACH TO LAND AND LANDED ON THE LAST 1/3 OF THE RUNWAY. BRAKES WERE APPLIED DURING LANDING ROLL BUT THE ACFT ROLLED OFF THE END OF THE RUNWAY, STRUCK A DITCH WITH THE NOSEWHEEL AND CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 2085

4/05/83

SNOHOMISH, WA

A/C Reg. No. N52807

Time (Lc1) - 1030 PST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2139 9/05/83 ELK ROCK,WA A/C Reg. No. N58034 Time (Lcl) - 1310 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -SIGHTSEEING
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious	Minor	None
0	1	0
7	4	0

-----Aircraft Information-----

Make/Model - BELL 205A-1
Landing Gear - SKID
Max Gross Wt - 9500
No. of Seats - 15

Eng Make/Model - LYCOMING T53-13B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 1250 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
HOFFSTADT,WA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

Wind Dir/Speed- 200/011 KTS
Visibility - 15.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND
HELICOPTER

Age - 35

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	2677	Last 24 Hrs	-	1
Make/Model	-	1174	Last 30 Days	-	UNK/NR
Instrument	-	104	Last 90 Days	-	120
Multi-Eng	-	34	Rotorcraft	-	2316

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE ACFT WAS CLIMBING THRU ABOUT 800 FT AGL, WHEN THE PLT NOTED A SEVERE SHUDDER & VIBRATION. HE LOWERED THE COLLECTIVE, THEN NOTICED THAT THE N2 & ROTOR RPM WERE PEGGED AT 110%. AS HE REAPPLIED THE COLLECTIVE TO STOP THE OVERSPEED, HE NOTED A LOSS OF THRUST & BEGAN AN AUTOROTATION. THE ONLY SUITABLE AREA OF LAND WAS ON A MUD FLOWN. THE PLT WAS UNABLE TO TURN INTO THE WIND IN THE LANDING AREA. SUBSEQUENTLY, THE HELICOPTER RECEIVED EXTENSIVE DAMAGE DURING AN AUTOROTATIVE LANDING, DOWNWIND, ON ROUGH TERRAIN. A DISASSEMBLY & EXAM OF THE ENG REVEALED THAT THE SHAFT BEARING (#21), PN 1-300-082-01, AND THE N2 TACHOMETER DRIVE SPUR GEAR, PN 1-070-062-04, HAD FAILED. FATIGUE WAS FOUND ON THE SPUR GEAR.

Brief of Accident (Continued)

File No. - 2139

9/05/83

ELK ROCK,WA

A/C Reg. No. N58034

Time (Lc1) - 1310 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB

Finding(s)

1. TURBOSHAFT ENGINE,GAS GENERATOR - FAILURE,TOTAL
2. REDUCTION GEAR ASSY,ACCESSORY DRIVE GEAR - FATIGUE
3. MISCELLANEOUS - OVERSPEED
4. MISCELLANEOUS - VIBRATION

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB

Occurrence #3 FORCED LANDING
Phase of Operation LANDING

Finding(s)

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #4 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - NONE SUITABLE
7. WEATHER CONDITION - TAILWIND
8. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
9. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 6,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2115 10/23/83 BREWSTER,WA A/C Reg. No. N49385 Time (Lcl) - 1600 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
Type of Operation	-AERIAL APPLICATION	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	Fire	Crew 0	1	0	0
Accident Occurred During	-MANEUVERING	ON GROUND	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- BOEING A75N1	Eng Make/Model	- P&W R-985-AN-14B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 450 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 290/005 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point BREWSTER,WA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND,ME LAND,SE SEA</p>	<p>Age - 41</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 12000</p> <p>Make/Model- 67</p> <p>Instrument- 400</p> <p>Multi-Eng - 4000</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 90</p> <p>Last 90 Days- 225</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS POSITIONING THE ACFT FOR SWATH RUNS WHEN IT CRASHED INTO RISING TERRAIN ON THE SIDE OF A HILL NEXT TO A VALLEY. THE PLT HAD PLANNED TO MAKE SWATH RUNS OVER AN ORCHARD IN THE VALLEY. DURING IMPACT, HE RECEIVED SERIOUS HEAD INJURIES & COULD NOT RECALL THE CIRCUMSTANCES OF THE MISHAP. HOWEVER, HE WAS ABLE TO EXIT THE ACFT BEFORE FIRE HAD SPREAD TO THE COCKPIT. WITNESSES ABOUT 1 MI FROM THE CRASH SITE REPORTED HEARING A STEADY ENGINE SOUND UNTIL THE ACFT IMPACTED. THE ACFT REMAINED INTACT & THE GROUND SCARS SHOWED THAT IT HAD MOVED ABOUT 6 FT FORWARD & 4 FT LEFT AFTER IMPACTING.

Brief of Accident (Continued)

File No. - 2115

10/23/83

BREWSTER,WA

A/C Reg. No. N49385

Time (Lc1) - 1600 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 5. TERRAIN CONDITION - RISING
-

----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. - 2062 11/26/83 EPHRATA,WA A/C Reg. No. N98567 Time (Lcl) - 1411 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-EXECUTIVE/CORPORATE	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	1	0	0
Accident Occurred During	-APPROACH	ON GROUND	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 304A	Eng Make/Model	- CONTINENTAL TS10-520-N	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5990	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 310 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 040/005 KTS</p> <p>Visibility - 2.000 SM</p> <p>Lowest Sky/Clouds - PART OBS</p> <p>Lowest Ceiling - 1500 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - SNOW</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SEATTLE,WA</p> <p>Destination TWISP,WA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - VOR/TVOR</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data EPHRATA</p> <p>Runway Ident - 29</p> <p>Runway Lth/Wid - 7300/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4948
SE LAND,ME LAND,SE SEA	Months Since - 9	Make/Model- 1590
	Aircraft Type - UNK/NR	Instrument- 134
		Multi-Eng - 1677
		Last 24 Hrs - 1
		Last 30 Days- 170
		Last 90 Days- 440

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A HILLTOP DURING A MISSED APPROACH IN IMC WEATHER. THE ACFT WAS ON AN IFR FLT PLAN. THE PLT STATED VISUAL CONTACT WAS EST AT ABOUT 2000 FT MSL BUT GROUND FEATURES WERE MASKED IN SNOW. WHEN THE PLT DID NOT SEE THE AIRPORT AT THE PROPER TIME HE COMMENCED A MISSED APPROACH AND THE ACFT STRUCK THE GROUND. INVESTIGATION REVEALED THAT THE OBS(VOR COURSE INDICATOR) WAS SET ON 222 DEGREES INSTEAD OF 202 DEGREES FOR THE PUBLISHED INBOUND HEADING. THE RESULTANT COURSE PASSED DIRECTLY OVER THE ACCIDENT SITE. THE ACFT WAS NOT OBSERVED ON RADAR BECAUSE OF ITS LOW ALT.

Brief of Accident (Continued)

File No. - 2062

11/26/83

EPHRATA,WA

A/C Reg. No. N98567

Time (Lc1) - 1411 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. PROCEDURES/DIRECTIVES - INACCURATE - PILOT IN COMMAND
2. IFR PROCEDURE - INACCURATE - PILOT IN COMMAND
3. EQUIPMENT, OTHER - NOT CORRECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2060

8/04/83

FRANKLIN,WI

A/C Reg. No. N1369N

Time (Lcl) - 1230 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - BLACK KR1
Landing Gear - UNK/NR
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - VOLKSWAGON 60
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 60 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 - IMC

Wind Dir/Speed- 045/010 KTS

Visibility - 3.000 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 600 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

OSHKOSH,WI

Destination

UNK/NR

Airport Proximity

ON AIRPORT

Airport Data

RAINBOW

Runway Ident - 27

Runway Lth/Wid - 2140/ 30

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 46

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 - 97

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED TO TOUCHDOWN ON RWY 27; BECOME AIRBORNE, CLIMB OUT AND TURN TOWARD THE AIRPORT CRASHING 500 FT SHORT OF THE RWY. FAA EXAMINATION OF THE WRECKAGE DID NOT REVEAL ANY EVIDENCE OF FLIGHT CONTROL FAILURE/MALFUNCTION OR PRE-IMPACT PLT INCAPACITATION.

Brief of Accident (Continued)

File No. - 2060

8/04/83

FRANKLIN, WI

A/C Reg. No. N1369N

Time (Lcl) - 1230 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2032

6/30/83

KEYSER, WV

A/C Reg. No. N215W

Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -BLACKHAWK AIRWAYS, INC.
Type of Operation -NON SCHED,DOMESTIC,CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -CLIMB

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH G18S
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 10100
No. of Seats - 2

Eng Make/Model - P&W R-985-14B
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 180/005 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WINCHESTER, VA
Destination
IOWA CITY, IA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 7000
Make/Model- 4000
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 MANAGER OF BLACKHAWK AIRWAYS HAD CLEARED THE FLT FOR A 1000 EDT DEPARTURE, BUT THE ACTUAL TAKEOFF TIME WAS NOT ESTABLISHED. NO RECORD OF A PREFLT WX BRIEFING WAS FOUND. HOWEVER, DURING A TELEPHONE CONVERSATION PRIOR TO THE FLT, THE PLT INDICATED TO HIS MANAGER THAT THE CLOUDS WOULD BE LOWER IN THE MOUNTAINS. AT APRX 1030, GROUND WITNESSES OBSERVED AN ACFT, MATCHING THE DESCRIPTION OF N215W, CIRCLING BENEATH THE CLOUDS AT KEYSER, WV, THEN DEPART TO THE SOUTHWEST. WHEN THE ACFT DID NOT ARRIVE AT ITS DESTINATION, A SEARCH WAS BEGUN. IT WAS FOUND WHERE IT HAD IMPACTED RISING TERRAIN APRX 6 MI SOUTHWEST OF KEYSER. THE IMPACT OCCURRED ON A 26 DEG SLOPE, AT APRX THE 3000 FT LEVEL, JUST BELOW A 3104 FT PEAK. THE ACFT WAS CLIMBING WHEN IT IMPACTED WOODED TERRAIN. A PLT/MECHANICAL, WHO OPERATED AN ARPT APRX 3 MI SOUTHEAST OF KEYSER, REPORTED THERE WAS FOG IN THE MORNING HRS WITH A CEILING OF ABOUT 2000 FT UNTIL MIDDAY & THAT THE MOUNTAIN TOPS IN THE VICINITY OF THE CRASH SITE WERE OBSCURED.

Brief of Accident (Continued)

File No. - 2032

6/30/83

KEYSER, WV

A/C Reg. No. N215W

Time (Lc1) - 1030 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. TERRAIN CONDITION - HIGH TERRAIN
 3. WEATHER CONDITION - CLOUDS
 4. WEATHER CONDITION - LOW CEILING
 5. WEATHER CONDITION - FOG
 6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CLIMB

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 8. TERRAIN CONDITION - RISING
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2154 10/01/83 GLENVILLE, WV A/C Reg. No. N2857S Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 150G	Eng Make/Model	- CONTINENTAL D-200-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/009 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 3000 FT BROKEN</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>STONE KING ARPT, WV</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 - FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>PRIVATE</p> <p>Runway Ident - 22</p> <p>Runway Lth/Wid - 1650/ 90</p> <p>Runway Surface - DIRT</p> <p>Runway Status - SOFT</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 61
	Months Since - N/A	Make/Model- 36
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PLT WAS LANDING ON HIS PRIVATE ARPT, THE NOSEWHEEL ROLLED INTO A SOFT, WET AREA ON THE DIRT RWY. THE ACFT THEN NOSED OVER & CAME TO REST ON ITS TOP. REPORTEDLY, THE RUNWAY STILL HAD SOME SOFT SPOTS AFTER A RAIN ON THE PREVIOUS DAY.

Brief of Accident (Continued)

File No. - 2154

10/01/83

GLENVILLE,WV

A/C Reg. No. N2857S

Time (Lcl) - 1500 EDT

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2137

3/05/83

EVANSTON,WY

A/C Reg. No. N8406F

Time (Lcl) - 1916 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

SUBSTANTIAL

Fire

ON GROUND

Crew

Pass

Fatal

0

1

Injuries

Serious

1

0

Minor

0

0

None

0

0

-----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- 360/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 4000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - RAIN SHOWERS

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

CODY,WY

Destination

OGDEN,UT

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE 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 - 526

Make/Model- 200

Instrument- 4

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

WHEN EN ROUTE, THE ACFT COLLIDED WITH POWER LINES WHERE THEY CROSSED OVER A HIGHWAY ABOUT 39 FT AGL. TWO WITNESSES NEAR THIS LOCATION REPORTED THAT THE ACFT WAS FLYING LOW & WAS FOLLOWING THE HIGHWAY ON A WESTERLY HEADING WHEN THE ACFT STRUCK THE WIRES. THE WIRE STRIKE OCCURRED AS THE ACFT WAS STARTING TO CROSS A VALLEY ABOUT 8 MI WIDE. SUBSEQUENTLY, THE ACFT CRASHED INTO RISING TERRAIN ON THE OPPOSITE SIDE OF THE VALLEY. WITNESSES IN CARS NEAR THAT AREA STATED THAT THE ACFT WAS FLYING LOW OVER THE HIGHWAY & WAS ZIG-ZAGGING BACK & FORTH. JUST PRIOR TO CRASHING, THEY SAW THE ACFT GO INTO A STEEP BANK, THEN IT DISAPPEARED FROM THEIR VIEW AS IT WENT BEHIND A HILL. AN EXAM OF THE CRASH SITE REVEALED THAT THE ACFT WAS IN NEAR LEVEL FLT WHEN IT HIT TREES ON THE SIDE OF A HILL, THEN IT CRASHED INTO A 9 DEG RISING SLOPE. THE PLT WAS SERIOUSLY INJURED & COULD NOT RECALL THE FLT OR THE ACCIDENT. WITNESSES STATED THAT THE ACCIDENT OCCURRED ON A DARK NIGHT WITH LOW CEILINGS & WITH LIGHT SNOW FALLING.

Brief of Accident (Continued)

File No. - 2137

3/05/83

EVANSTON,WY

A/C Reg. No. N8406F

Time (Lc1) - 1916 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. LIGHT CONDITION - DARK NIGHT
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - SNOW
 5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

6. OBJECT - WIRE,TRANSMISSION
 7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

8. MANEUVER - PERFORMED - PILOT IN COMMAND
 9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 10. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 11. TERRAIN CONDITION - RISING
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,9,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2026 5/16/83 BURNS,WY A/C Reg. No. N33066 Time (Lcl) - 1845 MDT

-----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

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING IO-260-C1C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC

Wind Dir/Speed- 050/015 KTS

Visibility - 2.000 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 300 FT OVERCAST

Obstructions to Vision- UNK/NR

Precipitation - RAIN

Condition of Light - DUSK

Itinerary

Last Departure Point

HAYS,KS

Destination

CHESTER,MT

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 221

Make/Model- 68

Instrument- 3

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE DEPARTING, THE PLT RECEIVED A WX BRIEFING & WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED THRU WESTERN NEBRASKA & EASTERN WYOMING. A FRONTAL WX SYS WAS FORCASTED TO PRODUCE THUNDERSTORM ACTIVITY WITH ASSOCIATED TURBULENCE & RAIN. REPORTEDLY, THE PLT WAS ANXIOUS TO MAKE THE FLT SO HE COULD DELIVER NEEDED PARTS FOR A MACHINE THAT WAS TO BE USED IN A PUBLICLY ADVERTISED DEMONSTRATION. ADDITIONALLY, HE FELT HE COULD HELP HIS PARTNER COMPLETE THE PROJECT IN TIME FOR THE DEMONSTRATION. THE PLT ELECTED TO FILE A VFR FLT & THEN DEPARTED AS PLANNED. WHILE EN ROUTE, THE ACFT ENCOUNTERED WX & SUBSEQUENTLY CRASHED. JUST BEFORE IMPACT, THE ACFT WAS SEEN SPIRALING AFTER IT CAME OUT OF A LOW OVERCAST WITH NO RIGHT WING OR TAIL SECTION. AFTER THE PLANE CRASHED, A WITNESS SAW THE RIGHT WING "DRIFTING DOWN." AN EXAM OF THE WRECKAGE REVEALED EVIDENCE THAT BOTH HORIZONTAL STABILIZERS FAILED FROM POSITIVE AIRLOADS & THE RIGHT OUTBOARD WING SECTION FAILED FROM NEGATIVE AIRLOADS. NO EVIDENCE FOUND OF A MALFUNCTION/FAILURE BEFORE INFLT BREAKUP.

Brief of Accident (Continued)

File No. - 2026

5/16/83

BURNS,WY

A/C Reg. No. N33066

Time (Lcl) - 1845 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DUSK
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - THUNDERSTORM
4. WEATHER CONDITION - TURBULENCE
5. WEATHER CONDITION - RAIN
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
7. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

8. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

11. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
12. FLIGHT CONTROL, STABILATOR - OVERLOAD
13. WING - OVERLOAD

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) 6,9,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,10,12,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2011

5/21/83

LANDER, WY

A/C Reg. No. N54609

Time (Lcl) - 1930 MDT

-----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

1

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - CESSNA 172P

Eng Make/Model - AVCO LYCOMING O-320-D2J

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2400

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 160 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

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 - SNOW

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

OGDEN, UT

Destination

RIVERTON, WY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 45

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 229

Make/Model- 100

Instrument- 51

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

AT NOON ON 5/21/83, THE PLT DEPARTED RIVERTON, WY ON A FLT TO OGDEN, UT TO TRANSPORT A MINISTER BACK TO RIVERTON FOR A WEDDING. AFTER ARRIVING AT OGDEN, HE OBTAINED A WX BRIEFING FOR THE RETURN FLT. HE WAS WARNED OF POSSIBLE THUNDERSTORM ACTIVITY, TURBULENCE, LOW CEILINGS & STRONG, GUSTY WINDS. THE NON-INSTRUMENT RATED PLT WAS TOLD THAT IN THE VICINITY OF LANDER & ROCK SPRINGS, WY, THERE WERE RAIN SHOWERS, AND WITH THUNDERSTORM ACTIVITY, VFR FLT MAY NOT BE POSSIBLE. THE PLT FILED A VFR FLT PLAN & STATED HE WOULD "TAKE A LOOK-SEE." AT 1729, HE TOOK OFF. THERE WAS NO EN ROUTE RADIO CONTACT, EXCEPT WHEN HE REQUESTED & WAS PROVIDED THE RIVERTON WX. AT APRX 1930, A RESIDENT NEAR THE CRASH SITE HEARD A SMALL ACFT FLYING LOW. SHE REPORTED THUNDER, LIGHTNING, THICK FOG & HEAVY SNOWFALL AT THAT TIME. WHEN THE ACFT DID NOT ARRIVE AT RIVERTON, A SEARCH WAS BEGUN. IT WAS FOUND NEAR A MOUNTAIN PASS WHERE IT CRASHED ON A RIDGE IN A 45 DEG NOSE DOWN, WINGS LEVEL ATTITUDE. THERE WAS VIRTUALLY NO MOVEMENT AFTER IMPACT. NO PREIMPACT/MECHANICAL FAILURE/MALFUNCTION WAS REPORTED.

Brief of Accident (Continued)

File No. - 2011

5/21/83

LANDER,WY

A/C Reg. No. N54609

Time (Lc1) - 1930 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. LIGHT CONDITION - DUSK
3. TERRAIN CONDITION - HIGH TERRAIN
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
7. WEATHER CONDITION - RAIN
8. WEATHER CONDITION - SNOW
9. VFR FLIGHT INTO IMC - MISJUDGED - PILOT IN COMMAND
10. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

11. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
12. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
13. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
14. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

15. TERRAIN CONDITION - MOUNTAINOUS/HILLY
16. TERRAIN CONDITION - SNOW COVERED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,9,11,12

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8,10,13,14,15,16

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2081

8/08/83

CHEYENNE,WY

A/C Reg. No. N2590K

Time (Lcl) - 1423 MDT

-----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	3

-----Aircraft Information-----

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1790
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-420-4
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 - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 140/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ELKO,NV

Airport Proximity
ON AIRPORT

Airport Data

CHEYENNE
Runway Ident - 08
Runway Lth/Wid - 9199/ 150
Runway Surface - CONCRETE
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 295	Last 24 Hrs	- 8
Make/Model-	18	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	18

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT GROUNDLOOPEED DURING TAKEOFF. THE PLT STATED THAT HE INCORRECTLY ASSUMED A 14 KT HEADWIND WHEN THE TOWER GAVE THE "WINDS LIGHT AT FOURTEEN" AFTER PREVIOUSLY ASSIGNING RWY LIGHT. AFTER APPLYING POWER HE REALIZED THAT HE HAD A X-WIND AND CUT THE POWER. THE TAIL CAME AROUND AND THE LEFT WHEEL BROKE.

Brief of Accident (Continued)

File No. - 2081

8/08/83

CHEYENNE,WY

A/C Reg. No. N2590K

Time (Lc1) - 1423 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND
3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
6. COMMUNICATIONS - POOR - ATC PSNL(LCL/GND/CLNC)

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

7. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2079 11/30/83 RAWLINS,WY A/C Reg. No. N5802V Time (Lcl) - 1552 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -PUBLIC USE	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-32R-300	Eng Make/Model - LYCOMING IO-540-K1G5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	SCOTTSBLUFF,NE	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	RAWLINS MUNICIPAL
Wind Dir/Speed- 270/004 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7000/ 100
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 345
SE LAND	Months Since - 8	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 18
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 13
		Multi-Eng - 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE APPROACH INTO RAWLINS WAS NORMAL BUT WHILE ON SHORT FINAL HE REALIZED THAT THE ACFT WAS TOO LOW. THE ACFT WAS ACTUALLY LOWER THEN THE RUNWAY WHICH IS LOCATED ON A PLATEAU. HE ATTEMPTED TO CORRECT BUT LOST AIRSPEED AND LANDED SHORT. THE LT WING HIT A SNOWBANK, THE ACFT SWERVED AND THE LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2079

11/30/83

RAWLINS,WY

A/C Reg. No. N5802V

Time (Lc1) - 1552 MST

Occurrence

UNDERSHOOT

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2122 12/02/83 COKEVILLE,WY A/C Reg. No. N1084N Time (Lcl) - 1045 MST

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	HELI-JET CORPORATION	SUBSTANTIAL						
Type of Operation	NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Injuries	Minor	None	
Flight Conducted Under	14 CFR 135	NONE	Pass	0	0	0	1	
Accident Occurred During	LANDING			0	0	0	0	

-----Aircraft Information-----

Make/Model	BELL 205A-1	Eng Make/Model	LYCOMING T5313B	ELT Installed/Activated	YES/YES
Landing Gear	SKID	Number Engines	1	Stall Warning System	NO
Max Gross Wt	9500	Engine Type	TURBOSHAFT		
No. of Seats	15	Rated Power	1250 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	COKEVILLE,WY	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LOCAL	
Wind Dir/Speed- 050/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - OBSCURED	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - SNOW - DRY
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW SHOWER		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5361
SE LAND	Months Since - 8	Make/Model- 5011
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 113
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 67
		Rotorcraft - 5256

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT REPORTED THAT SNOW HAD BEEN FALLING REGULARLY FOR THE PREVIOUS FEW DAYS BEFORE THE FLT. HE DEPARTED THE STAGING AREA WITH 12 DRILL CREW MEMBERS. AT THAT TIME, THE VISIBILITY WAS 2 TO 3 MI & A CEILING OF 800 TO 1000 FT. THE PLT FLEW 9 OF THE PASSENGERS TO A SEISMIC LINE ON AN 8000 FT RIDGE LINE, THEN FLEW THE OTHER PASSENGERS TO THE VALLEY FLOOR, WHERE THEIR EQUIPMENT WAS LOCATED. DURING ARRIVAL, THERE WAS A 500 FT CEILING, THE VISIBILITY WAS ABOUT 1 MI & SNOW WAS FALLING LIGHTLY. WHILE LANDING, THE ROTOR WASH KICKED UP CONSIDERABLE SNOW, BUT THE PLT WAS ABLE TO USE THE DRILL RIGS FOR A VISUAL REFERENCE. HE TOOK OFF AGAIN TO RETURN TO THE STAGING AREA, BUT AFTER FLYING APRX 1/4 MI, THE SNOW SHOWER INCREASED & THE VISIBILITY BEGAN DROPPING. HE DECIDED TO LAND & WAIT FOR THE WX TO IMPROVE. HOWEVER, AS HE APPROACHED THE GROUND, ALL VISUAL REFERENCE WAS LOST DUE TO SNOW KICKED UP FROM THE ROTOR WASH. SUBSEQUENTLY, THE HELICOPTER DRIFTED TO THE RIGHT, THE RIGHT SKID DUG INTO THE SNOW & THE HELICOPTER ROLLED OVER.

Brief of Accident (Continued)

File No. - 2122

12/02/83

COKEVILLE,WY

A/C Reg. No. N1084N

Time (Lc1) - 1045 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - SNOW
 4. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
 5. TERRAIN CONDITION - SNOW COVERED
 6. WEATHER CONDITION - WHITEOUT
 7. VFR FLIGHT INTO IMC - INADVERTENT - 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) 1,7

Factor(s) relating to this accident is/are finding(s) 2,3,5,6

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EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 7026

NTSB-AAB-85-12

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Brief Format

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