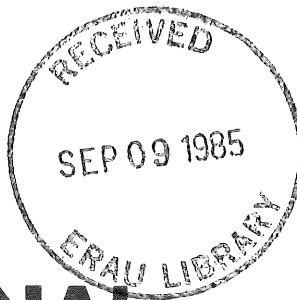


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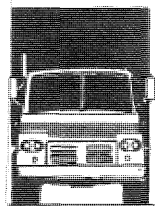
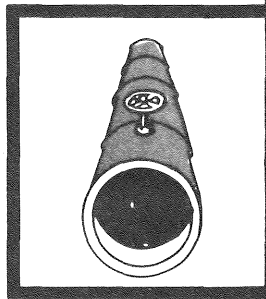
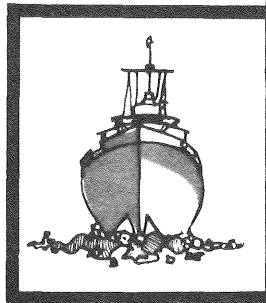
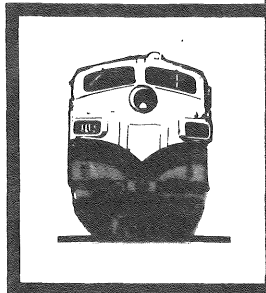
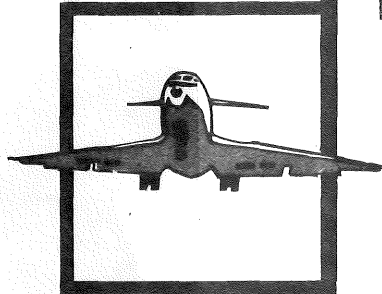
WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 12 OF 1983 ACCIDENTS

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TECHNICAL REPORT DOCUMENTATION PAGE

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				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1983. The 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally seventeen times each year. The Brief Format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of operation and type of aircraft. File Numbers: 2201 through 2400					
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 12

CALENDAR YEAR 1983

File Order Listing - Issue No. 12, 1983

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2201	1239D	062683	CAJON PASS, CA	CESSNA	C170A	SERIOUS	80
2202	1319S	062483	SHOW LOW, AZ	CESSNA	182P	MINOR	52
2203	733PP	062483	MARINA, CA	CESSNA	172N	NONE	74
2204	4036A	062383	SAN DIEGO, CA	HILLER	UH12E	SERIOUS	72
2205	6134E	120183	TRUCKEE, CA	CESSNA	172N	MINOR	110
2206	714UD	111883	PALO ALTO, CA	CESSNA	152	NONE	108
2207	89610	111083	YUMA, AZ	AYRES	THRUSH COM	NONE	60
2208	3821Z	111283	BERMUDA DUNES, CA	BEECH	A-36	NONE	106
2209	206TB	091483	DAVENPORT, CA	DEHAVILLAND	B-206	FATAL	104
2210	4957G	070183	HAYWARD, CA	CESSNA	172	MINOR	84
2211	1860	062583	BANNING, CA	SMITH-POSTON	BI-PLANE	NONE	76
2212	4818K	081983	GOLDFIELD, NV	CESSNA	P210	NONE	258
2214	25593	082283	DOUGLAS, AZ	CESSNA	152	NONE	58
2215	4312X	082083	FRESNO, CA	PIPER	PA-28-R200	SERIOUS	100
2216	503SS	082783	HOT SPRINGS, AR	SWEARINGEN	SA226TC	NONE	48
2217	714QA	080783	PALO ALTO, CA	CESSNA	150M	NONE	98
2218	2510U	073083	NOVATO, CA	PIPER	PA-28RT	NONE	96
2219	920RB	072783	CLIFTON, AZ	CESSNA	206	MINOR	56
2220	757KE	072283	BISHOP, CA	CESSNA	TR182RG II	NONE	90
2221	45398	072283	CHICO, CA	CESSNA	150	NONE	92
2222	5737Z	072283	MAMMOTH LAKES, CA	PIPER	PA-22-108	MINOR	94
2223	9707	071183	PRINCETON, CA	GRUMMAN	G-164	NONE	88
2224	1494G	070183	FRANKLIN, CA	BEECH	95-A55	NONE	82
2225	20391	070283	GRAND CANYON, AZ	CESSNA	177B	NONE	54
2226	7593W	070283	CLEARLAKE, CA	PIPER	PA-28-180	NONE	86

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2227	401HW	091983	MONROE, NC	CESSNA	401A	NONE	242
2228	6881M	112683	LA PORTE, MI	STINSON	108-3	SERIOUS	210
2229	44042	122683	TERRE HAUTE, IN	PIPER	PA-28R-200	NONE	174
2230	2549L	111483	KENTLAND, IN	CESSNA	172	NONE	170
2231	9644B	111783	BUFFALO, MN	MOONEY	M-20K	MINOR	224
2232	25687	121883	HAYWARD, WI	PIPER	PA-38-112	NONE	374
2233	75849	071083	CINCINNATI, OH	BOEING	B75	NONE	278
2234	5738P	050183	CORAM, NY	PIPER	PA-24-250	FATAL	260
2235	3242Z	051583	SPRING ARBOR, MI	PIPER	PA-22	NONE	196
2237	4648M	080183	URBANA, IL	CESSNA	152	NONE	154
2238	81964	071983	FRANKLIN, IN	E.R. HUTSON	EAA BIPLAN	NONE	164
2239	6982E	071583	STANWOOD, MI	CESSNA	175A	NONE	198
2240	51228	071183	HIBBING, MN	CESSNA	150J	NONE	218
2241	NONE	040683	TULARE, CA	MITCHELL	A-10	FATAL	66
2242	64002	011983	SAN FRANCISCO, CA	BEECH	C-99	FATAL	64
2243	391B	053083	ANTIOCH, CA	BEECH	H35	FATAL	68
2244	50586	021383	NOGALES, AZ	CESSNA	150J	NONE	50
2245	54828	122883	MICHIGAN CITY, IN	PIPER	PA-23-250	NONE	176
2246	5185B	070383	THOMASVILLE, IL	BELL	47G2	NONE	152
2247	22521	062383	GERMANTOWN, OH	CESSNA	150H	MINOR	276
2248	2405U	061983	CAMBRIDGE, OH	PIPER	PA28-161	FATAL	274
2249	29968	042483	PILLAGER, MN	CESSNA	185F	FATAL	214
2250	737JA	072483	SENECA ROCKS, WV	CESSNA	TR 182	NONE	376
2251	6953Z	081683	BAXLEY, GA	PIPER	PA-25-235	NONE	144
2252	8636L	090383	ODUM, GA	PIPER	PA-25-235	NONE	146

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2253	8414H	110583	GAITHERSBURG, MD	ROBINSON	R22	NONE	186
2254	100ES	082183	LA JOLLA, CA	CHAMPION	7GCAA	FATAL	102
2255	81KP	062583	GEYSERVILLE, CA	PROUT	LONG-EZE	FATAL	78
2256	8318T	060883	EL CAJON, CA	PIPER	PA-28-181	FATAL	70
2257	6459L	111583	CHARLOTTE, NC	PIPER	PA-31-300	FATAL	246
2258	27676	111483	SALOME, AZ	RIDER	AA-4	SERIOUS	62
2259	2990F	090883	KAILUA-KONA, HI	BEECH	H18S	SERIOUS	148
2261	11539	070383	ISLAMORADA, FL	CESSNA	150L	SERIOUS	128
2262	4095R	122183	VERO BEACH, FL	PIPER	PA-32-300	SERIOUS	138
2263	77022	090283	WINDHAM, NH	CESSNA	140	MINOR	250
2264	48316	121883	DUMMERSTON, VT	BELL	47-G3B1	NONE	368
2265	3034V	123183	ALTAMONT, NY	BEECH	35	NONE	272
2266	14360	122883	WEST MIFFLIN, PA	PIPER	PA-23-250	NONE	308
2267	238G	101683	SKANEATELES, NY	AERO COMMAND	560E	NONE	266
2268	876U	102483	SYRACUSE, NY	BEECH	G18S	NONE	268
2269	62969	052483	TIMPSON, TX	CESSNA	172	MINOR	350
2270	5284	051883	TAFT, LA	GRUMMAN	G-164A	SERIOUS	180
2271	77NC	050983	DENVER, MO	SKYPOWER	GBN-41-100	SERIOUS	228
2272	5140U	081283	PLYMOUTH, FL	CESSNA	206	NONE	134
2273	731VF	061083	TUCKER, AR	CESSNA	188	NONE	44
2274	761HZ	123083	WEST PALM BEACH, FL	CESSNA	210M	FATAL	140
2275	5525E	051583	WHEELER, TX	CESSNA	150	MINOR	346
2276	170KM	051383	PRAGUE, OK	CESSNA	170A	NONE	298
2277	10069	051883	COVINGTON, TX	CESSNA	150	NONE	348
2278	42563	051683	SHERILL, AR	PIPER	J3	NONE	42

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2279	63310	051483	ABILENE, TX	VOLPAR	TC-45G	NONE	344
2280	4016Y	060683	MCALLEN, TX	CESSNA	185	SERIOUS	352
2281	2053G	050983	AFTON, OK	BEECH	B60	NONE	296
2282	43480	031283	KINGSTON, OK	PIPER	PA-34-200	FATAL	294
2285	NONE	050883	MANVEL, TX	ROTEC	RALLY 2B	FATAL	342
2286	8314N	050583	SAN ANGELO, TX	BEECH	E33	NONE	338
2287	704AL	081483	SO. FALLSBURGH, NY	CESSNA	150M	SERIOUS	264
2288	87RW	092483	NORTH CANAAN, CT	I.S.A. BRASO	IS28B2 "LA	SERIOUS	118
2289	20021	070183	LORIDA, FL	TAYLORCRAFT	TC-19	FATAL	126
2290	97155	111083	SKWENTNA, AK	STINSON	108	NONE	16
2291	95666	112783	ANCHORAGE, AK	TAYLORCRAFT	BC-12D	MINOR	18
2292	90188	103083	KODIAK, AK	BELL	206-B	SERIOUS	12
2293	4702B	100883	ANCHORAGE, AK	CESSNA	180	NONE	10
2294	54633	070583	MCKINLEY PARK, AK	CESSNA	172P	NONE	4
2295	83278	112783	FORT YUKON, AK	PIPER	PA-18	NONE	20
2296	61666	050683	HOUMA, LA	CESSNA	180K	NONE	178
2297	7044Q	050183	LONOKE, AR	CESSNA	182P	NONE	40
2298	4796	050683	SOCORRO, NM	CESSNA	210B	MINOR	256
2299	138HA	050383	QUANAH, TX	HILLER	UH-12E	NONE	336
2300	5087Y	120183	DELTA JUNCTION, AK	PIPER	PA-18	NONE	22
2301	2601D	122683	MCGRATH, AK	CESSNA	170B	NONE	24
2302	1423Z	071183	NINILCHIK, AK	PIPER	PA-18	NONE	8
2304	30DR	102683	ST. LOUIS, MO	GONVAIR	340	NONE	230
2305	8320G	110383	PORTLAND, IN	CESSNA	150F	FATAL	168
2307	141EH	071183	DUTCH HARBOR, AK	AEROSPATIALE	AS-350D	SERIOUS	6

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2309	2531G	092583	CONSTANTINE, MI	CESSNA	182B	FATAL	204
2310	704M	120583	KANSAS CITY, MO	BEECH	TC-45J	FATAL	234
2311	NONE	040983	WETUMPKA, AL	WIZARD	J-3	MINOR	26
2312	68TG	071583	BLOUNTVILLE, TN	GRUMMAN	G-159	MINOR	318
2313	5082G	101583	CULLMAN, AL	CESSNA	172	NONE	30
2314	8366L	091283	MIAMI, FL	CESSNA	172I	FATAL	136
2315	9975	103183	KENAI, AK	CESSNA	206	FATAL	14
2317	8338X	083083	PORTSMOUTH ISL., NC	CESSNA	172C	NONE	240
2318	6933	100683	MITCHELLVILLE, MD	CESSNA	152	NONE	184
2319	NONE	040283	EAST HANOVER, NJ	CGS	HAWK	SERIOUS	252
2320	6903D	111283	EASTON TOWNSHIP, MI	PIPER	PA-22-150	FATAL	206
2322	2183P	102083	NR. MCADAMS, MS	BELL	206B	NONE	236
2323	31619	060983	LANE CITY, TX	AIR TRACTOR	AT-400A	FATAL	354
2324	3038A	050683	IRAAN, TX	CESSNA	170B	FATAL	340
2325	52883	042083	SEARCY, AR	CESSNA	182P	NONE	38
2326	NONE	072083	DAHLONEGA, GA	CONDOR II	SPECIAL	FATAL	142
2327	35925	061183	PAMPA, TX	CESSNA	TU206F	FATAL	356
2328	52072	060183	HARVEY, LA	CESSNA	180J	FATAL	182
2329	7529Q	100483	MALINTA, OH	CESSNA	320Q	FATAL	284
2330	2441Q	092183	RUSH CITY, MN	JILEK-SMITH	DSA-M3	FATAL	222
2331	29302	030283	BORGER, TX	CESSNA	177	FATAL	328
2332	8384A	030283	LA GRANGE, TX	PIPER	PA-28-181	SERIOUS	330
2333	8373J	030783	GRAND PRAIRIE, TX	ROBINSON	R22	NONE	332
2334	37365	020983	ADDISON, TX	BEECH	A36TC	FATAL	324
2335	4506W	123183	HEBRON, OH	PIPER	PA-28-181	NONE	292

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2336	37253	120483	SIDNEY, OH	BEECHCRAFT	77	FATAL	290
2337	41873	112583	ZANESVILLE, OH	PIPER	PA-28R-200	MINOR	288
2338	8719A	101683	NORTHFIELD, OH	BEECH	B35	NONE	286
2339	25134	110683	GREER, SC	RAND	KR-2	FATAL	312
2341	46807	080683	PORTAGE, WI	BEEMER	PITTS S-1C	NONE	372
2342	6227S	090583	PARIS, IL	CESSNA	150G	NONE	158
2343	2562N	090583	WAYNESVILLE, OH	CESSNA	140	NONE	280
2344	4142H	090383	HOUGHTON HTS., MI	PIPER	PA-15	NONE	202
2345	6831T	040383	DALHART, TX	CESSNA	T310R	FATAL	334
2346	6916L	021483	ANDREWS, TX	CESSNA	310K	FATAL	326
2347	17CP	073183	VALLEY, NE	BEECH	A100	NONE	248
2348	383B	110883	FRANKLIN, PA	BEECH	E18S	NONE	306
2349	7759G	101583	WILKES-BARRE, PA	CESSNA	172L	MINOR	302
2350	9238T	100883	BLOCK ISLAND, RI	PIPER	PA-38-112	NONE	310
2351	600A	082083	BUTLER, PA	PIPER	PA-22 TRIP	NONE	300
2352	1323T	110983	SYRACUSE, NY	PIPER	PA-28-140	NONE	270
2353	213S	042883	DANIA, FL	BEECH	D18S	SERIOUS	124
2354	3899U	012183	GOLIAD, TX	BELL	206L-3	FATAL	322
2355	837E	053083	FARMINGDALE, NY	BEECH	B36TC	FATAL	262
2356	NONE	102483	MOUNTVILLE, PA	HIGHCRAFT	BUCCANEER	FATAL	304
2357	265T	041783	DESTIN, FL	BEECH	V35TC	SERIOUS	122
2358	6305E	050583	EATON RAPIDS, MI	CESSNA	A185F	NONE	192
2359	8084B	050683	EVANSVILLE, IN	CESSNA	172	NONE	160
2360	2198F	050683	TERRE HAUTE, IN	CESSNA	U206	NONE	162
2361	8728P	042383	ANTHONY, NM	PIPER	PA-24-260	MINOR	254

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2362	3389D	123083	FLORISSANT, CO	CESSNA	180	NONE	114
2363	477MA	110483	RICHFIELD, UT	MITSUBISHI	MY-2B-60	SERIOUS	366
2364	93271	121883	BROOMFIELD, CO	CESSNA	152	NONE	112
2365	9464V	092483	SALT LAKE CITY, UT	MOONEY	M20F	FATAL	362
2366	400NA	081183	EVART, MI	BEECH	G18S	FATAL	200
2367	8637Z	022383	BROOKLAND, AR	CESSNA	P-206C	FATAL	32
2368	4505E	030783	MAYFLOWER, AR	CESSNA	172N	FATAL	34
2369	5512G	031983	EL DORADO, AR	CESSNA	150J	NONE	36
2370	4874R	042683	NEW HOPE, AL	CESSNA	A-188B	NONE	28
2371	6427Y	061883	EL PASO, TX	CESSNA	210 NII	NONE	360
2372	35520	061683	FORREST CITY, AR	CESSNA	172I	MINOR	46
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2376	51637	123083	HOLYOKE, CO	MAULE	M-5-220C	NONE	116
2377	39451	122783	GREAT FALLS, MT	LAKE	LA-4-200	NONE	238
2378	5778X	112183	SWEET SPRINGS, MO	AEROSPATIALE	AS350D	SERIOUS	232
2379	5270B	073083	NASHVILLE, TN	CESSNA	152	SERIOUS	320
2380	2487D	052383	CENTRAL, AK	CESSNA	170	NONE	2
2381	NONE	071083	JACKSONVILLE, FL	PTERODACTYL	ASCENDER	SERIOUS	132
2381	NONE	071083	JACKSONVILLE, FL	PTERODACTYL	ASCENDER	SERIOUS	130
2382	7517U	110683	SIOUX FALLS, SD	CONVAIR	580	NONE	314
2384	8162D	111983	DEXTER, MI	PIPER	PA-28-161	FATAL	208
2385	99163	090383	ROCKFORD, IL	PIPER	J-3	NONE	156
2386	84843	082183	CANTON, MN	CESSNA	172K	SERIOUS	220
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2391	1491T	041983	RICE LAKE, WI	PIPER	PA-28-180	MINOR	370
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2393	7234D	121083	OWOSSO, MI	PIPER	PA-22-150	NONE	212
2394	15255	111783	NORTHFIELD, MN	PIPER	PA-28-180	MINOR	226
2395	7691P	100683	VICKSBURG, NC	PIPER	PA-24-250	MINOR	244
2396	34010	100383	NORTHFIELD, OH	CESSNA	177B	NONE	282
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AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 12 OF 1983 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2380 5/23/83 CENTRAL,AK

A/C Reg. No. N2487D

Time (Lcl) - 1415 ADT

-----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 Crew Fatal
NONE Pass 0

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

Make/Model - CESSNA 170
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2200
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 170/010 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
FAIRBANKS,AK
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CIRCLE HOT SPRINGS
Runway Ident - 26
Runway Lth/Wid - 3670/ 60
Runway Surface - GRAVEL
Runway Status - DRY

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

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 363
Make/Model- 7
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING ARRIVAL, HE CHECKED THE WINDSOCK & NOTED A X-WIND CONDITION OF 10 KTS OR LESS. HOWEVER, HE SAID THE WINDSOCK WAS BEING BLOWN FROM SIDE TO SIDE. WHILE LANDING ON RWY 26, THE ACFT VEERED TO THE RIGHT. SUBSEQUENTLY, THE LEFT GEAR FAILED. THE PLT REPORTED THAT THE WIND WAS GUSTY.

Brief of Accident (Continued)

File No. - 2380

5/23/83

CENTRAL, AK

A/C Reg. No. N2487D

Time (Lcl) - 1415 ADT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - CROSSWIND
 3. WEATHER CONDITION - GUSTS
 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 5. 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2294 7/05/83 MCKINLEY PARK,AK A/C Reg. No. N54633 Time (Lcl) - 1320 ADT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ELMENDORF AFB,AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MCKINLEY PARK,AK	MCKINLEY
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 4595
SE LAND,ME LAND	Months Since - 5	Make/Model- 45
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 61
		Multi-Eng - 2900
		Last 24 Hrs - 2
		Last 30 Days- 3
		Last 90 Days- 3
		Rotorcraft - 1515

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE WAS UNABLE TO LOCATE THE WINDSOCK. WHILE ON FINAL FOR RWY 16 "THINGS" DID NOT FEEL RIGHT, BUT HE CONTINUED INTO A LONG, FAST TAILWIND LANDING. AS HE NEARED THE END OF THE RWY HE DELIBERATELY GROUNDLOOPEED THE ACFT TO AVOID GOING OVER A PRECIPICE. WINDS WERE FROM THE NORTH/NORTHWEST OCCASSIONALLY GUSTING 20 KTS. IN HIS REPORT, THE PLT STATED THERE WERE SEVERAL POINTS DURING THE APPROACH WHERE A GO-AROUND WAS CLEARLY INDICATED, HOWEVER HE WAS CONFIDENT HE COULD LAND SAFELY. THE PLT ALSO STATED HE CALLED THE ARPT ON 122.8. THIS FREQ IS USED TO ACTIVATE THE LANDING ALERT SYSTEM. THE CORRECT FREQ FOR EITHER THE CTAF OR RCO IS 122.1.

Brief of Accident (Continued)

File No. - 2294

7/05/83

MCKINLEY PARK, AK

A/C Reg. No. N54633

Time (Lcl) - 1320 ADT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIR/GROUND COMMUNICATIONS - NOT IDENTIFIED - PILOT IN COMMAND
 2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. WEATHER CONDITION - TAILWIND
 5. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
 6. GO-AROUND - NOT SELECTED - PILOT IN COMMAND
 7. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

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

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2307 7/11/83 DUTCH HARBOR, AK A/C Reg. No. N141EH Time (Lcl) - 1623 ADT

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

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

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

Make/Model	- AEROSPATIALE AS-350D	Eng Make/Model	- LYCOMING LTS-101-600A2	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 4300	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 615 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		OFF AIRPORT/STRIP	
Method	- UNK/NR	UNK/NR			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	DUTCH HARBOR, AK			
Wind Dir/Speed	- CALM			Runway Ident	- UNK/NR
Visibility	- 15.0 SM	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 2000 FT SCATTERED	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- UNK/NR
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- UNK/NR
Obstructions to Vision	- NONE	Type Apch/Lndg	- FORCED LANDING		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 6807	Last 24 Hrs - 4
ME LAND, SE SEA	Months Since - 3	Make/Model - 1006	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 130	Last 90 Days - 180
		Multi-Eng - 1800	Rotorcraft - 3500

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

APRX 2 MIN AFTER TAKEOFF, THE PLT & PASSENGERS HEARD A LOUD MUFFLED BOOM FROM BEHIND THE FIREWALL, THEN THE ROTOR RPM BEGAN TO DECAY. THE PLT ENTERED AN AUTOROTATION & SELECTED A LANDING AREA. HE NOTED THAT THE ENG WAS NOT DRIVING THE ROTOR SYS, SO HE SHUT IT DOWN TO REDUCE THE POSSIBILITY OF FIRE WHILE LANDING. DURING AN EMERGENCY LANDING ON SLOPING, MOUNTAINOUS TERRAIN, THE HELICOPTER ROLLED OVER, AND SUBSEQUENTLY, IT CAME TO REST IN A RAVINE AT THE BOTTOM OF THE SLOPE. A TEARDOWN OF THE ENG REVEALED THAT THE #3 BEARING, PN 4-301-051-02, HAD FAILED & THAT THE OIL JET FOR THE BEARING WAS CLOGGED. REPORTEDLY, MAINTENANCE PERSONNEL WERE AWARE THAT A DIFFERENTIAL PRESSURE CHECK, TO DETECT CLOGGING TO THE #2 & #3 PACKAGED OIL JETS, WAS 7 TO 8 PSI. THIS WAS 2 TO 3 PSI TOO HIGH & INDICATED CLOGGING OF THE OIL JETS. (THIS PROCEDURE WAS OUTLINED IN LYCOMING SVC BULLETIN LTS101A-17-0014). HOWEVER, THE DISCREPANCY WAS NOT ENTERED IN THE ENG MAINTENANCE LOGS.

Brief of Accident (Continued)

File No. - 2307

7/11/83

DUTCH HARBOR, AK

A/C Reg. No. N141EH

Time (Lcl) - 1623 ADT

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

Finding(s)

1. LUBRICATING SYSTEM - BLOCKED(PARTIAL)
2. MAINTENANCE - IMPROPER - COMPANY MAINTENANCE PSNL
3. FLUID,OIL - STARVATION
4. ENGINE ASSEMBLY,BEARING - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2302 7/11/83 NINILCHIK,AK A/C Reg. No. N1423Z Time (Lcl) - 1300 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire Crew
NONE Pass

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC
Wind Dir/Speed- 180/020 KTS
Visibility - 60.0 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
POLLY CREEK,AK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 29
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - 150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 280 Last 24 Hrs - 4
Make/Model- 63 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 53

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT. HAD SELECTED A 1500 FT AREA OF MOIST SAND ALONG A BEACH AREA FOR HIS TAKEOFF. HE STATED THAT THE WIND HAD INCREASED FROM 10 TO 20 KTS DURING HIS 2 1/2 HRS ON THE GROUND. REPORTEDLY, HE TOOK OFF INTO THE WIND WITH 1 NOTCH (10 DEG) OF FLAPS & THE ACFT ROLLED APRX 50 FT & BECAME AIRBORNE. THE PLT EXPERIENCED CONTROL DIFFICULTY AS HE DEPARTED GROUND EFFECT. SUBSEQUENTLY, IT ENTERED A RIGHT BANK, BEGAN DESCENDING, THEN CRASHED. THE PLT STATED THAT THE LEFT WING TANK WAS LOW ON FUEL, WHILE THE RIGHT TANK WAS FULL.

Brief of Accident (Continued)

File No. - 2302

7/11/83

NINILCHIK, AK

A/C Reg. No. N1423Z

Time (Lc1) - 1300 ADT

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

Finding(s)

1. LIFT-OFF - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2293 10/08/83 ANCHORAGE, AK A/C Reg. No. N4702B Time (Lcl) - 1700 ADT

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

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-K	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PRIVATE
Wind Dir/Speed- 200/006 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800/ 40
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1350
SE LAND, ME LAND, SE SEA	Months Since - 5	Last 24 Hrs - 1
	Aircraft Type - C-180	Make/Model- 1300
		Last 30 Days- 10
		Instrument- 0
		Last 90 Days- 22
		Multi-Eng - 50

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A ROW OF SMALL TREES DURING THE APPROACH TO A PRIVATE AIRSTRIP 26 MILES SOUTH OF ANCHORAGE, AK.
THE PILOT STATED HE SHOULD HAVE MADE A MUCH HIGHER APPROACH TO THE AIRSTRIP.

Brief of Accident (Continued)

File No. - 2293

10/08/83

ANCHORAGE, AK

A/C Reg. No. N4702B

Time (Lcl) - 1700 ADT

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

Finding(s)

1. OBJECT - TREE(S)
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2292 10/30/83 KODIAK, AK A/C Reg. No. N90188 Time (Lcl) - 0800 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - BELL 206-B
Landing Gear - SKID
Max Gross Wt - 3200
No. of Seats - 4

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOCHAFT
Rated Power - 317 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
KODIAK, AK
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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
HELICOPTER

Age - 32
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - 206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4430
Make/Model- 2700
Instrument- 0
Last 24 Hrs - 6
Last 30 Days- 200
Last 90 Days- 461
Rotorcraft - 4430

Instrument Rating(s) - NONE

-----Narrative-----

WHILE INSPECTING A TRANSMISSION WIRE TOWER, THE LEFT SKID BECAME ENTANGLED WITH THE POWER LINE GUIDE. THIS PULLED THE HELICOPTER OUT OF CG. WHILE THE PLT WAS TRYING TO CORRECT THE PROBLEM, THE M/R BLADE CONTACTED THE TOWER & STRUCK THE TAIL BOOM SEPARATING THE T/R. THE PLT STATED THAT THE OPERATION HAD BEEN PREVIOUSLY PERFORMED WITHOUT INCIDENT, & THAT THE CREWMEMBER WHO WAS INSPECTING THE POWER LINE GUIDE FAILED TO CHECK THE ACFT CLEARANCE PRIOR TO SIGNALING THE PLT TO CLEAR TO TOWER.

Brief of Accident (Continued)

File No. - 2292

10/30/83

KODIAK, AK

A/C Reg. No. N90188

Time (Lc1) - 0800 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation HOVER

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. CLEARANCE - NOT IDENTIFIED - OTHER CREW MEMBER

-----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. - 2315 10/31/83 KENAI, AK A/C Reg. No. N9975 Time (Lcl) - 1226 T

-----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	UNK/NR	Pass 3	0	0	0
Accident Occurred During -UNKNOWN					

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

Make/Model - CESSNA 206	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 - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NONDALTON, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KENAI, AK	Runway Ident - UNK/NR
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Surface - UNK/NR
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - 1500 FT BROKEN	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND, SE SEA	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DEPARTED NONDALTON, AK AT APRX 1135 YST ON A FLT TO KENAI, AK. AT APRX 1215 YST, THE PLT REPORT THAT HE WAS OVER WEST FORELANDS & REQUESTED THE KENAI WX. ABOUT 4 MIN LATER, HE REQUESTED A DF STEER TO THE KENAI ARPT. A SHORT TIME LATER, RADIO CONTACT WITH THE PLT WAS LOST. THE ACFT'S LAST KNOWN POSITION WAS 13 MI NORTH NORTHWEST OF KENAI, ABOUT 3 MI FROM THE KENAI SHORELINE. AN EXTENSIVE SEARCH WAS MADE, BUT NEITHER THE ACFT NOR THE OCCUPANTS WERE FOUND. THE ACFT WAS PRESUMED TO HAVE BEEN DESTROY & THE OCCUPANTS WERE PRESUMED TO HAVE BEEN FATALLY INJURED.

Brief of Accident (Continued)

File No. - 2315

10/31/83

KENAI, AK

A/C Reg. No. N9975

Time (Lcl) - 1226 T

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. - 2290 11/10/83 SKWENTNA,AK A/C Reg. No. N97155 Time (Lc1) - 1630 AST

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

Eng Make/Model - FRANKLIN 6A4-150
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- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SKWENTNA
Runway Ident - 09
Runway Lth/Wid - 3500 -UNK/NR
Runway Surface - GRAVEL
Runway Status - UNK/NR

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

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

Age - 21
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - 108

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 187 Last 24 Hrs - 1
Make/Model- 143 Last 30 Days- 4
Instrument- 6 Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF THE ENG LOST 50% OF ITS POWER & A FORCED LANDING WAS MADE IN TREES. THE PLT BELIEVED THE ENG FAILURE WAS DUE TO WATER/ICE IN FUEL.

Brief of Accident (Continued)

File No. - 2290

11/10/83

SKWENTNA,AK

A/C Reg. No. N97155

Time (Lc1) - 1630 AST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FLUID,FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLUID,FUEL - ICE

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. - 2291 11/27/83 ANCHORAGE, AK A/C Reg. No. N95666 Time (Lcl) - 1200 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - TAYLORCRAFT BC-12D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
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/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 - 070/004 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

O'MALLEY
Runway Ident - 15
Runway Lth/Wid - 1800/ 40
Runway Surface - SNOW
Runway Status - SNOW - DRY

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

Pilot-In-Command

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

Age - 45
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - BC-12D

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

Total	- 315	Last 24 Hrs	- 1
Make/Model	- 169	Last 30 Days	- 15
Instrument	- 0	Last 90 Days	- 37

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG QUIT AFTER TAKEOFF. THE PLT WAS ABLE TO RETURN TO THE ARPT BUT LANDED ON A PIPER SUPER CUB. WATER WAS FOUND IN THE CARBURETOR & MAIN FUEL TANK.

Brief of Accident (Continued)

File No. - 2291

11/27/83

ANCHORAGE, AK

A/C Reg. No. N95666

Time (Lcl) - 1200 AST

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

Finding(s)

1. FLUID, FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

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

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

Finding(s)

3. OBJECT - AIRCRAFT PARKED
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2295 11/27/83 FORT YUKON, AK A/C Reg. No. N83278 Time (Lcl) - 1400 AST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAKLOEY, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - UNK/NR
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1191
SE LAND, SE SEA	Months Since - 9	Last 24 Hrs - 2
	Aircraft Type - PA-18	Make/Model- 96
		Instrument- 10
		Last 30 Days- 120
		Last 90 Days- 260

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS APPROACHING A LAKE FOR LANDING. HE CAME OVER THE LAKE & STARTED WHAT BECAME A 270 DEG TURN TOWARD THE LANDING DIRECTION. AT THE END OF THE TURN HE TIGHTENED UP THE TURN & THE ACFT STALLED.

Brief of Accident (Continued)

File No. - 2295

11/27/83

FORT YUKON, AK

A/C Reg. No. N83278

Time (Lc1) - 1400 AST

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

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2300 12/01/83 DELTA JUNCTION,AK A/C Reg. No. N5087Y Time (Lc1) - 1345 ADT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - UNK/NR
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 - 9718
SE LAND,ME LAND,SE SEA	Months Since - 5	Make/Model- 3300
HELICOPTER	Aircraft Type - PA-18	Instrument- 100
		Multi-Eng - 18
		Last 24 Hrs - 1
		Last 30 Days- 100
		Last 90 Days- 230
		Rotorcraft - 2000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS TAKING OFF FROM AN UNIMPROVED AREA COVERED BY 2 INCHES OF SNOW. AT ABOUT 80 FT INTO THE TAKEOFF ROLL THE ACFT BOUNCED LEFT INTO MUSKEG, COLLAPSING THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 2300

12/01/83

DELTA JUNCTION, AK

A/C Reg. No. N5087Y

Time (Lc1) - 1345 ADT

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

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. TERRAIN CONDITION - ROUGH/UNEVEN
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2301

12/26/83

MCGRATH, AK

A/C Reg. No. N2601D

Time (Lcl) - 1230 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

2

Accident Occurred During -LANDING

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

Make/Model - CESSNA 170B

Eng Make/Model - CONTINENTAL O-300-C

ELT Installed/Activated - YES/YES

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2200

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 145 HP

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ANIAK, AK

Destination

HEALY, AK

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity

ON AIRPORT

Airport Data

MOORE CREEK

Runway Ident - 21

Runway Lth/Wid - 900/ 30

Runway Surface - GRAVEL

Runway Status - SNOW - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 20

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - 170B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 219

Last 24 Hrs - UNK/NR

Make/Model- 110

Last 30 Days- UNK/NR

Instrument- 1

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ENG HAD A PARTIAL LOSS OF POWER & THE APPLICATION OF CARBURETOR HEAT DID NOT IMPROVE THE SITUATION. HE DECIDED TO LAND AT THE NEAREST ARPT. ACCORDING TO THE PLT, THE RWY WAS COVERED WITH APRX 2 FT OF SNOW, AND DURING THE LANDING, THE ACFT NOSED OVER. AN INSPECTION REVEALED THAT THE PRIMER LINE HAD COME LOOSE.

Brief of Accident (Continued)

File No. - 2301

12/26/83

MCGRATH, AK

A/C Reg. No. N2601D

Time (Lc1) - 1230 AST

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

Finding(s)

1. FUEL SYSTEM, PRIMER SYSTEM - LOOSE

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2311 4/09/83 WETUMPKA,AL A/C Reg. No. NONE Time (Lcl) - 1745 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE
Crew
Pass
Other

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

Make/Model - WIZARD J-3
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - KAWASAKI UNKNOWN
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 40 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 270/003 KTS
Visibility - 15.0 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
UNK/NR

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WETUMPKA MUNICIPAL
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 - 29
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 160
Make/Model- 1
Instrument- UNK/NR
Multi-Eng - 15
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED HAVING ABOUT 0.4 HOUR OF EXPERIENCE IN THIS NEW ULTRALIGHT VEHICLE. THE NOSEWHEEL OF THE VEHICLE WAS NOT STEERABLE & THERE WERE NO BRAKES ON THE MAIN GEAR. THEREFORE, THE PLT RELIED ON THE RUDDER FOR GROUND STEERING. AT SLOW SPEED, AIR FROM THE PROPELLER WAS NECESSARY FOR TURNING. HOWEVER, THE VEHICLE WAS EQUIPPED WITH A LEAF SPRING BRAKE ON THE NOSEWHEEL. THE MISHAP OCCURRED DURING TAXI PRACTICE. WHILE THE PLT WAS TAXIING BACK TO A GROUP OF BYSTANDERS, HE REPORTEDLY FOUND HIMSELF IN A SITUATION WHERE HE COULD NOT STOP IN TIME TO AVOID A PARKED CAR. HE ADDED POWER IN AN ATTEMPT TO GET MORE RUDDER RESPONSE FOR TURNING. HOWEVER, THERE WAS INSUFFICIENT ROOM TO TURN SUCCESSFULLY. SUBSEQUENTLY, THE ULTRALIGHT STRUCK THE CAR & A BYSTANDER. THE CAR RECEIVED MINOR DAMAGE & THE BYSTANDER SUSTAINED MINOR INJURIES.

Brief of Accident (Continued)

File No. - 2311

4/09/83

WETUMPKA,AL

A/C Reg. No. NONE

Time (Lc1) - 1745 CST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. OBJECT - VEHICLE
6. OBJECT - OTHER PERSON

----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. - 2370 4/26/83 NEW HOPE, AL A/C Reg. No. N4874R Time (Lcl) - 0830 CST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - CESSNA A-188B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4200
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-D-9B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HUNTSVILLE, AL
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 8300
Last 24 Hrs - 2
Make/Model- 2000
Last 30 Days- UNK/NR
Instrument- 80
Last 90 Days- 50
Multi-Eng - 2000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STRUCK POWERLINES AND CRASHED DURING AN EMERGENCY LANDING AFTER A LOSS OF POWER WHILE SPRAYING ON AN AERIAL APPLICATION MISSION. THE PLT STATED THAT WHILE SPRAYING HE NOTICED OIL BEGINNING TO COVER THE WINDSHIELD. HE HAD BEGUN A CLIMB AND DUMPED THE CHEMICAL LOAD WHEN THE PROPELLER SEPARATED FROM THE ACFT. DURING THE FORCED LANDING THE TAILWHEEL STRUCK A POWERLINE AND THE ACFT LANDED IN A TAIL LOW ATTITUDE. EXAMINATION OF THE ACFT SHOWED FAILURE OF THE CRANKSHAFT IN FATIGUE AND SEPARATION AT THE OIL SLINGER FLANGE.

Brief of Accident (Continued)

File No. - 2370

4/26/83

NEW HOPE, AL

A/C Reg. No. N4874R

Time (Lcl) - 0830 CST

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

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - FAILURE, TOTAL
2. ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE

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

Finding(s)

3. OBJECT - WIRE, STATIC

----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. - 2313 10/15/83 CULLMAN,AL A/C Reg. No. N5082G Time (Lc1) - 1700 CDT

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 080/004 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point 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 TOUCH AND GO</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>FOLSOM FIELD</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 5200/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 20	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	Make/Model- 10
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 10
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HIS 1ST SOLO FLT. DURING A TOUCH-AND-GO PATTERN, HE STARTED TO TAKEOFF, AFTER LANDING, WITH THE ELEVATOR TRIM IN A NEARLY FULL NOSE-UP POSITION. HE STATED THAT AFTER HE ADDED POWER TO TAKEOFF, HE HAD TO HOLD THE NOSE DOWN BY APPLYING FORWARD PRESSURE ON THE YOKE. REPORTEDLY, THE ACFT BEGAN TO "WHEELBARROW" & DRIFT TO THE LEFT. THE STUDENT REPORTED THAT HE APPLIED RIGHT RUDDER, BUT THE ACFT CONTINUED TO THE LEFT. HE THEN REDUCED THE POWER TO IDLE, BUT THE ACFT WENT OFF THE RWY, WENT INTO MUD & NOSED OVER. APRX 35 MI NORTH AT BIRMINGHAM, AL, THE 1745 CDT WIND WAS FROM 080 DEG AT 4 KTS.

Brief of Accident (Continued)

File No. - 2313

10/15/83

CULLMAN,AL

A/C Reg. No. N5082G

Time (Lcl) - 1700 CDT

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

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
2. ELEVATOR TRIM - IMPROPER USE OF - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF

Finding(s)

6. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
7. TERRAIN CONDITION - SOFT
8. TERRAIN CONDITION - WET

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2367 2/23/83 BROOKLAND, AR A/C Reg. No. N8637Z Time (Lc1) - 1915 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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	2	0	0	0

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

Make/Model - CESSNA P-206C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - IMC

Wind Dir/Speed - 100/004 KTS

Visibility - .750 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

NASHVILLE, TN

Destination

JONESBORO, AR

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - VOR/TVOR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

JONESBORO

Runway Ident - 30

Runway Lth/Wid - 5599/ 150

Runway Surface - ASPHALT

Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 71

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 8389

Make/Model - 310

Instrument - 223

Multi-Eng - 3035

Last 24 Hrs - UNK/NR

Last 30 Days - 36

Last 90 Days - 92

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED IN IMC WEATHER AFTER THE PILOT FAILED TO COMPLETE A VOR APPROACH TO JONESBORO. ACCORDING TO THE OWNER OF THE ACCIDENT ACFT, THE PLT WAS INSTRUMENT RATED AND HAD FILED AN IFR FLT PLAN BUT WAS NOT VERY PROFICIENT IN INSTRUMENT FLYING. DURING THIS FLT THE PLT WANDERED OFF COURSE AND ALT AND HAD TO BE CORRECTED BY ATC. HE IMPROPERLY CALLED NASHVILLE TOWER AS KNOXVILLE TOWER AND MEMPHIS ARTCC AS ATLANTA. THE PLT ALSO DECLARED A MISSED APPROACH AT JONESBORO TWO MINUTES AFTER RECEIVING FINAL CLEARANCE AT 2400 FT. THE CONTROLLER ON DUTY STATED THAT HE DID NOT BELIEVE AN APPROACH COULD BE MADE FROM 2400 FT IN 2 MINUTES NOR DID HE HEAR THE ACFT PASS OVER THE ARPT. THE PLT REQUESTED A 2ND APPROACH AND THERE WERE NO MORE TRANSMISSIONS RECEIVED FROM HIM. THE ACFT CRASHED IN A 90 DEGREE LEFT BANK INTO A WHEAT FIELD ABOUT 6 MILES FROM THE ARPT.

Brief of Accident (Continued)

File No. - 2367

2/23/83

BROOKLAND, AR

A/C Reg. No. N8637Z

Time (Lc1) - 1915 CST

Occurrence LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. WEATHER CONDITION - FOG
 2. IFR PROCEDURE - POOR - PILOT IN COMMAND
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - OBSCURATION
-

-----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. - 2368 3/07/83 MAYFLOWER, AR A/C Reg. No. N4505E Time (Lcl) - 2215 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
ON GROUND

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

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

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

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

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

Weather Data

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

Itinerary

Last Departure Point
HOT SPRINGS, AR
Destination
CONWAY, AR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

Wind Dir/Speed- 290/014 KTS
Visibility - 10.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

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 - 55
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total - 350	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES WHILE FLYING IN A WESTERLY DIRECTION NEAR MAYFLOWER, AR. THE ACFT WAS RETURNING FROM A CROSS-COUNTRY AT NIGHT AND WAS OBSERVED BY A GROUP OF YOUTHS WHO SAID IT WAS FLYING FAST AT LOW ALT. AS THEY WATCHED, IT DESCENDED TO ABOUT TREE TOP LEVEL. IT DIPPED AND STRUCK SOME TREE TOPS AND CRASHED ABOUT A MILE FROM THE OBSERVERS. THERE WERE NO KNOWN RADIO CONTACTS WITH THE ACFT DURING THE FLT. THERE IS NO RECORD OF THE PLT RECEIVING A WEATHER BRIEFING FOR THE FLT. A TOXICOLOGICAL EXAMINATION OF THE PILOT REVEALED AN ETHYL ALCOHOL CONCENTRATION IN THE BLOODSTREAM OF 0.362%.

Brief of Accident (Continued)

File No. - 2368

3/07/83

MAYFLOWER,AR

A/C Reg. No. N4505E

Time (Lc1) - 2215 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - NORMAL

Finding(s)

1. OBJECT - TREE(S)
 2. LIGHT CONDITION - DARK NIGHT
 3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
-

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

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

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

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. - 2369 3/19/83 EL DORADO, AR A/C Reg. No. N5512G Time (Lcl) - 1630 CST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	DOWNTOWN	
Wind Dir/Speed	- CALM	Runway Ident	- 18
Visibility	- 10.0 SM	Runway Lth/Wid	- 3000/ 60
Lowest Sky/Clouds	- CLEAR	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 - 22	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 12	Last 24 Hrs - 1
	Months Since - N/A	Make/Model - 12	Last 30 Days - 12
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES AFTER RUNNING OFF THE END OF THE RWY DURING AN ABORTED TAKEOFF. THE STUDENT PLT MADE 2 TOUCH AND GO LANDINGS AND TAXIED IN TO HAVE HIS SEAT FIXED. AFTER THE REPAIR HE TAXIED OUT AND HELD FOR ABOUT 5 MINUTES FOR TRAFFIC. AFTER TAKEOFF THE ENGINE QUIT AT ABOUT 25 FT AGL. THE PLT ELECTED TO LAND ON THE REMAINING RWY. AS HE LANDED THE ENGINE CAUGHT AND THE PLT CUT THE THROTTLE AND APPLIED BRAKES. THE ACFT OVERRAN THE RWY, HIT A TREE AND NOSED OVER. EXAMINATION OF THE ENGINE REVEALED "0" COMPRESSION IN THE #3 CYLINDER. NO OTHER ABNORMALITIES WERE FOUND IN THE ENGINE BUT AN OIL ANALYSIS INDICATED HIGHER THAN NORMAL METAL WEAR FROM ROTATING COMPONENTS.

Brief of Accident (Continued)

File No. - 2369

3/19/83

EL DORADO, AR

A/C Reg. No. N5512G

Time (Lcl) - 1630 CST

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - LOW COMPRESSION

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. DISTANCE - INADEQUATE - PILOT IN COMMAND

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - TREE(S)

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) 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. - 2325

4/20/83

SEARCY, AR

A/C Reg. No. N52883

Time (Lcl) - 1500 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 Crew
NONE Pass

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

Make/Model - CESSNA 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

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

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

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

Weather Data

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

Itinerary

Last Departure Point
GRIFFITHVILLE, AR
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

SEARCY MUNI
Runway Ident - 19
Runway Lth/Wid - 4200/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 23

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING A LANDING, THE ACFT TOUCHED DOWN HARD. ON TOUCHDOWN, THE RIGHT MAIN GEAR FAILED & THE ACFT VEERED OFF THE RWY. AFTER DEPARTING THE RWY, THE NOSE GEAR COLLAPSED. ALSO, THE FIRE WALL WAS DAMAGED DURING THE LANDING.

Brief of Accident (Continued)

File No. - 2325

4/20/83

SEARCY, AR

A/C Reg. No. N52883

Time (Lc1) - 1500 CDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2297 5/01/83 LONOKE, AR A/C Reg. No. N7044Q Time (Lcl) - 1145 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
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 120/004 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TIDWELL AIRSTRIP

Runway Ident - 36

Runway Lth/Wid - 3000 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 59

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1400

Make/Model- 980

Instrument- 15

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG QUIT AFTER TAKEOFF. THE ACFT CRASHED IN A WHEAT FIELD WHILE RETURNING TO THE ARPT. THE CARB WAS FOUND FULL OF WATER. THE ACFT SALVAGE OPERATOR REPORTED FINDING A LARGE QUANTITY OF WATER IN THE BLADDER-TYPE FUEL CELLS.

Brief of Accident (Continued)

File No. - 2297

5/01/83

LONOKE, AR

A/C Reg. No. N7044Q

Time (Lc1) - 1145 CDT

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

Finding(s)

1. FUEL SYSTEM, TANK - INADEQUATE
 2. FLUID, FUEL - WATER
-

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

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. TERRAIN CONDITION - CROP
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2278

5/16/83

SHERRILL, AR

A/C Reg. No. N42563

Time (Lcl) - 0800 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL APPLICATION

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - PIPER J3

Eng Make/Model - LYCOMING O-360

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - UNK/NR

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 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- 325/007 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

PINEVILLE, AR

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - WATER

Runway Status - RUBBER DEPOSITS

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 55

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 24000

Last 24 Hrs - UNK/NR

Make/Model- 21000

Last 30 Days- UNK/NR

Instrument- UNK/NR

Last 90 Days- 335

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER ON AN EMERGENCY DOWNWIND LANDING IN A WET RICE FIELD AFTER AN ENG FAILURE. THE PLT STATED THAT THE ENG FAILED AS A RESULT OF WATER IN THE FUEL. THE OPERATOR SERVICES HIS ACFT FROM A PRIVATE UNDERGROUND FUEL STORAGE TANK. AS A RESULT OF RECENT HEAVY RAINS, A LARGE QUANTITY OF WATER HAD ACCUMULATED. ANOTHER ACFT OWNED BY THE OPERATOR WAS CHECKED & WAS FOUND TO CONTAIN A HIGH VOLUME OF WATER.

Brief of Accident (Continued)

File No. - 2278

5/16/83

SHERRILL, AR

A/C Reg. No. N42563

Time (Lc1) - 0800 CDT

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

Finding(s)

1. FUEL SUPPLY - IMPROPER - COMPANY/OPERATOR MGMT
 2. FLUID, FUEL - WATER
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

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

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

Finding(s)

4. TERRAIN CONDITION - CROP
 5. TERRAIN CONDITION - WET
-

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

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

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. - 2273

6/10/83

TUCKER, AR

A/C Reg. No. N731VF

Time (Lcl) - 1230 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -TAKEOFF

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

Make/Model - CESSNA 188

Eng Make/Model - CONTINENTAL IO-520D

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 4200

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- 200/005 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

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRSTRIIP

Airport Data

TUCKER

Runway Ident - 26

Runway Lth/Wid - 2200/ 20

Runway Surface - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 34

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1216

Make/Model- 720

Instrument- 14

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 173

Instrument Rating(s) - UNK/NR

-----Narrative-----

THIS WAS THE FIRST LOADED DEPARTURE FROM THE SHORT, RUTTED STRIP WHICH HAD POWER LINES ACROSS EACH END. DURING TAKEOFF THE PLT REALIZED HE WAS GOING TO CLEAR THE POWER LINE & STARTED TO DUMP THE LOAD. HOWEVER, THE FERTILIZER WOULD NOT DUMP FAST ENOUGH. THE PLT TURNED TO PARALLEL THE POWER LINE WHICH RESULTED IN THE ACFT BEING DOWNWIND & THE ACFT SETTLED INTO THE GROUND.

Brief of Accident (Continued)

File No. - 2273

6/10/83

TUCKER,AR

A/C Reg: No. N731VF

Time (Lc1) - 1230 CDT

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

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
 2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - HIGH OBSTRUCTION(S)
 3. OBJECT - WIRE,TRANSMISSION
 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 5. MANEUVER - NOT PERFORMED - PILOT IN COMMAND
 6. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
 7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2372 6/16/83 FORREST CITY, AR A/C Reg. No. N35520 Time (Lcl) - 1140 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	1	0
Pass	0	0	0	0

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

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

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES-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- 315/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
GOODWIN, AR

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 36
Runway Lth/Wid - 1330 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 27
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 101 Last 24 Hrs - 1
Make/Model- 80 Last 30 Days- UNK/NR
Instrument- 4 Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT EXPERIENCED POWER FAILURE FROM ABOUT 20 FEET AGL DURING TAKEOFF FROM A PRIVATE GRASS STRIP. A WITNESS HEARD THE ENGINE SPIT AND POP DURING THE TAKEOFF ROLL. HE SAID IT SOUNDED JUST LIKE HIS OLD PICKUP WHEN IT RUNS OUT OF GAS. AFTER THE ACCIDENT THE CARBURETOR BOWL WAS EXAMINED BY A MECHANIC WHO SAID IT CONTAINED A SMALL AMOUNT OF FUEL WITH NO TRASH OR WATER. THE LEFT FUEL TANK WAS 1/3 TO 1/2 FULL BUT THE RIGHT TANK HAD ONLY SEVEN QUARTS OF FUEL WITH ABOUT 6 DROPS OF WATER PRESENT. THE 7 QUARTS WERE COLLECTED BY REMOVING THE WING FROM THE ACFT BEFORE DRAINING IT. THE RESCUE PERSONNEL SAID THEY TURNED OFF THE FUEL BUT THE SELECTOR HAD BEEN ON THE RIGHT TANK WHEN THEY ARRIVED. THE OPERATORS FUEL MANAGEMENT PROCEDURE IS TO USE ONE HALF OF ONE TANK THEN SWITCH TANKS AND RUN THE OPPOSITE TANK DRY.

Brief of Accident (Continued)

File No. - 2372

6/16/83

FORREST CITY, AR

A/C Reg. No. N35520

Time (Lc1) - 1140 CDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 3. CHECKLIST - NOT USED - PILOT IN COMMAND
 4. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
 5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
-

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

Occurrence #3
Phase of Operation

-----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. - 2216 8/27/83 HOT SPRINGS, AR A/C Reg. No. N503SS Time (Lcl) - 2003 CDT

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

Type Operating Certificate-COMMUTER

Type of Operation -SCHEDULED, DOMESTIC, PASSENGER
Flight Conducted Under -14 CFR 135
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL

Fire
ON GROUND

Crew
Pass

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

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

Make/Model - SWEARINGEN SA226TC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 12500
No. of Seats - 19

Eng Make/Model - AIRESEARCH TPE-331
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 840 HP

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

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

Weather Data

Wx Briefing - COMMERCIAL WX SERVICE
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 8.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
DALLAS, TX
Destination
LITTLE ROCK, AR

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MEMORIAL FIELD
Runway Ident - 05
Runway Lth/Wid - 6595/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - SA226TC

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5120 Last 24 Hrs - 7
Make/Model- 3000 Last 30 Days- UNK/NR
Instrument- 155 Last 90 Days- 180
Multi-Eng - 3250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TURNING ONTO THE RWY THE COPLT OBSERVED A FLASH BEHIND HIS INST PANEL. HE THEN RECEIVED AN ELECT SHOCK TO HIS RIGHT ARM FROM THE RIGHT CONSOLE. A FIRE THEN ERUPTED AT THE LOWER RIGHT HAND CORNER OF HIS INST PANEL. THE CREW & PAX EVACUATED THE ACFT. THE INTERIOR OF THE ACFT WAS CONSUMED BY FIRE AS WELL AS MOST OF THE UPPER HALF OF THE FUSELAGE. EXAM OF THE RIGHT SIDE WIRE BUNDLE REVEALED NUMEROUS INDICATIONS OF ARCING BETWEEN WIRES & FROM WIRES TO GROUND. ONE WIRE WAS ARCED AT A POINT IN LINE WITH A PLASTIC OXYGEN LINE. THERE WAS ALSO AN OILY RESIDUE INSIDE THE WIRE BUNDLE. A SMALL SECTION OF THE RIGHT BRAKE PRESSURE LINE EXHIBITED SIGNS OF ELECT ARCING. THE HYDRAULIC SYST PRESS GAGE COPPER LINE ALSO SHOWED SIGNS OF ARCING. THE PLASTIC OXYGEN LINES FROM THE THE COCKPIT SIDE OF THE FORWARD PRESSURE BULKHEAD TO THE COCKPIT OUTLETS HAD BEEN CONSUMED BY FIRE & THE OXYGEN SUPPLY WAS DEPLETED.

Brief of Accident (Continued)

File No. - 2216

8/27/83

HOT SPRINGS, AR

A/C Reg. No. N503SS

Time (Lcl) - 2003 CDT

Occurrence #1 FIRE
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. FUSELAGE, INSTRUMENT/ELECTRICAL PANEL - SHORTED
2. FUSELAGE, INSTRUMENT/ELECTRICAL PANEL - ARCING
3. ELECTRICAL SYSTEM, ELECTRIC WIRING - ARCING
4. ELECTRICAL SYSTEM, ELECTRIC WIRING - CONTAMINATION
5. ELECTRICAL SYSTEM, ELECTRIC WIRING - FIRE
6. OXYGEN SYSTEM, CREW - BURST
7. FUSELAGE, INSTRUMENT/ELECTRICAL PANEL - FIRE
8. FUSELAGE - FIRE

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2244 2/13/83 NOGALES,AZ A/C Reg. No. N50586 Time (Lc1) - 1015 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 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/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 - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NOGALES,AZ
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 70
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - 150J

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

Total	- 4175	Last 24 Hrs	- 2
Make/Model-	1589	Last 30 Days-	UNK/NR
Instrument-	207	Last 90 Days-	26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE FAILED DURING AN INSTRUCTION FLT. THE LANDING WAS ACCOMPLISHED OFF ARPT ABOUT 30 MINUTES AFTER INITIAL TAKEOFF. THE ENGINE HAD BEGUN TO RUN ROUGH FOLLOWED BY A LOSS OF OIL PRESSURE. THEN THE ENGINE QUIT AND A FORCED LANDING WAS MADE. WHEN THE ENGINE WAS DISASSEMBLED AFTER THE ACCIDENT THE #2 CYLINDER PISTON AND WRIST PIN WERE FOUND TO BE SHATTERED.

Brief of Accident (Continued)

File No. - 2244

2/13/83

NOGALES, AZ

A/C Reg. No. N50586

Time (Lc1) - 1015 MST

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

Finding(s)

1. ENGINE ASSEMBLY, PISTON - FAILURE, TOTAL
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2202

6/24/83

SHOW LOW,AZ

A/C Reg. No. N1319S

Time (Lcl) - 1625 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-S
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 - TELETYPE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 330/020 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - 8500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SCOTTSDALE
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

SHOW LOW MUNICIPAL
Runway Ident - 03
Runway Lth/Wid - 3100/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 43

Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	356	Last 24 Hrs - UNK/NR
Make/Model-	17		Last 30 Days- UNK/NR
Instrument-	9		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A HANGAR AND NOSED OVER AFTER A LOSS OF CONTROL WHILE LANDING. THE WIND WAS FROM 330 DEGREES AT 20 KTS GUSTING TO 35 KTS. RWY 03 WAS FAVORED. THE PLT USED FULL FLAPS AND FLARED TO 60 KTS FOR LANDING. WHEN THE ACFT STARTED DRIFTING OFF THE RWY WITH WINGS LEVEL THE PLT REPORTEDLY ADDED POWER. WHEN THE DRIFT CONTINUED HE ADDED MORE POWER TO FULL THROTTLE. AS THE PLT TRIED TO REGAIN THE RWY A GUST OF WIND ROLLED THE ACFT INTO A 20 DEGREE RIGHT BANK. AT THIS POINT THE ACFT WAS 1/2 WAY DOWN THE RWY AND A GO-AROUND WAS ATTEMPTED. FLAPS WERE RAISED TO 1/2. A PART OF THE ACFT HIT A POST NEAR A TAXIWAY. SHORTLY AFTERWARD THE ACFT MAIN GEAR HIT THE ROOF OF A 15 FT HIGH ACFT. CONTROL WAS LOST AND THE ACFT PITCHED DOWN INTO THE GROUND. THE PLT SAID LATER THAT HE THOUGHT THE RECOMMENDED CROSSWIND LANDING WAS MADE WITH FULL FLAPS. THE HANDBOOK SAYS USE MINIMUM FLAPS OR A FLAPS UP APPROACH SPEED OF 80 KIAS MAY BE USED, FIELD LENGTH PERMITTING.

Brief of Accident (Continued)

File No. - 2202

6/24/83

SHOW LOW,AZ

A/C Reg. No. N1319S

Time (Lcl) - 1625 MST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
6. GO-AROUND - NOT MAINTAINED - PILOT IN COMMAND
7. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - BUILDING(NONRESIDENTIAL)

Occurrence #3 NOSE OVER
Phase of Operation APPROACH - GO-AROUND (VFR)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2225

7/02/83

GRAND CANYON,AZ

A/C Reg. No. N20391

Time (Lcl) - 1410 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

2

Accident Occurred During -LANDING

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

Make/Model - CESSNA 177B

Eng Make/Model - LYCOMING O-360-A1F6D

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2500

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- 180/015 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - 20000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SALT LAKE CITY,UT

Destination

PRESCOTT,AZ

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Age - 25

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL,ATP,CFI

Current - YES

Total - 3713

Last 24 Hrs - UNK/NR

SE LAND,ME LAND

Months Since - 3

Make/Model- 160

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 73

Last 90 Days- UNK/NR

Multi-Eng - 1327

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING A FORCED LANDING AFTER THE ENGINE QUIT. THE PILOT STATED THAT WHILE CRUISING AT 9500 FT THE ENGINE LOST POWER. HE DECLARED AN EMERGENCY AND WAS CLEARED TO LAND ON ANY RWY AT GRAND CANYON ARPT. HE WAS UNABLE TO REACH THE ARPT AND LANDED IN TREES NEAR THE SOUTH RIM OF THE GRAND CANYON. THE SALVAGE CREW THAT RECOVERED THE ACFT REPORTED THAT THERE WAS NO FUEL IN THE FUEL TANKS OF THE ACFT.

Brief of Accident (Continued)

File No. - 2225

7/02/83

GRAND CANYON, AZ

A/C Reg. No. N20391

Time (Lc1) - 1410 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

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

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

Finding(s)

5. OBJECT - TREE(S)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2219

7/27/83

CLIFTON, AZ

A/C Reg. No. N920RB

Time (Lcl) - 1948 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries

Type of Operation -BUSINESS

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fatal

Serious

Minor

None

Crew

Pass

0

0

0

0

1

0

0

0

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

Make/Model - CESSNA 206

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 3300

No. of Seats - 1

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 - UNK/NR

Method - UNK/NR

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 330/005 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

,MX

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

GREENLEE

Runway Ident - 07

Runway Lth/Wid - 4985/ 75

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 - EXPIRED

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 ACFT COLLIDED WITH SOFT TERRAIN AND NOSED OVER DURING AN ATTEMPTED TAKEOFF. CUSTOM OFFICIALS SAID THE ACFT WAS BEING TRACKED ON RADAR. THE PLT OF THE ACCIDENT ACFT SAW THE CUSTOMS ACFT AFTER HE LANDED AND ATTEMPTED TO TAKEOFF, LOST CONTROL AND NOSED OVER IN SOFT TERRAIN. THE PLT WAS CAUGHT, ARRESTED AND 600 LBS OF SUSPECT CARGO WAS SEIZED.

Brief of Accident (Continued)

File No. - 2219

7/27/83

CLIFTON,AZ

A/C Reg. No. N920RB

Time (Lcl) - 1948 MST

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

Finding(s)

1. TERRAIN CONDITION - SOFT
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,EMOTIONAL REACTION - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2214

8/22/83

DOUGLAS,AZ

A/C Reg. No. N25593

Time (Lc1) - 1620 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

-----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- 090/020 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
UNK/NR

Airport Data

DOUGLAS MUNI
Runway Ident - 18
Runway Lth/Wid - 4900/ 100
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 24
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 191
Make/Model- 122
Instrument- 40
Multi-Eng - 10
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING TAKEOFF. THE ACFT WAS OBSERVED IN A NOSE HIGH ATTITUDE ESTIMATED TO BE 65 DEGREES BEFORE IT STALLED AT ABOUT 30 FT AGL. THE RIGHT WING DROPPED AND THE ACFT CONTACTED THE GROUND ABOUT 250 FT WEST OF THE RWY SKIDDED ACROSS A TAXIWAY AND DID A CARTWHEEL. THE TAKEOFF WAS ON RWY 28 AND THE REPORTED WIND WAS FROM 090 DEGREES AT 20 KTS GUSTING TO 30 KTS.

Brief of Accident (Continued)

File No. - 2214

8/22/83

DOUGLAS, AZ

A/C Reg. No. N25593

Time (Lc1) - 1620 MST

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

Finding(s)

1. WEATHER EVALUATION - INATTENTIVE - PILOT IN COMMAND
2. LIFT-OFF - MISJUDGED - PILOT IN COMMAND
3. STALL - NOT CORRECTED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2207 11/10/83 YUMA,AZ

A/C Reg. No. N89610

Time (Lcl) - 1930 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 -MANEUVERING

Crew
Pass

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

Make/Model - AYRES THRUSH COMMANDER

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 6000

No. of Seats - 1

Eng Make/Model - P&W R-1340

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 600 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 - 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 - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 24

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - T182RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2000 Last 24 Hrs - 1

Make/Model- 100 Last 30 Days- UNK/NR

Instrument- 50 Last 90 Days- 250

Multi-Eng - 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND DURING A SPRAYING MISSION AFTER THE ENGINE REPORTEDLY LOST POWER. THE PLT STATED THAT HE HAD A LOSS OF POWER IN A SWATH TURN, SLOWED UP AND HIT THE GROUND. THE ACFT ENGINE WAS EXAMINED AFTER THE ACCIDENT AND FOUND "UNREMARKABLE" AND "OPERABLE."

Brief of Accident (Continued)

File No. - 2207

11/10/83

YUMA, AZ

A/C Reg. No. N89610

Time (Lc1) - 1930 MST

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

-----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. - 2258 11/14/83 SALOME,AZ A/C Reg. No. N27676 Time (Lcl) - 1420 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

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

NONE
Fire
NONE

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

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

Make/Model - RIDER AA-4
Landing Gear - N/A
Max Gross Wt - UNK/NR
No. of Seats - UNK/NR

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

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

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

Weather Data

Wx Briefing - NWS
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 315/015 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
LAS VEGAS,NV
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 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
FREE BALLOON

Age - 35

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	-	1309	Last 24 Hrs -	7
Make/Model-	7		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	34

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF THE BALLOON WAS MAKING A PRECAUTIONARY LANDING DUE TO HIS PROXIMITY TO THE MEXICAN BORDER. TO AVOID HIGH TENSION WIRES, THE PLT "RIPPED OUT" AT A HIGHER THAN NORMAL ALTITUDE RESULTING IN A HARD LANDING. THE PLT RECEIVED A FRACTURED SKULL WHEN HE STRUCK HIS HEAD AGAINST AN OXYGEN BOTTLE DURING THE LANDING.

Brief of Accident (Continued)

File No. - 2258

11/14/83

SALOME, AZ

A/C Reg. No. N27676

Time (Lc1) - 1420 MST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

2. ALTITUDE - EXCEEDED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2242 1/19/83 SAN FRANCISCO, CA A/C Reg. No. N64002 Time (Lc1) - 1950 PST

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

Type Operating Certificate	COMMUTER	Aircraft Damage						
		MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire		Crew	0	Fatal	0	Injuries
Flight Conducted Under	-14 CFR 135	NONE		Pass	0		0	Serious
Accident Occurred During	-STANDING			Other	1		0	Minor
							0	None
							0	2
							0	8
							0	0

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

Make/Model	- BEECH C-99	Eng Make/Model	- P&W PT6-36A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10400	Engine Type	- TURBOPROP		
No. of Seats	- 17	Rated Power	- 715 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NWS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	SAN LUIS OBISPO, CA			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC			
Wind Dir/Speed	- 280/015 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 15.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- UNK/NR	Runway Surface	- UNK/NR
Lowest Ceiling	- NONE	Type Apch/Lndg	- UNK/NR	Runway Status	- UNK/NR
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 2598	Last 24 Hrs - 3
SE LAND, ME LAND, SE SEA	Months Since - 3	Make/Model - 738	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 79	Last 90 Days - 193
		Multi-Eng - 1113	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT PROPELLER STRUCK A STATION AGENT WHO WAS ASSISTING IN THE PARKING OF THE ACFT. AFTER SIGNALING THE ACFT TO STOP THE AGENT PLACED HER LIGHTED WANES ON THE RAMP AND MOVED TOWARD THE STATIONARY ACFT TO GET THE WHEEL CHOCKS. AS SHE APPROACHED THE CHOCKS SHE WALKED INTO THE ROTATING PROPELLER OF THE LEFT ENGINE. SHE HAD 12 YEARS OF RAMP EXPERIENCE AND HAD MET ALL TRAINING REQUIREMENTS, INCLUDING RAMP SAFETY PROCEDURES.

Brief of Accident (Continued)

File No. - 2242

1/19/83

SAN FRANCISCO, CA

A/C Reg. No. N64002

Time (Lc1) - 1950 PST

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. PROCEDURES/DIRECTIVES - INATTENTIVE - GROUND PERSONNEL
3. CLEARANCE - NOT ATTAINED - GROUND PERSONNEL

-----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. - 2241 4/06/83 TULARE, CA A/C Reg. No. NONE Time (Lcl) - 1748 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -DEMO
Flight Conducted Under -14 CFR 103
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - MITCHELL A-10
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - ZENOAH A-25-B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 23 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 - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 54
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 12490
Make/Model- 2
Instrument- 136
Multi-Eng - 345
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 102

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ULTRALIGHT WAS ON A DEMONSTRATION FLT. REPORTEDLY, THE PLT MADE A PASS DOWN THE RWY, THEN HAD TURNED DOWNWIND AT 400 TO 500 FT, WHEN WITNESSES HEARD A LOUD BANG OR CRACK & SAW THE WINGS OF THE VEHICLE FOLD. THE ULTRALIGHT THEN ENTERED A SPIRAL & CRASHED IN A CANAL. AN EXAM REVEALED THAT THE WING HAD FOLDED DOWNWARD. COMPRESSION BUCKLING HAD OCCURRED AT THE WING CENTER SECTION. ALSO, THE MYLAR SKIN WAS FOUND SEPARATED FROM THE TOP & BOTTOM OF THE WING CENTER SECTION AT THE BONDED ATTACH AREAS. ACCORDING TO THE MANUFACTURER, LOSS OF THE MYLAR SKIN ON THE TOP OF THE WING WOULD RESULT IN AN AFT SHIFT IN THE CENTER OF PRESSURE & CAUSE THE VEHICLE TO PITCH FORWARD. WITNESSES THOUGHT THAT THE WINGS HAD FOLDED UPWARD, BUT THE INVESTIGATION VERIFIED THAT THEY FAILED IN A NEGATIVE MODE. AFTER THIS OCCURRENCE, THE MYLAR MATERIAL ON THE MITCHELL A-10 VEHICLES WAS REPLACED WITH CECONITE COVERING & WAS RIVETED IN PLACE WITH ALUMINUM BATTENS. ALTHOUGH THE PROTOTYPE HAD BALANCE WTS, THEY HAD BEEN REMOVED FROM PRODUCTION MODELS TO ELIMINATE WT.

Brief of Accident (Continued)

File No. - 2241

4/06/83

TULARE,CA

A/C Reg. No. NONE

Time (Lc1) - 1748 PST

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

Finding(s)

1. FUSELAGE,SKIN - FAILURE,PARTIAL
 2. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
 3. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN - MANUFACTURER.
 4. WING,SPAR - BENT
-

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) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2243

5/30/83

ANTIOCH, CA

A/C Reg. No. N391B

Time (Lcl) - 1850 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
DESTROYED
Fire
NONE

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

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

Make/Model - BEECH H35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3125
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 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- 220/013 KTS
Visibility - 20.0 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
NAPA, CA
Destination
ANTIOCH, CA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ANTIOCH
Runway Ident - 27
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - H35

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 138
Last 24 Hrs - 1
Make/Model- 138
Last 30 Days- 21
Instrument- 2
Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND IN A NOSE LOW ATTITUDE DURING FLT IN THE TRAFFIC PATTERN TO LAND. WITNESSES DESCRIBED THE PATTERN AS BEING CLOSE IN, SLOW AND LOW COMPARED TO NORMAL TRAFFIC. THE ATTITUDE OF THE ACFT WAS DESCRIBED AS NOSE HIGH. AS THE ACFT TURNED TO FINAL APPROACH THE LEFT WING DROPPED AND THE ACFT WENT INTO A STEEP NOSE DOWN DESCENT. THE ACFT STRUCK THE GROUND AT A NOSE LOW ANGLE OF 27 DEGREES AND CAME TO REST. NO GROUND SCARS WERE FOUND BEYOND THE INITIAL POINT OF CONTACT. THE LOWER FUSELAGE DUG ABOUT 16 INCHES INTO THE GROUND. NO PROBLEMS WERE FOUND IN THE EXAMINATION OF THE ACFT. THE PLTS TRAINING WAS UNUSUAL. HIS FIRST 31 HOURS OF "DUAL" ARE UNSIGNED AND A WITNESS SAID THE INSTRUCTION WAS GIVEN BY A PRIVATE PLT. THE REMAINDER OF HIS 46 HOURS OF INSTRUCTION CAME FROM 2 DIFFERENT INSTRUCTOR, ABOUT 11 HOURS FROM ONE AND ABOUT 4 HOURS FROM THE OTHER.

Brief of Accident (Continued)

File No. - 2243

5/30/83

ANTIOCH, CA

A/C Reg. No. N391B

Time (Lcl) - 1850 PDT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. PLANNED APPROACH - POOR - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 4. STALL - NOT CORRECTED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2256 6/08/83 EL CAJON, CA A/C Reg. No. N8318T Time (Lcl) - 1453 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 270/008 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 800 FT
Lowest Ceiling - 800 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN DIEGO, CA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MONTGOMERY
Runway Ident - 28
Runway Lth/Wid - 3399/ 60
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 21
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 321
Make/Model- 73
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- 7
Last 90 Days- 53

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS FIRST WX BRIEFED AT 0916 FOR A FLT TO CATALINA ISLAND & ON TO SAN JOSE. VFR FLT WAS NOT RECOMMENDED. SUBSEQUENTLY THE PLT CALLED FSS FOUR MORE TIMES, THE FINAL CALL AT 1402 DURING WHICH HE REQUESTED & RECEIVED THE WX FOR MONTGOMERY & GILLESPIE ARPT. BOTH WERE STILL BELOW VFR. AT 1443 THE PLT CONTACTED THE TOWER & RECEIVED A SPECIAL VFR CLEARANCE & THE ACFT DEPARTED AT 1449. ABOUT 2 MIN LATER THE PLT WAS INFORMED THAT HE WAS IN NAS MIRAMAR'S AIRSPACE, AT WHICH TIME HE STATED HE WOULD LIKE TO RETURN TO THE ARPT. THE ACFT COLLIDED WITH TERRAIN ABOUT 10 FT BELOW THE NORTH PEAK OF FORTUNA MOUNTAIN.

Brief of Accident (Continued)

File No. - 2256

6/08/83

EL CAJON, CA

A/C Reg. No. N8318T

Time (Lcl) - 1453 PDT

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

Finding(s)

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

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

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2204 6/23/83 SAN DIEGO, CA A/C Reg. No. N4036A Time (Lcl) - 1256 PDT

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

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

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

Make/Model - HILLER UH12E	Eng Make/Model - LYCOMING VO-540-C2A	ELT Installed/Activated - NO	-N/A
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 3	Rated Power - 305 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - MILITARY	Last Departure Point	ON AIRPORT
Method - IN PERSON	OCEANSIDE, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MONTGOMERY FIELD
Wind Dir/Speed- 250/011 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		SOFT
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)
COMMERCIAL,CFI	Current - YES	Total - 7500
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - UH12E	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER ROLLED OVER DURING AN AUTOROTATIVE FORCED LANDING AFTER A POWER LOSS. PRIOR TO DEPARTURE ON THE DAY OF THE ACCIDENT THE PLT SAID HE CHECKED THE FUEL QUANTITY ON THE ACFT. TAKEOFF WAS AT ABOUT 1222 PDT. AT 1256 PDT THE PLT ARRIVED AT DESTINATION AND ADVISED THE TOWER THAT HE WAS LOW ON FUEL. IMMEDIATELY THEREAFTER THE ACFT ENGINE QUIT. THE FORCED LANDING WAS MADE ON ARPT PROPERTY. AN FAA INSPECTOR EXAMINED THE ACFT AFTER THE ACCIDENT. HE REPORTED THAT THERE WAS ABOUT 1 PINT OF FUEL IN THE MAIN TANK AND LESS THAN ONE QUART OF FUEL IN EACH OF THE TWO AUX TANKS. THE PLT DID NOT FILE AN ACCIDENT REPORT ON NTSB FORM 6120.1 AS REQUIRED.

Brief of Accident (Continued)

File No. - 2204

6/23/83

SAN DIEGO, CA

A/C Reg. No. N4036A

Time (Lc1) - 1256 PDT

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

Finding(s)

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

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

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2203 6/24/83 MARINA,CA

A/C Reg. No. N733PP

Time (Lcl) - 0035 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -MANEUVERING

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

Make/Model - CESSNA 172N

Eng Make/Model - LYCOMING O-320-H2AD

ELT Installed/Activated - YES/NO

Landing Gear - UNK/NR

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2300

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 160 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 260/005 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point

MONTEREY PENINS,CA

Destination

SAN JOSE,CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Age - 26

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 350

Last 24 Hrs - UNK/NR

SE LAND,ME LAND

Months Since - 3

Make/Model- 75

Last 30 Days- UNK/NR

Aircraft Type - 172

Instrument- 40

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE WATER WHILE CIRCLING AT LOW ALT AT NIGHT. DURING THE MANEUVERING THE ENGINE ALSO WAS REPORTED AS RUNNING ROUGH WHICH FURTHER DISTRACTED THE PLT. HE WAS ALREADY DISTRACTED TRYING TO IDENTIFY AN OBJECT IN THE WATER WHILE CIRCLING. WITHOUT REALIZING IT THE PLT ALLOWED THE ACFT TO DESCEND INTO THE WATER. THE PLT SAID "THE WATER "SORT OF SNUCK UP ON ME." A WITNESS SAID HE OBSERVED THE ACFT OFF SHORE ABOUT 200 FT CIRCLING FOR 2 OR 3 MINUTES AT LESS THAN 100 FT AGL.

Brief of Accident (Continued)

File No. - 2203

6/24/83

MARINA,CA

A/C Reg. No. N733PP

Time (Lc1) - 0035 PDT

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

Finding(s)

1. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)

2. LIGHT CONDITION - NIGHT
3. LOW PASS - PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
5. AUTOROTATION - INADVERTENT - PILOT IN COMMAND
6. 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) 3,4,5,6

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. - 2211

6/25/83

BANNING,CA

A/C Reg. No. N1860

Time (Lcl) - 1330 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - SMITH-POSTON BI-PLANE
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - LYCOMING O-320-A3B
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 - TV WX
Method - TV/RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 270/017 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
BAKERSFIELD,CA
Destination
PALM SPRINGS,CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1387
Last 24 Hrs - 3
Make/Model- 3
Last 30 Days- 3
Instrument- 54
Last 90 Days- 30
Multi-Eng - 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A DITCH DURING A FORCED LANDING AFTER THE ENGINE QUIT. THE PLT SAID HE RAN OUT OF GAS. HE SAID THE FUEL GAUGES WERE INOPERATIVE BUT HE WAS TOLD THE ACFT WOULD OPERATE 2 AND 1/2 HOURS ON A TANK OF FUEL. THE ACFT ENGINE STOPPED AFTER 1 HOUR AND 50 MINUTES OF OPERATION ACCORDING TO THE PLT.

Brief of Accident (Continued)

File No. - 2211

6/25/83

BANNING, CA

A/C Reg. No. N1860

Time (Lcl) - 1330 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. ENGINE INSTRUMENTS - INOPERATIVE
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - PILOT IN COMMAND
5. FUEL DUMPED - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2255 6/25/83 GEYSERVILLE, CA A/C Reg. No. N81KP Time (Lcl) - 0850 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

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

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -MANEUVERING

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

Make/Model - PROUT LONG-EZE

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 - 1325

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 118 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CLOVERDALE, CA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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, COMMERCIAL, CFI

SE LAND, ME LAND

GLIDER

Age - 30

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2575

Make/Model- 15

Instrument- 74

Multi-Eng - 87

Last 24 Hrs - 3

Last 30 Days- 21

Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS FIRST OBSERVED ROUNDING THE BEND IN THE RUSSIAN RIVER ABOUT 1 MI WEST OF THE BRIDGE FLYING IN AN EASTERLY DIRECTION, APPARENTLY FOLLOWING THE RIVER BED. THE ACFT'S ALTITUDE WAS DESCRIBED FROM "JUST OVER THE WATER" TO "TREE-TOP LEVEL." AS THE ACFT APPROACHED THE BRIDGE IT CLIMBED TO AN ALTITUDE "JUST ABOVE THE BRIDGE." THE ACFT COLLIDED WITH POWER LINES WHICH WERE STRUNG OVER THE WESTERN SIDE OF THE BRIDGE BETWEEN TWO POLES ON EITHER SIDE OF THE BRIDGE. ONE WITNESS STATED THAT WHILE LOOKING IN THE ACFT'S DIRECTION OF TRAVEL, "THE SUN WAS LOW ON THE HORIZON DIRECTLY IN FRONT OF THE PLANE AND VERY BRIGHT."

Brief of Accident (Continued)

File No. - 2255

6/25/83

GEYSERVILLE, CA

A/C Reg. No. N81KP

Time (Lc1) - 0850 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. BUZZING - INTENTIONAL - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. LIGHT CONDITION - SUNGLARE
5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
6. OBJECT - WIRE, TRANSMISSION

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2201 6/26/83 CAJON PASS,CA A/C Reg. No. N1239D Time (Lcl) - 1050 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

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

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

Make/Model - CESSNA C170A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL 5533-D-0-2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 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- CALM
Visibility - 3.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1900 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RIALTO,CA
Destination
HANFORD,CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - 170A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 394 Last 24 Hrs - UNK/NR
Make/Model- 96 Last 30 Days- UNK/NR
Instrument- 1 Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS FLYING ABOUT 40 FT AGL IN MARGINAL WEATHER WHEN THE ACFT CONTACTED A POWER LINE AND CRASHED. NO FLT PLAN WAS FILED AND THERE IS NO RECORD OF A WEATHER BRIEFING FOR THE PLT. THE PLT STATED HE WAS FOLLOWING A HIGHWAY UP A PASS WHEN HE ENCOUNTERED MARGINAL VISIBILITY. HE SAID HE COULD NOT TURN AROUND DUE TO LACK OF KNOWLEDGE OF THE TERRAIN. A WITNESS SAID HE SAW THE ACFT ABOUT 40 FT AGL AND SAW IT COLLIDED WITH POWER LINES AND COME DOWN ON THE SIDE OF THE FREEWAY. THE PLT SAID HE SHOULD HAVE MADE A 180 DEGREE TURN BEFORE HE GOT INTO THE REDUCED VISIBILITY. HE SAID THAT WHEN HE SAW THE POWER LINES HE ADDED FULL POWER BUT THE STALL WARNING SOUNDED SO HE PUT THE NOSEDOWN AND TRIED TO GO BETWEEN THE POWER LINES.

Brief of Accident (Continued)

File No. - 2201

6/26/83

CAJON PASS, CA

A/C Reg. No. N1239D

Time (Lc1) - 1050 PDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
5. LOW PASS - IMPROPER - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - IMPROPER - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - WIRE, TRANSMISSION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2224 7/01/83 FRANKLIN,CA A/C Reg. No. N1494G Time (Lcl) - 1150 PDT

-----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

Fire
NONE

Crew
Pass

Accident Occurred During -LANDING

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

Make/Model - BEECH 95-A55

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 4880

No. of Seats - UNK/NR

Eng Make/Model - CONTINENTAL IO-470-L

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 260 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- 210/015 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 2000 FT

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CONCORD,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

Runway Ident - 18

Runway Lth/Wid - 3300 -UNK/NR

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 - 73

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 36185

Make/Model- 70

Instrument- 373

Multi-Eng - 2098

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 99

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED WHEELS-UP DURING A TRAINING FLT. THE CFI WAS SIMULATING A SINGLE-ENGINE LANDING. THE CFI SAID HE AND THE STUDENT WERE ENGROSSED IN CONVERSATION AND FORGOT TO LOWER THE LANDING GEAR PRIOR TO LANDING. THE WARNING HORN DID NOT SOUND UNTIL JUST BEFORE TOUCHDOWN BECAUSE OF THE POWER-ON LANDING (12 INCHES HG SIMULATED ZERO THRUST ON THE DEAD ENGINE).

Brief of Accident (Continued)

File No. - 2224

7/01/83

FRANKLIN,CA

A/C Reg. No. N1494G

Time (Lc1) - 1150 PDT

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

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - DUAL STUDENT
 2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND(CFI)
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 4. CHECKLIST - NOT ATTAINED - DUAL STUDENT
 5. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2210 7/01/83 HAYWARD, CA A/C Reg. No. N4957G Time (Lc1) - 1757 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

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

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 260/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1300 FT
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HAYWARD, CA
Destination
SANTA BARBARA, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HAWARD AIR TERM.
Runway Ident - 28L
Runway Lth/Wid - 5156/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 23
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 76 Last 24 Hrs - 1
Make/Model- 76 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING THE TAKEOFF ROLL HE ATTEMPTED TO LIFT THE ACFT OFF AT ABOUT 65-75 KTS INDICATED AIRSPEED. THE PLT SAID THAT HE THOUGHT THE ACFT WAS NOT RESPONDING PROPERLY SO HE CUT THE POWER AND TRIED TO LAND ON THE RWY. THE ACFT KEPT BOUNCING, SO HE ADDED POWER FOR TAKEOFF AND COLLIDED WITH TREES. THE PASSENGER STATEMENTS RELATED THAT THE ACFT VEERED TO THE RIGHT, LIFTED OFF TO ABOUT 4 FT AGL AND BEGAN TO BOUNCE. AS THE ACFT PROGRESSED ALONG THE RWY THE BOUNCING BECAME MORE SEVERE UNTIL THE ACFT COLLIDED WITH THE TREES.

Brief of Accident (Continued)

File No. - 2210

7/01/83

HAYWARD,CA

A/C Reg. No. N4957G

Time (Lc1) - 1757 PDT

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

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
 2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 3. LIFT-OFF - IMPROPER - PILOT IN COMMAND
 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2226 7/02/83 CLEARLAKE,CA A/C Reg. No. N7593W Time (Lcl) - 1300 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	VISALIA,CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	PEARCE,CA	CLEARLAKE PEARCE
Wind Dir/Speed- 270/011 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - UNK/NR	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-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 119
SE LAND	Months Since - 11	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 18
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 29

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT CRASHED IN A FLAT AREA COVERED WITH 6 FT BUSHES AFTER THE ENGINE QUIT DURING A GO-AROUND. THE ENGINE HAD QUIT ON THE DOWNWIND AND STARTED AGAIN AFTER THE PLT SWITCHED TANKS. THE ACFT WAS HIGH ON FINAL AND AFTER GO-AROUND WAS INITIATED THE ENGINE QUIT AGAIN. THE ACFT CRASHED OFF THE ARPT. AN ACCIDENT PREVENTION SPECIALIST FROM THE ARPT SAID HE INSPECTED THE FUEL TANKS AND NOTED THAT THEY WERE EMPTY.

Brief of Accident (Continued)

File No. - 2226

7/02/83

CLEARLAKE,CA

A/C Reg. No. N7593W

Time (Lc1) - 1300 PDT

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

Finding(s)

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

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2223 7/11/83 PRINCETON,CA

A/C Reg. No. N9707

Time (Lcl) - 1130 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL APPLICATION

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 137

ON GROUND

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - GRUMMAN G-164

Eng Make/Model - P&W R985-AN1

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3600

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 450 HP

-----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 - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LAMBERTVILLE

Runway Ident - 36

Runway Lth/Wid - 2600/ 100

Runway Surface - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 26

Biennial Flight Review

Current - YES

Months Since - 19

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3850

Make/Model- 3805

Instrument- 20

Multi-Eng - 45

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A FORCED LANDING AND WAS DESTROYED BY FIRE AFTER AN ENGINE FAILURE DURING A SPRAYING OPERATION. THE PLT STATED THAT HIS FLAGGER SAW BLACK SMOKE DURING THE PULL-UP. THE SMOKE TURNED WHITE AND WAS OBSERVED COMING FROM THE STACKS. INSPECTION OF THE ENGINE AFTER THE ACCIDENT SHOWED THAT #3 CYLINDER HEAD HAD SEPARATED ABOVE THE CYLINDER BARREL THERE WAS NO INDICATION OF FIRE OR IMPACT DAMAGE IN THAT AREA.

Brief of Accident (Continued)

File No. - 2223

7/11/83

PRINCETON,CA

A/C Reg. No. N9707

Time (Lcl) - 1130 PDT

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

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL
 2. ENGINE ASSEMBLY,CYLINDER - SEPARATION
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2220

7/22/83

BISHOP,CA

A/C Reg. No. N757KE

Time (Lc1) - 1048 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

0

0

0

4

Accident Occurred During -TAXI

Other

0

0

0

5

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

Make/Model - CESSNA TR182RG II

Eng Make/Model - LYCOMING O-540-L3C5D

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3100

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 235 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 170/012 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

RENO,NV

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

BISHOP

Runway Ident - 16

Runway Lth/Wid - 5601/ 100

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 40

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - 182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 327

Last 24 Hrs - UNK/NR

Make/Model- 323

Last 30 Days- UNK/NR

Instrument- 2

Last 90 Days- 15

Multi-Eng - 1

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CAUGHT FIRE DURING TAXI AFTER AN ABORTED TAKEOFF. DURING THE TAKEOFF ROLL THE PLT NOTICED A VIBRATION AND A SLIGHT PULLING TO THE LEFT. THE BRAKES AND ENGINE HAD BEEN CHECKED WITH NOTHING NOTED BUT THE PLT DECIDED TO ABORT. HE LET THE ACFT ROLL TO A STOP WITHOUT USING BRAKES. AFTER STOPPING AND DETECTING NOTHING UNUSAL THE PLT DECIDED TO TRY AGAIN. WHILE TAXIING AND CHECKING BRAKES A BLUE-GREY SMOKE CAME OUT OF THE WHEELS AND THEN FLAMES CAME FROM THE RIGHT WHEEL. AN ATTEMPT TO STOP THE ACFT WAS INEFFECTUAL AS THE PLT STATED THERE WAS NO PRESSURE IN THE BRAKE PEDALS. THE ACFT ROLLED INTO A DRY GRASS AREA AND BURNED.

Brief of Accident (Continued)

File No. - 2220

7/22/83

BISHOP,CA

A/C Reg. No. N757KE

Time (Lcl) - 1048 PDT

Occurrence

FIRE

Phase of Operation

TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - OVERTEMPERATURE
2. LANDING GEAR,NORMAL BRAKE SYSTEM - FIRE
3. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,TOTAL
4. FUSELAGE - BURNED

-----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. - 2221

7/22/83

CHICO, CA

A/C Reg. No. N45398

Time (Lcl) - 1730 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire
NONE

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

Make/Model - CESSNA 150

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 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- 150/008 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

RANCHAERO

Runway Ident - 33

Runway Lth/Wid - 2280/ 30

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 29

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	21	Last 24 Hrs -	1
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Make/Model-	20	Last 30 Days-	12
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Instrument-	1	Last 90 Days-	21
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE RWY DURING THE LANDING ROLL AND NOSED OVER. ON THE FIRST SOLO LANDING THE ACFT WAS OBSERVED TO BALLOON DURING THE FLARE. WHEN THE STUDENT ADDED POWER THE ACFT YAWED TO THE LEFT TOUCHED DOWN AND RAN OFF THE RWY INTO A PLOWED FIELD. THE NOSE WHEEL COLLAPSED AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2221

7/22/83

CHICO, CA

A/C Reg. No. N45398

Time (Lcl) - 1730 PDT

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2222 7/22/83 MAMMOTH LAKES,CA A/C Reg. No. N5737Z Time (Lcl) - 1539 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - PIPER PA-22-108
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PALM DESERT,CA
Destination
SONORA,CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 46
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 500
Make/Model- 135
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES WHILE TRYING TO MANEUVER THROUGH A MOUNTAIN PASS AT 13000 FT MSL WITH THE TEMPERATURE AT 82 DEGREES. THE PLT STATED THAT THE ACFT STARTED A HIGH SINK RATE. HE CHECKED THE THROTTLE, MAGS AND MIXTURE BUT WAS FORCED TO SETTLE INTO THE TREES ABOUT 1 MILE WEST OF MAMMOTH LAKES ARPT. THE DENSITY ALT WAS ABOUT 17200 FT. THE SERVICE CEILING OF A PA-22 IS 12000 FT.

Brief of Accident (Continued)

File No. - 2222

7/22/83

MAMMOTH LAKES, CA

A/C Reg. No. N5737Z

Time (Lc1) - 1539 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
 2. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
 3. OBJECT - TREE(S)
 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
-

-----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. - 2218

7/30/83

NOVATO, CA

A/C Reg. No. N2510U

Time (Lcl) - 1630 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

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

Make/Model - PIPER PA-28RT

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 2900

No. of Seats - 4

Eng Make/Model - CONTINENTAL TSIO-360-FB1

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- 225/010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

GROSS FIELD

Runway Ident - UNK/NR

Runway Lth/Wid - 3300/ 60

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 43

Biennial Flight Review

Current - YES

Months Since - 25

Aircraft Type - PA-28

Medical Certificate - EXPIRED

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- 9

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LEFT THE RWY DURING LANDING AND COLLIDED WITH A DIRT EMBANKMENT. THE PLT WAS PRACTICING TAKEOFFS AND LANDINGS. THE TOWER HAD ADVISED HIM THAT RWY 13 WAS IN USE AND THERE WAS RIGHT CROSSWIND. DURING THE 3RD LANDING AS THE PLT WAS RAISING THE FLAPS HE ALSO APPLIED THE BRAKES. CONTROL WAS LOST AND THE ACFT DEPARTED THE RIGHT SIDE OF THE RWY AND HIT AN EMBANKMENT. THE PLT HAD REPORTEDLY USED FULL FLAPS AND AN APPROACH SPEED OF 80 KTS DURING THIS LANDING. THE WIND WAS REPORTED TO BE FROM THE SOUTHWEST AT 10 KTS. THE PLT REPORTED THE WIND WAS FROM THE NORTHWEST AT 12 KTS. THE BRAKES WERE EXAMINED AFTER THE ACCIDENT AND FOUND TO BE NORMAL WITH PADS ALMOST NEW IN APPEARANCE.

Brief of Accident (Continued)

File No. - 2218

7/30/83

NOVATO, CA

A/C Reg. No. N2510U

Time (Lcl) - 1630 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2217 8/07/83 PALO ALTO, CA A/C Reg. No. N714QA Time (Lcl) - 0914 PDT

-----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	1
Pass	0	0	0	0

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

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

Eng Make/Model - CONTINENTAL O-200-A48
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- 360/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 10000 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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PALO ALTO
Runway Ident - 30
Runway Lth/Wid - 2500/ 65
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 34
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total	-	39	Last 24 Hrs -	2
Make/Model-	39		Last 30 Days-	14
Instrument-	1		Last 90 Days-	36

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER IN A MARSH DURING A FORCED LANDING AFTER AN ENGINE FAILURE. THIS WAS A SOLO INSTRUCTIONAL FLT. THE PLT SAID HE WAS DESCENDING FOR A LANDING AT PALO ALTO WHEN THE ENGINE BEGAN TO "LOSE POWER AND RUN ROUGH." CARBURETOR HEAT DID NOT WORK AND WHEN THROTTLE WAS ADDED THE VIBRATION INCREASED. A FORCED LANDING WAS MADE NORTH OF THE ARPT. A POST ACCIDENT TEAR DOWN OF THE ENGINE REVEALED A FAILURE OF THE #1 CONNECTING ROD END CAP. THIS AND PARTS OF THE PISTON RING SECTIONS AND A CONNECTING ROD BEARING WERE FOUND IN THE OIL SUMP. #2 CYLINDER WAS FOUND BATTERED AND DENTED. #3 AND #4 CYLINDERS WERE NORMAL.

Brief of Accident (Continued)

File No. - 2217

8/07/83

PALO ALTO, CA

A/C Reg. No. N714QA

Time (Lc1) - 0914 PDT

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

Finding(s)
1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

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. - 2215

8/20/83

FRESNO, CA

A/C Reg. No. N4312X

Time (Lcl) - 1000 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - PIPER PA-28-R200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NWS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 300/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 13000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FRESNO, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SIERRA SKY PARK
Runway Ident - 30
Runway Lth/Wid - 2920/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 30
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - 150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	600
Make/Model	1
Instrument	20
Multi-Eng	125
Last 24 Hrs	1
Last 30 Days	UNK/NR
Last 90 Days	20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A FENCE DURING THE FLARE FOR LANDING AND CAME TO REST NEAR THE RWY THRESHOLD. THE PLT STATED HE GOT TOO LOW DURING THE APPROACH DURING A CHECKOUT FROM THE PREVIOUS OWNER. THE PIC HAD OVER 400 HOURS OF SINGLE ENGINE TIME BUT NONE IN THIS MAKE AND MODEL. HE STATED THAT DURING THE APPROACH THE PREVIOUS OWNER IN THE RIGHT SEAT SAID THE APPROACH LOOKED OK TO HIM JUST BEFORE THE PLT ADDED POWER AND COLLIDED WITH THE FENCE.

Brief of Accident (Continued)

File No. - 2215

8/20/83

FRESNO,CA

A/C Reg. No. N4312X

Time (Lcl) - 1000 PDT

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

Finding(s)
1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. SUPERVISION - INADEQUATE - CHECK PILOT

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

Finding(s)
5. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2254 8/21/83 LA JOLLA, CA A/C Reg. No. N100ES Time (Lcl) - 1410 PDT

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

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

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

Make/Model - CHAMPION 7GCAA	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	EL CAJON, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 250/014 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WATER - CHOPPY
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)
PRIVATE, COMMERCIAL	Current - UNK/NR	Total - 1878
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Make/Model- 20
		Instrument- 28
		Last 30 Days- UNK/NR
		Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO DEPARTURE, THE ACFT WAS OBSERVED BEING RUN UP WITH THE ENG SPUTTERING & BACKFIRING QUITE BADLY. THE ACFT RETURNED TO THE HANGER & 3 LOWER PLUGS WERE CHANGED. THE FLT WAS THEN RESUMED. THE ACFT WAS NEXT OBSERVED OFF SHORE, WITH THE ENG SPUTTERING & MISSING, & THE BANNER HAVING BEEN RELEASED. THE ACFT THEN PITCHED UP, STALLED & STRUCK THE WATER. ENG EXAMINATION REVEALED NUMEROUS MECHANICAL DISCREPANCIES. THE #4 EXHAUST VALVE FAILED IN FATIGUE. THE RIGHT EXHAUST FLAME TUBE WAS DETERIORATED & SEPARATED WITH PARTS MISSING WHICH WERE LARGER THAN THE OPENING IN THE EXHAUST MANIFOLD. 4/5 OF THE #2 PISTON CAP SKIRT WAS MISSING. THE #2 SCRAPER RING ON THE #2 PISTON WAS BROKEN IN HALF. THE #4 EXHAUST CAM LOBE WAS WORN TO ABOUT 1/2 ITS NORMAL HEIGHT. THE #4 EXHAUST CAM FOLLOWER FACE WAS CONCAVED & PITTED. THE OIL PUMP HOUSING & GEARS SHOWED SCRATCH MARKS SUGGESTIVE OF METAL CONTAMINATION.

Brief of Accident (Continued)

File No. - 2254

8/21/83

LA JOLLA, CA

A/C Reg. No. N100ES

Time (Lc1) - 1410 PDT

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

Finding(s)

1. ENGINE ASSEMBLY, RING - FAILURE, PARTIAL
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. ENGINE ASSEMBLY, VALVE - FATIGUE
4. ENGINE ASSEMBLY - FOREIGN OBJECT DAMAGE

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

5. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2209 9/14/83 DAVENPORT, CA A/C Reg. No. N206TB Time (Lc1) - 1945 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -MANEUVERING

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

Make/Model - DEHAVILLAND BEAGLE B-206

Eng Make/Model - CONTINENTAL GIO-470A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - UNK/NR

Max Gross Wt - 6400

Engine Type - RECIP-FUEL INJECTED

No. of Seats - UNK/NR

Rated Power - 310 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- CALM

Visibility - UNK/NR

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - OBSCURED

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MEXICO

Destination

UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

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 - 600

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED OR DITCHED IN THE WATER WHILE ATTEMPTING TO EVADE CUSTOMS OFFICIALS. CUSTOM OFFICIALS HAD BEEN WATCHING THIS ACFT AND FOLLOWED IT FROM MEXICO. AFTER A TOUCH AND GO LANDING AT COMPTON THE ACFT LEFT THE LOS ANGELES AREA AT 200 FT MSL TRYING TO MANEUVER AWAY FROM THE CUSTOMS ACFT. THE CUSTOMS OFFICIALS LOST SIGHT OF THE ACFT IN A FOG BANK AT 10 FT AGL TWO MILES FROM SHORE AT DAVENPORT, CA. ON 9/17 A CAMPER REPORTED 2 BAGS OF MARIJUANA WASHED ASHORE AT DAVENPORT. ON 9/28 THE PLTS BODY WASHED ASHORE AT BEAN HOLLOW PT, CA. IN OCTOBER 3 PARTS OF THE ACFT WASHED ASHORE.

Brief of Accident (Continued)

File No. - 2209

9/14/83

DAVENPORT, CA

A/C Reg. No. N206TB

Time (Lcl) - 1945 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - FOG
2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. TERRAIN CONDITION - WATER, ROUGH
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
7. 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) 2,3,5,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2208 11/12/83 BERMUDA DUNES,CA A/C Reg. No. N3821Z Time (Lcl) - 1730 PST

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

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

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

Make/Model - BEECH A-36	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PAGE,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BERMUDA DUNES,CA	BERMUDA DUNES
Wind Dir/Speed- 300/017 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4030/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----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 - 4000
SE LAND	Months Since - 5	Last 24 Hrs - 7
	Aircraft Type - V35-B	Make/Model- 33
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A CHAIN LINK FENCE AND SAND DUNES DURING AN ATTEMPTED GO-AROUND AFTER LANDING. THE PLT SAID THAT AFTER LANDING THE BRAKES WERE APPLIED TO NO AVAIL SO AT MIDFIELD THE PLT ELECTED TO GO-AROUND. DURING THE GO-AROUND THE ACFT DRIFTED OFF THE RWY JUST MISSING PARKED ACFT, HIT THE FENCE AND IMPACTED IN THE SAND DUNES OF A VACANT LOT. AFTER THE ACCIDENT AN FAA INSPECTOR FOUND A STREAK OF HYDRAULIC FLUID ON THE MID-SECTION OF THE RWY. IT WAS FOUND THAT RIGHT BRAKE BLEEDER SCREW WAS MISSING HOWEVER THE RIGHT HAND BRAKE ASSEMBLY BLEEDER FITTING PORT HAD TOW THREADS DISTORTED AND COMPRESSION DAMAGE NOTED WITH TWO THREADS ON THE OPPOSITE SIDE STRIPPED OUT. THE BRAKE CASTING HAD WHAT APPEARED TO BE RWY SCRAPE MARKS ON THE BLEEDER PORT BOSS. THE RIGHT TIRE WAS FLAT AND LEFT AND RIGHT SKID MARKS WERE NOTED IN THE GRASS AS THE ACFT LEFT THE RWY BEFORE CONTACT WITH THE SAND DUNES. ACCORDING TO THE ARPT MANAGER THERE WAS A LEFT CROSSWIND A THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2208

11/12/83

BERMUDA DUNES, CA

A/C Reg. No. N3821Z

Time (Lc1) - 1730 PST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. LANDING GEAR, NORMAL BRAKE SYSTEM - IMPROPER
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
6. GO-AROUND - INITIATED - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - TREE(S)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2206 11/18/83 PALO ALTO, CA A/C Reg. No. N714UD Time (Lc1) - 1100 PST

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

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

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

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

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

<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- 230/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 10000 FT SCATTERED</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point 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 PALO ALTO</p> <p>Runway Ident - 30</p> <p>Runway Lth/Wid - 2500/ 65</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 28</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 15</p> <p>Make/Model- 13</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 15</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT, WHO WAS ON HIS FIST SOLO STATED HE "STARTED TO FLARE OUT BIT HIGH, BOUNCED A FEW TIMES, LOST DIRECTIONAL CONTROL AND WENT OFF RUNWAY 30, TO THE RIGHT. THE ACFT WENT UP ON ITS RIGHT WING, THEN BACK DOWN, AND CAME TO REST UPRIGHT."

Brief of Accident (Continued)

File No. - 2206

11/18/83

PALO ALTO, CA

A/C Reg. No. N714UD

Time (Lcl) - 1100 PST

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2205 12/01/83 TRUCKEE,CA

A/C Reg. No. N6134E

Time (Lcl) - 1245 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -PERSONAL

Fire Crew

Flight Conducted Under -14 CFR 91

NONE Pass

Accident Occurred During -MANEUVERING

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

Make/Model - CESSNA 172N

Eng Make/Model - LYCOMING O-320-H2AD

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2300

Engine Type - UNK/NR

No. of Seats - 4

Rated Power - 145 HP

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- CALMABLE

Visibility - 30.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PALO ALTO,CA

Destination

TRUCKEE,CA

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

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 - 3

Aircraft Type - 172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 260 Last 24 Hrs - 2

Make/Model- 158 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES AND THE TERRAIN WHILE TRYING TO FLY THROUGH DONNER PASS ON A SOLO X-COUNTRY. THERE WAS AN OVERCAST SKY AND THE MOUNTAINS WERE 8300 TO 9100 FT HIGH. THE PLT WAS QUOTED AS STATING THAT THE ACFT DID NOT CLIMB AS WELL AS HE ANTICIPATED AND STALLED AS HE TRIED TO MANEUVER THROUGH THE TREES IN THE HIGH PASS. THE ACFT SETTLED INTO PINE TREES AND SNOW. THE PLT HIKED OUT TO A HIGHWAY FOR HELP.

Brief of Accident (Continued)

File No. - 2205

12/01/83

TRUCKEE, CA

A/C Reg. No. N6134E

Time (Lc1) - 1245 PST

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

Finding(s)

1. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - CLOUDS
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. OBJECT - TREE(S)
6. STALL - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2364 12/18/83 BROOMFIELD, CO A/C Reg. No. N93271 Time (Lcl) - 1143 MST

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

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

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

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

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	JEFFCO
Wind Dir/Speed	- 340/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- 29R
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Clearance	- 4000/ 60
Lowest Ceiling	- 20000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- HAZE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 10	Last 24 Hrs - 1
	Months Since - N/A	Make/Model - 10	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A SNOW BANK DURING LANDING AND NOSED DOWN. THIS WAS THE STUDENT'S FIRST SOLO LANDING. THE STUDENT THOUGHT THE LANDING WAS ALL RIGHT EXCEPT THAT THE ACFT KEPT GOING TO THE LEFT IN SPITE OF RIGHT RUDDER. SOME POWER WAS STILL ON THE ACFT. THE INSTRUCTOR THOUGHT THE ACFT LANDED WITH THE NOSE LOW AND SKIPPED BACK INTO THE AIR. IT DEPARTED THE RWY DURING THE 2ND TOUCHDOWN. THE INSTRUCTOR SAID THE STUDENT HAD 10 HRS DUAL AND 27 LANDINGS PRIOR TO THIS FLT. THE STUDENT IS A DEAF MUTE. THE TOWER USED LIGHT SIGNALS FOR LANDING CLEARANCE.

Brief of Accident (Continued)

File No. - 2364

12/18/83

BROOMFIELD,CO

A/C Reg. No. N93271

Time (Lc1) - 1143 MST

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

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

Finding(s)
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)
5. TERRAIN CONDITION - SNOWBANK

Occurrence #4 NOSE DOWN
Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2362 12/30/83 FLORISSANT, CO A/C Reg. No. N3389D Time (Lcl) - 1445 MST

-----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
						3

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FT COLLINS, CO	
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 15
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - SNOW - COMPACTED
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)
PRIVATE	Current - YES	Total - 152
SE LAND	Months Since - 3	Make/Model- 138
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 72
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A SNOWBANK DURING LANDING. THE RWY HAD ONLY BEEN PLOWED TO A WIDTH OF ABOUT 16 FT ACCORDING TO THE PLT. THIS WAS A PRIVATELY OWNED STRIP AND THE PLT/OWNER SAID HE INSTRUCTED HIS MAINTENANCE MAN/RANCH MGR TO PLOW THE RWY TO MINIMUM WIDTH. THE PLT SAID THAT DURING THE LANDING ROLL THE RIGHT LANDING GEAR HIT THE SNOW ALONGSIDE THE STRIP CAUSING A NOSE OVER. THE PLT HAD JUST DEPARTED THIS STRIP AND RETURNED TO GET SOME CAR KEYS WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 2362

12/30/83

FLORISSANT, CO

A/C Reg. No. N3389D

Time (Lcl) - 1445 MST

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

Finding(s)

1. AIRPORT SNOW REMOVAL - INADEQUATE -
 2. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
 3. TERRAIN CONDITION - SNOWBANK
 4. 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) 1,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2376 12/30/83 HOLYOKE, CO A/C Reg. No. N51637 Time (Lcl) - 1910 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

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

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

Make/Model - MAULE M-5-220C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
No. of Seats - UNK/NR

Eng Make/Model - FRANKLIN 6A-350-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 220 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/004 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
GREELEY, 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

HOLYOKE
Runway Ident - 17
Runway Lth/Wid - 3600/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3800
Make/Model- 86
Instrument- UNK/NR
Multi-Eng - 13
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 28
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RAN OFF THE RWY DURING LANDING AND NOSED OVER. THE PLT STATED THAT THE ACCIDENT OCCURRED DURING A LANDING ON RWY 17. THE WIND WAS REPORTED AS FROM THE SOUTHWEST AT FOUR KTS. THE PLT STATED THAT THE GLIDE PATH AND AIRSPEED WERE GOOD ON FINAL APPROACH. DURING TOUCHDOWN THE ACFT BOUNCED AND WENT OFF THE RWY. THE PLT WAS A FLT INSTRUCTOR, HAD 3800 FLYING HOURS AND MADE APPROX 200 LANDINGS IN THE LAST 90 DAYS. HE WAS ACTING AS PIC ON THIS FLT FOR THE ACFT OWNER WHO WAS A PASSENGER.

Brief of Accident (Continued)

File No. - 2376

12/30/83

HOLYOKE, CO

A/C Reg. No. N51637

Time (Lcl) - 1910 MST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. FLARE - MISJUDGED - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2288 9/24/83 NORTH CANAAN, CT A/C Reg. No. N87RW Time (Lc1) - 1240 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - I.S.A. BRASOV IS28B2 "LARK"
Landing Gear - UNK/NR
Max Gross Wt - 1298
No. of Seats - 2

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 300/015 KTS

Visibility - 80.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

CANAAN

Runway Ident - 03

Runway Lth/Wid - 3100/ 75

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

GLIDER

Age - 51

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - SGS2-33

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 88

Make/Model- 5

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- 16

Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

TWO WITNESSES OBSERVED THE GLIDER ON A DOWNWIND THAT WAS, IN THEIR ESTIMATION, LOWER THAN NORMAL. ONE WITNESS REPORTED OBSERVING THE SPOILERS EXTENDED. THE PLT STATED HE EXTENDED THE FLAPS ON DOWNWIND, BUT HAD NOT USED THE SPOILERS. DURING THE TURN TO BASE LEG, THE PLT BECAME AWARE OF AN EXCESSIVE SINK RATE. HE ADJUSTED THE BASE LEG BUT THE GLIDER COLLIDED WITH TREES SHORT OF THE RWY. THE FLAPS WERE FOUND IN THE RETRACTED POSITION.

Brief of Accident (Continued)

File No. - 2288

9/24/83

NORTH CANAAN, CT

A/C Reg. No. N87RW

Time (Lcl) - 1240 EDT

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

Finding(s)

1. SPOILER EXTENSION - INADVERTENT - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - TREE(S)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2399 2/27/83 BROOKSVILLE, FL A/C Reg. No. N28216 Time (Lcl) - 2317 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -SCHEDULED, DOMESTIC, CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model - PIPER PA-32-301
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 2

Eng Make/Model - LYCOMING IO-540-K1G5D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 110/010 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
TALLAHASSEE, FL
Destination
LAKELAND, FL

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - PA-31

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3934

Make/Model- 1300

Instrument- 124

Multi-Eng - 1274

Last 24 Hrs - 1

Last 30 Days- 90

Last 90 Days- 360

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DISAPPEARED FROM RADAR DURING DESCENT FROM 4000 FT MSL TO 2000 FT MSL. INVESTIGATION REVEALED SIGMET BRAVO 3 IN EFFECT IN THE AREA OF THE ACCIDENT AT THE TIME OF THE CRASH. THE TRANSCRIPT OF RADIO COMMUNICATIONS WITH THE FLT SHOWS NO IN-FLT WEATHER BRIEFINGS. THE SIGMET BRAVO 3 WARNED THAT THERE WAS MODERATE TO SEVERE TURBULENCE IN THE AREA DUE TO STRONG LOW LEVEL WINDS; A LOW LEVEL WINDSHEAR POTENTIAL EXISTED BELOW 4000 FT MSL. THE PLT HAD BEEN CLEARED TO DESCEND TO 2000 FT MSL AT 2312. THE PLT ACKNOWLEDGED THE TRANSMISSION. AT 2312+41 THE PLT WAS ADVISED TO CHANGE RADIO FREQUENCIES AND THE PLT ACKNOWLEDGED. AT 2313 THE APPROACH CONTROLLER LOST THE FLTS RADAR CONTACT AND CALLED THE FLT. THERE WERE NO FURTHER RADIO CONTACT WITH THE FLT. AT 2318 RESIDENTS IN THE AREA OF BROOKSVILLE ADVISED THE SHERIFF THAT A SMALL ACFT HAD CRASHED. THE PA-32-301 PLTS HANDBOOK SHOWS A VA SPEED OF 110 KTS AS THE LIMITATION FOR TURBULENT AIR PENETRATION. THE ATC RADAR ITAP READOUT SHOWS THE ACFT SPEED BEFORE RADAR CONTACT WAS LOST AT ABOUT 168 KTS.

Brief of Accident (Continued)

File No. - 2399

2/27/83

BROOKSVILLE, FL

A/C Reg. No. N28216

Time (Lc1) - 2317 EST

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. IN FLIGHT WEATHER ADVISORIES - NOT USED - PILOT IN COMMAND
3. WEATHER CONDITION - WINDSHEAR

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

Finding(s)

4. WING - SEPARATION
5. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
6. 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) 2,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2357

4/17/83

DESTIN, FL

A/C Reg. No. N265T

Time (Lc1) - 1442 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - BEECH V35TC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-D1
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- 310/007 KTS

Visibility - 14.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BIRMINGHAM, AL

Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DESTIN

Runway Ident - 32

Runway Lth/Wid - 5000 -UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 38

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - V35TC

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 64

Make/Model- 47

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 26

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A POWERLINE, CRASHED & BURNED AFTER THE ENGINE LOST POWER ON THE FINAL APPROACH. THE ACFT WAS USING FUEL FROM A TANK THAT WAS LESS THAN HALF FULL. THE ACFT HAD MADE A GO-AROUND AND DURING THE PATTERN WAS OBSERVED TO BE OSCILLATING FROM SIDE TO SIDE FROM TURBULENCE OR PLT INPUTS. THE WIND WAS DESCRIBED AS GUSTY AND BUMPY. A PLACARD ON THIS ACFT STATES THAT PROLONGED SLIPS (20 SECONDS OR MORE) MUST BE AVOIDED WITH TANKS LESS THAN HALF FULL. THE ACFT CRASHED ABOUT 1000 FT FROM THE APPROACH END OF THE RWY.

Brief of Accident (Continued)

File No. - 2357

4/17/83

DESTIN,FL

A/C Reg. No. N265T

Time (Lcl) - 1442 CST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

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

Finding(s)

3. OBJECT - WIRE,TRANSMISSION
4. CLEARANCE - NOT MAINTAINED - 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) 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. - 2353 4/28/83 DANIA, FL A/C Reg. No. N213S Time (Lcl) - 1935 EDT

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

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

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

Make/Model	- BEECH D18S	Eng Make/Model	- P&W R-985-14B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL RETRACTABLE	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 9800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	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- 080/009 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>BIMINI, BH</p> <p>Destination</p> <p>FT. LAUDERDALE, FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TOUCH AND GO</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>FT. LAUDERDALE</p> <p>Runway Ident - 09R</p> <p>Runway Lth/Wid - 5316/ 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>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 27</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 11</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 910</p> <p>Make/Model- 167</p> <p>Instrument- 5</p> <p>Multi-Eng - 345</p>	<p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 100</p> <p>Rotorcraft - 15</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN A WOODED AREA DURING A FORCED LANDING FOLLOWING A POWER LOSS ON BOTH OF ITS ENGINES. THE ACFT HAD BEEN FLOWN TO BIMINI FROM OPA-LOCKA, FL. ABOUT 75 GALLONS OF FUEL WAS DRAINED FROM THE ACFT. UPON THE RETURN TO FT LAUDERDALE, FL, THE LANDING GEAR HAD TO BE MANUALLY OPERATED BECAUSE OF A KNOWN PRE-EXISTING ELECTRICAL PROBLEM. THIS ALSO PRECLUDED RADIO COMMUNICATIONS. UPON EXECUTING A TOUCH AND GO LANDING AT FT LAUDERDALE THE FUEL PRESSURE LIGHTS WHICH HAD BEEN FLICKERING NOW CAME ON STEADY ON THE RIGHT ENGINE. THE PLT CUT THE MIXTURE ON THAT ENGINE AT 500 FT AGL. ALMOST IMMEDIATELY THE LEFT ENGINE LIGHT CAME ON AND IT QUIT ALSO. THE ACFT WAS CRASH LANDED. POST ACCIDENT EXAMINATION REVEALED THAT ALL FUEL TANKS WERE EMPTY. THE ACFT OWNER SAID THE ACFT HAD 145 GALLONS ON BOARD PRIOR TO LEAVING FLORIDA. THE ACFT FLEW ABOUT 1 HOUR AND 20 MINUTES AT 50 GALLONS AN HOUR PLUS OFFLOADING 75 GALLONS AT BIMINI.

Brief of Accident (Continued)

File No. - 2353

4/28/83

DANIA, FL

A/C Reg. No. N213S

Time (Lcl) - 1935 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2289 7/01/83 LORIDA, FL A/C Reg. No. N20021 Time (Lc1) - 1024 EDT

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

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

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

Make/Model - TAYLORCRAFT TC-19	Eng Make/Model - CONTINENTAL D-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 060/005 KTS Visibility - 10.0 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 SEBRING, FL Destination OKEECHOBEE, 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 - UNK/NR Runway Lth/Wid - UNK/NR Runway Surface - GRASS/TURF Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, CFI SE LAND	Age - 41 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Medical Certificate - EXPIRED 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
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES ALONG A HIGHWAY OBSERVED THE ACFT FLYING AT LOW ALTITUDE. ONE WITNESS SAW THE ACFT HIT A POWERLINE, CLIMB A LITTLE, THEN CRASH NOSE FIRST.

Brief of Accident (Continued)

File No. - 2289

7/01/83

LORIDA,FL

A/C Reg. No. N20021

Time (Lc1) - 1024 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. BUZZING - INTENTIONAL - PILOT IN COMMAND
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
6. OBJECT - WIRE,TRANSMISSION

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2261 7/03/83 ISLAMORADA, FL A/C Reg. No. N11539 Time (Lcl) - 2015 EDT

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

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

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

Make/Model - CESSNA 150L	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	TAVERNIER, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- 068/010 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling -	Type Apch/Lndg -	
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	Current - UNK/NR	Total - 4300
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 120
		Instrument- 1100
		Last 30 Days- UNK/NR
		Last 90 Days- 25
		Multi-Eng - 3400

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG QUIT AT ABOUT 1,000 FT AGL. ENG RESTART WAS UNSUCCESSFUL & THE ACFT DITCHED. TESTS INDICATED THAT THE FUEL WAS REGULAR AUTOMOTIVE LEADED FUEL WITH A MOTOR OCTANE NUMBER OF 87.3. THE LOGBOOKS SHOWED THAT THE STC FOR USE OF AUTOMOTIVE FUEL HAD NOT BEEN ACCOMPLISHED.

Brief of Accident (Continued)

File No. - 2261

7/03/83

ISLAMORADA,FL

A/C Reg. No. N11539

Time (Lcl) - 2015 EDT

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

Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,OIL GRADE - IMPROPER

2. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND

Occurrence #2 DITCHING

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2381 7/10/83 JACKSONVILLE, FL A/C Reg. No. NONE Time (Lcl) - 1900 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

MINOR

Fire

NONE

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

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

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

Eng Make/Model - UNK - NR
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

HERLONG
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

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

Medical Certificate - NO MEDICAL
Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PLTS OF 2 HIGH WING, PTERODACTYL ASCENDER, ULTRALIGHT VEHICLES TOOK OFF & WERE OPERATING IN A DESIGNATED AREA FOR ULTRALIGHTS. ONE PLT (PLT-A) WAS MAKING TOUCH & GO LANDINGS WHILE THE OTHER PLT (PLT-B) WAS MANEUVERING IN THE VICINITY. AFTER PLT-A MADE A TOUCH & GO, PLT-B TURNED TO PARALLEL HIS COURSE. REPORTEDLY, THIS PUT PLT-B HIGH, BEHIND & TO THE RIGHT OF PLT-A, WHO WAS CLIMBING ON A SOUTHBOUND HEADING. PLT-B SAID THAT HE THOUGHT PLT-A HAD SEEN HIM AS THEY CONTINUED ON A SOUTHERLY COURSE. REPORTEDLY, PLT-A DID NOT SEE THE OTHER VEHICLE, BECAUSE IT WAS HIGH/BEHIND HIM. PLT-A REPORTED THAT AFTER CLIMBING TO APRX 100 TO 150 FT, HE TURNED WESTBOUND IN THE PATTERN & THE OTHER ULTRALIGHT WAS STILL IN THE BLIND SPOT OF THE HIGH WING VEHICLE UNTIL JUST BEFORE IMPACT. DURING IMPACT, THE FLYING WIRE FOR THE LEFT WING OF PLT-A'S VEHICLE HIT THE RIGHT MAIN GEAR OF PLT-B'S VEHICLE. PLT-A'S ULTRALIGHT ENTERED AN UNCONTROLLED SPIN & CRASHED. PLT-B LANDED WITH A BROKEN RIGHT MAIN WHEEL & A BROKEN STRENGTHENING WIRE.

Brief of Accident (Continued)

File No. - 2381

7/10/83

JACKSONVILLE, FL

A/C Reg. No. NONE

Time (Lc1) - 1900 EDT

Occurrence MIDAIR COLLISION
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2381 7/10/83 JACKSONVILLE, FL A/C Reg. No. NONE Time (Lcl) - 1900 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire
NONE

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

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

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

Eng Make/Model - UNK - NR
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

HERLONG
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 36
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PLTS OF 2 HIGH WING, PTERODACTYL ASCENDER, ULTRALIGHT VEHICLES TOOK OFF & WERE OPERATING IN A DESIGNATED AREA FOR ULTRALIGHTS. ONE PLT. (PLT-A) WAS MAKING TOUCH & GO LANDINGS WHILE THE OTHER PLT (PLT-B) WAS MANEUVERING IN THE VICINITY. AFTER PLT-A MADE A TOUCH & GO, PLT-B TURNED TO PARALLEL HIS COURSE. REPORTEDLY, THIS PUT PLT-B HIGH, BEHIND & TO THE RIGHT OF PLT-A, WHO WAS CLIMBING ON A SOUTHBOUND HEADING. PLT-B SAID THAT HE THOUGHT PLT-A HAD SEEN HIM AS THEY CONTINUED ON A SOUTHERLY COURSE. REPORTEDLY, PLT-A DID NOT SEE THE OTHER VEHICLE, BECAUSE IT WAS HIGH/BEHIND HIM. PLT-A REPORTED THAT AFTER CLIMBING TO APRX 100 TO 150 FT, HE TURNED WESTBOUND IN THE PATTERN & THE OTHER ULTRALIGHT WAS STILL IN THE BLIND SPOT OF THE HIGH WING VEHICLE UNTIL JUST BEFORE IMPACT. DURING IMPACT, THE FLYING WIRE FOR THE LEFT WING OF PLT-A'S VEHICLE HIT THE RIGHT MAIN GEAR OF PLT-B'S VEHICLE. PLT-A'S ULTRALIGHT ENTERED AN UNCONTROLLED SPIN & CRASHED. PLT-B LANDED WITH A BROKEN RIGHT MAIN WHEEL & A BROKEN STRENGTHENING WIRE.

Brief of Accident (Continued)

File No. - 2381

7/10/83

JACKSONVILLE, FL

A/C Reg. No. NONE

Time (Lc1) - 1900 EDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT OF OTHER AIRCRAFT
 2. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

4. WING, BRACING WIRE - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2272 8/12/83 PLYMOUTH, FL A/C Reg. No. N5140U Time (Lcl) - 0916 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

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

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

Make/Model - CESSNA 206

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 3300

No. of Seats - UNK/NR

Eng Make/Model - CONTINENTAL IO-520-A

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 285 HP

ELT Installed/Activated - YES/YES

Stall Warning System - UNK/NR

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 230/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ORLANDO NORTH

Runway Ident - 15

Runway Lth/Wid - 3000/ 30

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 404

Make/Model- 20

Instrument- 7

Multi-Eng - 42

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE PREVIOUS WEEK THE ACFT HAD BEEN OUTSIDE & SEVERAL HEAVY RAINSHOWERS OCCURRED. BOTH THE PLT & THE PLT-RATED PASSENGER STATED THEY DRAINED THE FUEL TANKS USING A ONE-POUND COFFEE CAN & DID NOT NOTICE ANY APPRECIABLE AMOUNT OF WATER. AFTER TAKEOFF WHILE CLIMBING THROUGH 300 FT THE ENG QUIT. THE PLT TURNED TOWARD AN AG STRIP LOCATED 1 MI SW OF THE ORLANDO NORTH ARPT. WHILE CROSSING THE THRESHOLD OF THE AG STRIP THE ACFT STRUCK A PIECE OF FARM MACHINERY PARKED AT THE END OF THE STRIP SEPARATING THE GEAR FROM THE ACFT. WATER WAS FOUND IN THE FUEL MANIFOLD VALVE & THE FUEL INJECTION CONTROLLER. DRAINING OF THE LEFT FUEL RESERVOIR REVEALED 2 QTS OF A MIXTURE OF 95% WATER & 5% FUEL. BOTH DRAIN PLUGS WERE EXTREMELY RUSTY.

Brief of Accident (Continued)

File No. - 2272

8/12/83

PLYMOUTH, FL

A/C Reg. No. N5140U

Time (Lc1) - 0916 EDT

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

Finding(s)
1. FLUID, FUEL - WATER

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

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

Finding(s)
2. LANDING GEAR, MAIN GEAR - SEPARATION
3. LANDING GEAR, NOSE GEAR - SEPARATION

-----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. - 2314 9/12/83 MIAMI, FL A/C Reg. No. N8366L Time (Lcl) - 0220 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
MINOR
Fire
NONE

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

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

Make/Model - CESSNA 172I
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 - CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 25000 FT
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
POMPANO BEACH, FL
Destination
SAME AS ACC/INC

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

Airport Proximity
ON AIRPORT

Airport Data
TAMiami
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)

Age - 32
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED AT APRX 0215 EDT. AFTER ARRIVING AT THE RAMP, THE PLT'S WIFE EXITED FROM THE ACFT THRU THE RIGHT DOOR. SHE THEN WALKED IN FRONT OF THE ACFT & WAS STRUCK BY THE PROPELLER. THE PLT'S WIFE WAS FATALLY INJURED & HE WAS TAKEN TO A HOSPITAL & WAS TREATED FOR SHOCK. AN INVESTIGATION REVEALED NO RECORD OF A PLT'S LICENSE FOR EITHER OF THE OCCUPANTS.

Brief of Accident (Continued)

File No. - 2314

9/12/83

MIAMI, FL

A/C Reg. No. N8366L

Time (Lc1) - 0220 EDT

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. UNSAFE/HAZARDOUS CONDITION - INATTENTIVE - PASSENGER

----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. - 2262 12/21/83 VERO BEACH, FL A/C Reg. No. N4095R Time (Lcl) - 1244 EST

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

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

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

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540-K1A5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 5	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- 250/004 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 600 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 - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data VERO BEACH</p> <p>Runway Ident - 29L</p> <p>Runway Lth/Wid - 2650/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 395
SE LAND	Months Since - UNK/NR	Make/Model- 87
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF FROM RWY 29L THE ENG BEGAN TO LOSE POWER. A TURN BACK TO THE ARPT WAS MADE WHEN THE ENG QUIT & THE ACFT STRUCK TREES & BUSHES ABOUT 350 FT SHORT OF RWY 11L. TEARDOWN OF THE ENG & FUEL INJECTOR SYSTEM REVEALED THAT THE INJECTOR FOR THE #5 CYL WAS TOTALLY PLUGGED & THE INJECTOR FOR THE #6 CYL WAS 50% BLOCKED. THE LAST ANNUAL WAS ON 10/7/83 & THERE WAS NO EVIDENCE OF THE FUEL INJECTORS BEING CLEANED.

Brief of Accident (Continued)

File No. - 2262

12/21/83

VERO BEACH, FL

A/C Reg. No. N4095R

Time (Lc1) - 1244 EST

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

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, INJECTOR - BLOCKED(PARTIAL)
2. FUEL SYSTEM, INJECTOR - BLOCKED(TOTAL)
3. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
4. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING

Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 UNDERSHOOT

Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2274 12/30/83 WEST PALM BEACH, FL A/C Reg. No. N761HZ Time (Lcl) - 0928 EST

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

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

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

Make/Model - CESSNA 210M	Eng Make/Model - CONTINENTAL IO-520-L	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	CHARLESTON, SC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	PALM BEACH INTL
Wind Dir/Speed- 340/015 KTS	ATC/Airspace	Runway Ident - 27R
Visibility - 3.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7789/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - ILS-LOCALIZER	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 800
SE LAND	Months Since - UNK/NR	Make/Model- 150
	Aircraft Type - UNK/NR	Instrument- 10
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 1926 THE PLT WAS CLEARED FOR THE LOC BC ARCH FOR RWY 27R. AT 1927 THE ACFT ACKNOWLEDGED A CLEARANCE TO LAND. 10 SECS LATER THE RADAR TARGET DISAPPEARED. THE PLT WAS RESCUED AT 2050 FROM THE WATERS OF THE ATLANTIC OCEAN ABOUT 1 MI OFF THE BEACH AT WEST PALM BEACH. THE ACFT WAS NOT RECOVERED & THE 3 PAX ARE MISSING. THE PLT STATED THAT HE CROSSED THE FAF (KEACH INTERSECTION) AT 900 FT. MINIMUM ALTITUDE AT THE FAF IS 1,600 FT. THIS WAS THE LAST TIME THE PLT RECALLS LOOKING AT THE ALTIMETER. HE REMEMBERS LOOKING OUTSIDE & BELOW THE ACFT & SEEING A CLOUD LAYER. HE ALSO REMEMBERS THINKING THA THE ATIS WX WAS REPORTED AT 500 FT OVERCAST & THAT BY DESCENDING BELOW THIS LAYER HE SHOULD BREAK OUT OF THE CLOUDS.

Brief of Accident (Continued)

File No. - 2274

12/30/83

WEST PALM BEACH, FL

A/C Reg. No. N761HZ

Time (Lc1) - 0928 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - FOG
5. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
6. MINIMUM DESCENT ALTITUDE - BELOW - PILOT IN COMMAND

----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. - 2326 7/20/83 DAHLONEGA, GA A/C Reg. No. NONE Time (Lc1) - 2022 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
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 - CONDOR II SPECIAL
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - KAWASAKI TA-440A-F202
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 40 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 - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision - HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DAHLONEGA, GA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 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 - 100 Last 24 Hrs - 1
Make/Model - 100 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 TAKEOFF, THE ULTRALIGHT VEHICLE WAS OBSERVED TO CLIMB ABOUT 600 TO 700 FT OVER A PASTURE EAST OF THE RWY, THEN THE PLT BEGAN TO PERFORM AEROBATIC MANEUVERS. AFTER COMPLETING A LOOP, THE ULTRALIGHT WAS OBSERVED TO ROTATE NOSE UP. AT ABOUT THAT TIME, A WITNESS HEARD A CRACKING SOUND. HE SAID THE ROTATION THEN STOPPED & THE ULTRALIGHT STARTED FALLING NOSE 1ST TOWARD THE GROUND. A PLT, WHO WAS WATCHING, SAID THE LEFT WING WAS FLUTTERING, BUT DID NOT COLLAPSE DURING THE UNCONTROLLED DESCENT. REPORTEDLY, THE ENG WAS AT FULL POWER UNTIL IMPACT. THE PREVIOUS OWNER, WHO WAS ALSO A DEALER, SAID HE HAD WARNED THE PLT NOT TO PERFORM AEROBATICS IN THIS ULTRALIGHT. AN EXAM OF THE WRECKAGE REVEALED THAT THE LEFT WING INNER & CENTER COMPRESSION STRUTS WERE BENT & THE LEFT TRAILING EDGE SPAR WAS BROKEN AT THE INNER COMPRESSION STRUT ATTACHING BOLT HOLE. THE INNER SURFACE OF THE REAR SPAR, NEAR THE COMPRESSION STRUT, SHOWED SIGNS OF COMPRESSION & COLUMN BUCKLING PRIOR TO FRACTURE.

Brief of Accident (Continued)

File No. - 2326

7/20/83

DAHLONEGA,GA

A/C Reg. No. NONE

Time (Lc1) - 2022 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
4. WING - OVERLOAD

Occurrence #2 LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2251

8/16/83

BAXLEY,GA

A/C Reg. No. N6953Z

Time (Lcl) - 1530 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL APPLICATION

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - PIPER PA-25-235

Eng Make/Model - LYCOMING O-540-B2B5

ELT Installed/Activated - UNK/NR

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2900

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 235 HP

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 7.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

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

Pilot-In-Command

Age - 31

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL,ATP

Current - UNK/NR

Total - 6000

Last 24 Hrs - UNK/NR

SE LAND,ME LAND

Months Since - UNK/NR

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING AN EMERGENCY LANDING AFTER THE COCKPIT FILLED WITH SMOKE. A MECHANIC WHO EXAMINED THE ACFT AFTER THE ACCIDENT REPORTED THAT EXHAUST GASES HAD BURNED THROUGH THE MUFFLER SHROUD & HAD BURNED THE IGNITION WIRES.

Brief of Accident (Continued)

File No. - 2251

8/16/83

BAXLEY,GA

A/C Reg. No. N6953Z

Time (Lcl) - 1530 EDT

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

Finding(s)

1. EXHAUST SYSTEM,MUFFLER - FAILURE,TOTAL
 2. IGNITION SYSTEM,IGNITION LEAD - BURNED
-

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

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

Finding(s)

3. OBJECT - TREE(S)
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2252 9/03/83 ODUM,GA A/C Reg. No. N8636L Time (Lcl) - 1630 EDT

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

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

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

Make/Model	- PIPER PA-25-235	Eng Make/Model	- LYCOMING O-540-B2C5	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 235 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	JESUP-WAYNE COUNTY
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- UNK/NR
Obstructions to Vision	Type of Clearance	Runway Surface
Precipitation	- NONE	- GRASS/TURF
Condition of Light	Type Apch/Lndg	Runway Status
	- FORCED LANDING	- UNK/NR

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

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4558	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - 5	Make/Model - 589	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 51	Last 90 Days - 33
		Multi-Eng - 47	Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE RAN OUT OF FUEL ABOUT 1/2 MI FROM THE RWY.

Brief of Accident (Continued)

File No. - 2252

9/03/83

ODUM,GA

A/C Reg. No. N8636L

Time (Lc1) - 1630 EDT

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

Finding(s)

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2259 9/08/83 KAILUA-KONA, HI A/C Reg. No. N2990F Time (Lcl) - 0934 HST

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

Type Operating Certificate-COMMUTER	Aircraft Damage DESTROYED		Injuries		
Type of Operation - SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 135	NONE	Pass	0	0	1
Accident Occurred During - LANDING			0	1	8
					0

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

Make/Model - BEECH H18S	Eng Make/Model - P&W R985-AN-14B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 11	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	KEAHOLE
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 3500 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 8026
ME LAND, ME SEA	Months Since - 8	Last 24 Hrs - 6
HELICOPTER	Aircraft Type - BE-18	Make/Model- 2960
		Last 30 Days- 49
		Instrument- 47
		Last 90 Days- 205
		Multi-Eng - 6000
		Rotorcraft - 1164

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

ABOUT 1 MIN AFTER TAKEOFF, BETWEEN 400-500 FT MSL & DURING THE FIRST POWER REDUCTION, THE RIGHT ENG BACKFIRED. FOLLOWING SOME MORE VIOLENT BACKFIRES THE RPM WENT TO ZERO. THE RIGHT ENG WAS RESTARTED BUT THE SAME RESULT OCCURRED. THE PLT ATTEMPTED TO FEATHER THE RIGHT PROP BUT TO NO AVAIL. THE ACFT WAS THEN DELIBERATELY DITCHED TO AVOID AN OUTCROPPING OF LAVA. THE ACFT CAME TO REST IN ABOUT 25-30 FT OF WATER. ENG INSPECTION REVEALED THAT THE #2 CYLINDER EXHAUST ROCKER ARM SHAFT, P/N45937, WAS MISSING. DRIVE TRAIN CONTINUITY WAS ESTABLISHED WITH THE EXCEPTION OF THE #2 EXHAUST VALVE. CENTRIFUGAL STOPS PREVENT FEATHERING OF THE PROP BELOW AN ENG SPEED OF 500 RPM.

Brief of Accident (Continued)

File No. - 2259

9/08/83

KAILUA-KONA, HI

A/C Reg. No. N2990F

Time (Lc1) - 0934 HST

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

Finding(s)

1. EXHAUST SYSTEM, ACTUATOR - SEPARATION

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

Finding(s)

2. PROPELLER FEATHERING - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2390 5/02/83 SPRINGFIELD, IL A/C Reg. No. N7430V Time (Lcl) - 1250 CDT

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

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

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

Make/Model - MOONEY M20E	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	EVANSVILLE, IN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CAPITAL
Wind Dir/Speed- 250/018 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7999/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 2400 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 306
SE LAND	Months Since - 2	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 193
		Instrument- 8
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE LEFT SIDE OF THE RWY AND COLLIDED WITH THE VASI AFTER LANDING. THE PLT STATED HE LANDED ON RWY 22 WHEN APPROACH SAID THE WIND FAVORED THAT RWY. HE SAID THAT "JUST AS THE WHEELS TOUCHED DOWN A GUST OF WIND PUSHED THE NOSE TO THE LEFT AND THE ACFT VEERED OFF THE RWY." THE WIND WAS REPORTED AS 250 DEGREES 18 KTS, GUSTS TO 24 KTS.

Brief of Accident (Continued)

File No. - 2390

5/02/83

SPRINGFIELD, IL

A/C Reg. No. N7430V

Time (Lc1) - 1250 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH WIND
6. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - APPROACH LIGHT/NAVAID

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

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

Factor(s) relating to this accident is/are finding(s) 1,3,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2246

7/03/83

THOMASVILLE, IL

A/C Reg. No. N5185B

Time (Lcl) - 0800 CDT

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

Type Operating Certificate-EXTERNAL LOAD

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - AERIAL APPLICATION

Flight Conducted Under - 14 CFR 133

Accident Occurred During - LANDING

Fire
NONE

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

Make/Model - BELL 47G2

Landing Gear - SKID

Max Gross Wt - 2790

No. of Seats - 2

Eng Make/Model - LYCOMING VO-435-A1B

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 200 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- 190/012 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 4500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 29

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	Last 24 Hrs
3715	5

Make/Model	Last 30 Days
195	UNK/NR

Instrument	Last 90 Days
10	258

Rotorcraft	
	195

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER TAIL ROTOR STRUCK THE GROUND DURING LANDING. THE HELICOPTER WAS ENGAGED IN AERIAL APPLICATION AND WAS RETURNING TO RELOAD. THE PLT REPORTED THAT AT TOUCHDOWN A GUST OF WIND CAUSED THE TAIL ROTOR TO HIT THE GROUND. DECATUR WINDS WERE REPORTED AS FROM 190 DEGREES AT 12 KTS AT 0750 CDT. NO GUSTS REPORTED.

Brief of Accident (Continued)

File No. - 2246

7/03/83

THOMASVILLE,IL

A/C Reg. No. N5185B

Time (Lcl) - 0800 CDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. MANEUVER - INACCURATE - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2237

8/01/83

URBANA,IL

A/C Reg. No. N4648M

Time (Lcl) - 1545 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 - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

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

ELT Installed/Activated - YES/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- 320/007 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LINCOLN,IL
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

URBANA
Runway Ident - 28
Runway Lth/Wid - 2500/ 30
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 33
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 72
Make/Model- 72
Instrument- 14
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT STATED THAT WHEN APPROACHING OVER WIRES SHE "POWERED UP AND ENDED UP COMING IN TOO FAST." THE ACFT MADE INITIAL CONTACT ON THE NOSE WHEEL. SUBST DAMAGE TO THE ENG MOUNT AREA AND THE LEFT WING.

Brief of Accident (Continued)

File No. - 2237

8/01/83

URBANA,IL

A/C Reg. No. N4648M

Time (Lc1) - 1545 CDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2385 9/03/83 ROCKFORD, IL A/C Reg. No. N99163 Time (Lcl) - 1245 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

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

Eng Make/Model - CONTINENTAL A65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 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
LENA, IL
Destination
ROSCOE, IL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 220/009 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 30000 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 - FORCED LANDING

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

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

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

Age - 48
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 875
Make/Model- 450
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE ENGINE QUIT, SPUTTERED AND QUIT AGAIN BEFORE HE LANDED IN A BEAN FEILD AND NOSED OVER. PLT WHO IS ALSO AN A&P MECHANIC HAD BEEN USING SLOSHING/SEALING COMPOUND (RANDOLPH TANK SEALER #802) IN THE FUEL TANK. AFTER THE ACCIDENT THE COMPOUND WAS FOUND IN THE FUEL LINE AND ON THE FUEL STRAINER. THE COMPOUND WAS BOUGHT IN 1980 AND WAS DATED 12-9-78. THE FAILURE OF THE COMPOUND TO ADHEAR TO THE FUEL TANK WAS ATTRIBUTED TO THE STALENESS OF THE COMPOUND.

Brief of Accident (Continued)

File No. - 2385

9/03/83

ROCKFORD,IL

A/C Reg. No. N99163

Time (Lc1) - 1245 CDT

Occurrence #1 LOSS OF POWER(TOTAL) -- MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL SYSTEM,TANK - IMPROPER
 2. MAINTENANCE,INSTALLATION - IMPROPER - PILOT IN COMMAND
-

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
 4. TERRAIN CONDITION - CROP
-

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

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

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. - 2342 9/05/83 PARIS,IL A/C Reg. No. N6227S 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/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	AUBURN,IN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	BLOOMINGTON,IL	Runway Ident - UNK/NR
Wind Dir/Speed- 010/005 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
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-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 31
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 31
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HIS 1ST SOLO X-COUNTRY FLT. ON THE 1ST LEG OF THE FLT, HE BECAME DISORIENTED, EXPERIENCED FUEL EXHAUSTION & LANDED IN A SOYBEAN FIELD. DURING THE LANDING, THE ACFT NOSED OVER WHEN THE GEAR ENCOUNTERED THE TALL BEANS. THE STUDENT ATTRIBUTED HIS NAVIGATIONAL DISORIENTATION TO DIRECTIONAL GYRO PRECESSION. HE STATED THAT WHEN THE ENG QUIT, THE LEFT FUEL GAGE INDICATED 1/4 FULL & THE RIGHT GAGE INDICATED EMPTY. ALSO, HE REPORTED THAT DURING THE LANDING, HE TURNED DOWNWIND TO AVOID HITTING A FENCE.

Brief of Accident (Continued)

File No. - 2342

9/05/83

PARIS,IL

A/C Reg. No. N62275

Time (Lcl) - 1115 CDT

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

Finding(s)

1. FLIGHT/NAV INSTRUMENTS,DIRECTIONAL GYRO - FALSE INDICATION
 2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 3. FLUID,FUEL - LOW LEVEL
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
 6. FLUID,FUEL - EXHAUSTION
 7. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

8. OBJECT - FENCE
 9. MANEUVER - PERFORMED - PILOT IN COMMAND
 10. WEATHER CONDITION - TAILWIND
 11. TERRAIN CONDITION - HIGH VEGETATION
-

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

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

Factor(s) relating to this accident is/are finding(s) 1,3,5,8,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2359 5/06/83 EVANSVILLE, IN A/C Reg. No. N8084B Time (Lcl) - 1322 CDT

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

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

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

Make/Model	- CESSNA 172	Eng Make/Model	- CONTINENTAL O-300-A	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 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	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		EVANSVILLE DRESS REG.	
Wind Dir/Speed	- 190/019 KTS	ATC/Airspace		Runway Ident	- 18
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 5080/ 150
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- FULL STOP	Runway Status	- UNK/NR
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 100	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model - 16	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BALLOONED DURING LANDING AND STALLED COMING DOWN ON THE NOSE GEAR. THE NOSE GEAR COLLAPSED AND THE ACFT DRAGGED BOTH WING TIPS DURING THE SEQUENCE. THE PLT SAID THE LANDING WAS NORMAL UNTIL THE MAIN GEAR TOUCHED DOWN AND THEN A GUST OF WIND LIFTED THE ACFT 3-4 FT. THE ACFT STALLED. THE PLT WAS TOLD LATER THAT ONE OF HIS PASSENGERS GRABBED THE YOKE AND PUSHED THE RUDDER WHEN THE GUST LIFTED THE PLANE. A WITNESS SAID THE ACFT MADE A SLOW APPROACH WITH FULL FLAPS AND BALLOONED TO 5-7 FT AGL. AT THE TOP OF THE BALLOON IT PITCHED ABRUPTLY DOWN WITH RIGHT WING LOW.

Brief of Accident (Continued)

File No. - 2359

5/06/83

EVANSVILLE, IN

A/C Reg. No. N8084B

Time (Lc1) - 1322 CDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. FLARE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
4. CONTROL INTERFERENCE - IMPROPER - PASSENGER
5. STALL - UNCONTROLLED - PILOT IN COMMAND

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

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

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2360 5/06/83 TERRE HAUTE, IN A/C Reg. No. N2198F Time (Lcl) - 1747 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew Pass
NONE 0 0

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

Make/Model - CESSNA U206
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3300
No. of Seats - UNK/NR

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 200/015 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MILWAUKEE, WI
Destination
WASHINGTON, IN

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HULMAN REGIONAL
Runway Ident - 18
Runway Lth/Wid - 4001/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1327 Last 24 Hrs - 5
Make/Model- 57 Last 30 Days- UNK/NR
Instrument- 141 Last 90 Days- 178
Multi-Eng - 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A FORCED LANDING OFF ARPT AFTER THE ENGINE LOST POWER ON THE APPROACH. THE PLT SAID HE WAS USING FUEL FROM THE RIGHT ENGINE WHEN THE ENGINE STARTED TO SPUTTER. THE PLT SWITCHED TO THE LEFT TANK AND TRIED TO RESTART THE ENGINE TO NO AVAIL. THE ACFT WAS LANDED IN A SOFT UNEVEN FIELD AND THE NOSE GEAR COLLAPSED. THE RIGHT FUEL TANK WAS FOUND TO BE EMPTY AND THE SELECTOR WAS TO THE LEFT TANK WHICH WAS ABOUT HALF FULL. AIR WAS FOUND IN THE FUEL LINES. THE ACFT CARRIED 700 LBS OF CARGO WHICH WAS NOT SECURED IN THE ACFT. THE LANDING TOOK PLACE ABOUT 1/2 MILE FROM THE ARPT.

Brief of Accident (Continued)

File No. - 2360

5/06/83

TERRE HAUTE, IN

A/C Reg. No. N2198F

Time (Lcl) - 1747 EST

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

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
-

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

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

Finding(s)

3. TERRAIN CONDITION - SOFT
 4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2238 7/19/83 FRANKLIN, IN A/C Reg. No. N81964 Time (Lcl) - 1820 EST

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

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

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

Make/Model	- E.R. HUTSON EAA BIPLANE	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	- 1250	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/009 KTS</p> <p>Visibility - 12.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 4500 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>FRANKLIN</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 2500/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 168
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 17
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE QUIT DURING TAKEOFF. THE PLT HAD TAKEN OFF WITH SEVEN GALLONS OF FUEL IN THE RESERVE TANK AND 4 GALLONS IN THE MAIN TANK. HIS INITIAL TAKEOFF WAS WITH THE FUEL SELECTOR ON RESERVE. HE FLEW ON RESERVE TANK FOR ABOUT 15 MINUTES IN THE LOCAL AREA. HE THEN SWITCHED TO THE MAIN TANK AND MADE 2 TAKEOFFS AND LANDINGS. HE DECIDED TO MAKE A 3RD TAKEOFF BUT FORGOT TO SWITCH FUEL TANKS. AT 150 FT AGL AFTER TAKEOFF THE ENGINE QUIT. A FORCED LANDING WAS MADE IN A CORN FIELD.

Brief of Accident (Continued)

File No. - 2238

7/19/83

FRANKLIN, IN

A/C Reg. No. N81964

Time (Lc1) - 1820 EST

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - NOT CORRECTED - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

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

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

Finding(s)

6. TERRAIN CONDITION - SOFT
7. TERRAIN CONDITION - CROP

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2397 9/04/83 NEW LISBON, IN A/C Reg. No. N39JK Time (Lcl) - 1720 EST

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

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

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

Make/Model - KUSTER KR-2	Eng Make/Model - VOLKSWAGON 1835	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 875	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	RICHMOND, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6443
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 38
		Instrument- 207
		Multi-Eng - 4811
		Last 30 Days- UNK/NR
		Last 90 Days- 131

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A FORCED LANDING IN A CORNFIELD AFTER A LOSS OF POWER DURING FLT. THE ACFT HAD BEEN FLYING ABOUT 30 MINUTES. POST ACCIDENT EXAMINATION OF THE ENGINE REVEALED A FUEL LEAK AROUND THE MIXTURE CONTROL LINKAGE SHAFT. THE FUEL EXHAUSTION WAS ATTRIBUTED TO THIS LEAKAGE. THERE WAS NO FUEL IN THE ACFT FUEL TANK AT THE TIME OF THE EXAMINATION.

Brief of Accident (Continued)

File No. - 2397

9/04/83

NEW LISBON, IN

A/C Reg. No. N39JK

Time (Lcl) - 1720 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. MIXTURE CONTROL, LINKAGE - LEAK
-

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

Finding(s)

3. TERRAIN CONDITION - CROP
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2305 11/03/83 PORTLAND, IN

A/C Reg. No. N8320G

Time (Lcl) - 1830 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -MANEUVERING

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

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

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

ELT Installed/Activated - YES-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- 020/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 2600 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
- MONTPELIER, IN
Destination
UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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 - 46
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 - 1500
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 HAD JUST PURCHASED THE ACFT & FLEW A PREVIOUS CO-OWNER TO MONTPELIER, IN, WHERE HE LANDED AT ABOUT DUSK. THE PREVIOUS CO-OWNER DEPLANED. HE SAID THAT AFTER THE ACFT TOOK OFF, HE SAW IT TURN TO THE WEST & DEPART TOWARD MARION. A SHORT TIME LATER, THE ACFT WAS OBSERVED BY NUMEROUS RESIDENTS, CIRCLING OVER PORTLAND, IN, APRX 16 MI SOUTHEAST OF MONTPELIER, AT LOW ALT. THE RESIDENTS REPORTED THAT IT WAS MAKING FREQUENT DIVES, CLIMBS & CIRCLES AT LOW ALTITUDES. AT APRX 1830, IT CRASHED WHILE IN A STEEP DIVE. AN EXAM OF THE WRECKAGE WAS MADE, BUT NO PREIMPACT MALFUNCTION OR FAILURE WAS FOUND. HOWEVER, THERE WAS EXTENSIVE DAMAGE TO THE ACFT & EVIDENCE THAT IT HAD IMPACTED AT A HIGH RATE OF SPEED. PATHOLOGICAL & TOXICOLOGICAL EXAMS REVEALED NO SIGNIFICANT FACTORS.

Brief of Accident (Continued)

File No. - 2305

11/03/83

PORTLAND, IN .

A/C Reg. No. N8320G

Time (Lc1) - 1830 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
1. UNDETERMINED
2. LIGHT CONDITION - NIGHT

-----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. - 2230 11/14/83 KENTLAND, IN A/C Reg. No. N2549L Time (Lcl) - 1245 CST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	RENSSELAER, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	KENTLAND MUNICIPAL
Wind Dir/Speed- 180/018 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 50
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 58
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 58
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE RWY INTO SOFT DIRT DURING LANDING ROLL AND CARTWHEELED. THE STUDENT PLT LANDED ON RWY 27 WITH WINDS REPORTED FROM THE SOUTH AT 18-20 KTS. AFTER A 100 FT GROUND ROLL THE ACFT LEFT THE RWY TO THE RIGHT INTO AN OPEN FIELD WHERE IT CARTWHEELED.

Brief of Accident (Continued)

File No. - 2230

11/14/83

KENTLAND, IN

A/C Reg. No. N2549L

Time (Lcl) - 1245 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2392 12/19/83 COVINGTON, IN A/C Reg. No. N3706W Time (Lcl) - 1956 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - BEECH BE-77
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1675
No. of Seats - 2

Eng Make/Model - LYCOMING D-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 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- 290/004 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
URBANA, IL
Destination
INDIANAPOLIS, IN

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 - 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

Age - 23
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1179
Last 24 Hrs - UNK/NR
Make/Model- 63
Last 30 Days- UNK/NR
Instrument- 54
Last 90 Days- 80
Multi-Eng - 116

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A FORCED LANDING ON A HIGHWAY WHEN THE ENGINE QUIT AFTER LESS THAN AN HOUR OF FLIGHT TIME FOLLOWING DEPARTURE. THE WINGS WERE DAMAGED DURING THE LANDING. AFTER THE ACCIDENT AN FAA MAINTENANCE INSPECTOR OPENED BOTH MAIN TANK DRAINS AND DRAINED ONLY 1/3 OF A PINT OF FUEL FROM BOTH TANKS. THE FUEL LINES AND CARBURETOR CONTAINED NO FUEL.

Brief of Accident (Continued)

File No. - 2392

12/19/83

COVINGTON, IN

A/C Reg. No. N3706W

Time (Lc1) - 1956 CST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2229 12/26/83 TERRE HAUTE, IN A/C Reg. No. N44042 Time (Lc1) - 2130 EST

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

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

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

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	WICHITA FALLS, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	INDIANAPOLIS, IN	Runway Ident - UNK/NR
Wind Dir/Speed- 220/011 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Surface - UNK/NR
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 824
SE LAND	Months Since - 18	Last 24 Hrs - 4
GLIDER	Aircraft Type - 152	Make/Model- 13
		Last 30 Days- UNK/NR
		Instrument- 53
		Last 90 Days- 38
		Multi-Eng - 293

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE AN OFF ARPT FORCED LANDING AFTER THE ENGINE QUIT. ACCORDING TO THE PLT, THE FLT DEPARTED WICHITA FALLS, TX AT 1516 WITH 48 GALLONS OF FUEL ON BOARD. WHEN ABOUT 7 MILES SOUTH-SOUTHEAST OF TERRE HAUTE, IN, THE ENGINE QUIT. THE PLT TRIED TO RESTART THE ENGINE BUT COULD NOT. THE FUEL GAUGES INDICATED BETWEEN 1/16 AND 1/8 OF A TANK AT THIS TIME. THE TIME OF THE ACCIDENT WAS 2130. AN FAA INSPECTOR EXAMINED THE ACFT AND REPORTED THAT THE FUEL TANKS WERE EMPTY AT THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 2229

12/26/83

TERRE HAUTE, IN

A/C Reg. No. N44042

Time (Lc1) - 2130 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2245 12/28/83 MICHIGAN CITY, IN A/C Reg. No. N54828 Time (Lcl) - 0710 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass 0	0	0	4
Accident Occurred During -TAKEOFF					

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

Make/Model - PIPER PA-23-250	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 - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - IMC	CHICAGO, IL	MICHIGAN CITY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 02
Visibility - 3.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4300/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 600 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - SNOW - WET
Obstructions to Vision- NONE		
Precipitation - SNOW		
Condition of Light - DAWN		

-----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,ATP,CFI	Current - YES	Total - 2280
SE LAND,ME LAND	Months Since - 5	Last 24 Hrs - 2
	Aircraft Type - PA-23	Make/Model- 421
		Instrument- 78
		Multi-Eng - 560
		Last 30 Days- UNK/NR
		Last 90 Days- 216

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RAN OFF THE SNOW COVERED RWY INTO SOFT GROUND AND COLLAPSED THE NOSE GEAR. THE PLT SAID THAT DURING ACCELERATION FOR TAKEOFF HE FELT THE LEFT MAIN LANDING GEAR GO OFF THE LEFT SIDE OF THE RWY. HE REDUCED POWER BUT BY THIS TIME THE GEAR WAS IN SOFT GROUND AND THIS PULLED THE ACFT FURTHER OFF THE RWY. THE NOSE GEAR HIT A FURROW IN A CORN FIELD AND COLLAPSED. THE PLT SAID 2 OR 3 INCHES OF NEW SNOW HAD FALLEN DURING THE PREVIOUS NIGHT AND THE RWY WAS NOT PLOWED MAKING IT DIFFICULT TO DETERMINE THE POSITION OF THE CENTERLINE. THE RWY LIGHTS ARE DISPLACED ABOUT 15 FT FROM EITHER SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 2245

12/28/83

MICHIGAN CITY, IN

A/C Reg. No. N54828

Time (Lcl) - 0710 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
4. AIRPORT SNOW REMOVAL - DELAYED - AIRPORT PERSONNEL
5. PROPER ALIGNMENT - MISJUDGED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD
7. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
8. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2296 5/06/83 HOUMA, LA A/C Reg. No. N61666 Time (Lcl) - 1020 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 180K
Landing Gear - FLOAT
Max Gross Wt - 2650
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/020 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
NEW ORLEANS, LA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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, COMMERCIAL
SE LAND, ME LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1886 Last 24 Hrs - 1
Make/Model- 460 Last 30 Days- UNK/NR
Instrument- 16 Last 90 Days- 105
Multi-Eng - 80 Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS STEP TAXIING ON THE INTRACOASTAL CANAL WHEN HE ATTEMPTED A RIGHT TURN. THIS RESULTED IN A LEFT REAR CROSSWIND WHICH RESULTED IN THE LEFT WING TO STRIKING A TREE ON THE CANAL BANK.

Brief of Accident (Continued)

File No. - 2296

5/06/83

HOUMA, LA

A/C Reg. No. N61666

Time (Lc1) - 1020 CDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - TREE(S)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2270

5/18/83

TAFT, LA

A/C Reg. No. N5284

Time (Lcl) - 1215 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Fire
NONE

Accident Occurred During -MANEUVERING

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

Make/Model - GRUMMAN G-164A

Eng Make/Model - P & W R-985

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 4500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 450 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 30.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 3000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HAHNVILLE, LA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 38

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1696

Make/Model- 118

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 41

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT FLEW INTO GUY WIRES OF A WEATHER TOWER AFTER A SPRAY RUN.

Brief of Accident (Continued)

File No. - 2270

5/18/83

TAFT,LA

A/C Reg. No. N5284

Time (Lc1) - 1215 CDT

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2328

6/01/83

HARVEY, LA

A/C Reg. No. N52072

Time (Lc1) - 0835 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
DESTROYED

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

Type of Operation -NON SCHED,DOMESTIC,PASSENGER

Flight Conducted Under -14 CFR 135

Fire
NONE

Accident Occurred During -DESCENT

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

Make/Model - CESSNA 180J

Landing Gear - FLOAT

Max Gross Wt - 3190

No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 230 HP

ELT Installed/Activated - UNK/NR

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 050/006 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 3200 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

GRAND ISLE, LA

Airport Proximity

UNK/NR

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND, SE SEA

Age - 33

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - 180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6112

Make/Model- UNK/NR

Instrument- 49

Multi-Eng - 1183

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 60

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A NAVIGABLE WATERWAY, HARVEY CANAL, WAS BEING USED AS A SEAPLANE BASE. IN THAT AREA, A SET OF POWER LINES WERE SUSPENDED OVER THE CANAL BY 2 TALL TOWERS. THE LOWEST LINE OVER THE CANAL WAS 160 FT ABOVE THE CANAL SURFACE, BUT THE LINES DROPPED TO HEIGHTS OF DOWN TO 60 FT OVER LAND. THE NORMAL PROCEDURE FOR A SOUTH TAKEOFF WAS TO FLY UNDER THE LINES AFTER LIFT-OFF OR TO TURN & CROSS OVER THE LINES WHERE THEY ARE LOW TO THE GROUND. WHILE TAKING OFF, THE ACFT WAS OBSERVED TO CLIMB NORMALLY TO APRX 30 FT AGL, THEN BEGAN TO ACCELERATE. APRX 500 FT NORTH OF THE POWER LINES, THE ACFT ENTERED AN ABRUPT CLIMB & REPORTEDLY WENT TO A NEAR VERTICAL ATTITUDE. IT THEN ROTATED ABOUT THE LEFT WING & DESCENDED VERTICALLY INTO THE CANAL, IMPACTING APRX 100 FT NORTH OF THE POWER LINES. AN EXAM REVEALED NO EVIDENCE OF A PREIMPACT MALFUNCTION OR FAILURE. AN INVESTIGATION REVEALED THAT THE PLT HAD BEEN GIVING FLT INSTRUCTION TO THE PASSENGER. IT WAS NOT VERIFIED WHO HAD PULLED THE ACFT UP, BUT THE PLT'S NORMAL PROCEDURE WAS TO FLY UNDER THE WIRES.

Brief of Accident (Continued)

File No. - 2328

6/01/83

HARVEY, LA

A/C Reg. No. N52072

Time (Lcl) - 0835 CDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
 3. SUPERVISION - IMPROPER - PILOT IN COMMAND
 4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 5. PULL-UP - EXCESSIVE - PASSENGER
-

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

Finding(s)

6. AIRSPEED - NOT MAINTAINED -
 7. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
 8. STALL - INADVERTENT - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6,7,8

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. - 2318 10/06/83 MITCHELLVILLE, MD A/C Reg. No. N6933 Time (Lc1) - 1000 EDT

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

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

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

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-12C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 320/013 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>FREEWAY</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 2150 -UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 19 Last 24 Hrs - 10
	Months Since - N/A	Make/Model- 19 Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0 Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HIS 1ST SOLO FLT. DURING A LANDING, THE ACFT BEGAN TO PORPOISE AFTER THE 1ST TOUCHDOWN. WHEN IT CONTACTED THE RWY ON THE 3RD TOUCHDOWN, THE NOSE GEAR COLLAPSED & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2318

10/06/83

MITCHELLVILLE, MD

A/C Reg. No. N6933

Time (Lcl) - 1000 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - TAILWIND
3. FLARE - IMPROPER - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - 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) 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. - 2253 11/05/83 GAITHERSBURG,MD A/C Reg. No. N8414H Time (Lcl) - 1610 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	0
Accident Occurred During -MANEUVERING					

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

Make/Model - ROBINSON R22	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 124 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	LOCAL	MONTGOMERY COUNTY
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 75
Lowest Sky/Clouds - 2000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 22735
SE LAND,ME LAND	Months Since - 2	Make/Model- 5
HELICOPTER	Aircraft Type - BAC1-11	Instrument- 577
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 153
		Rotorcraft - 950

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING HIS 2ND SOLO FLT IN THE ROBINSON R22, THE PLT PERFORMED 2 LOW "G" MANEUVERS. THE 1ST MANEUVER WAS ESSENTIALLY THE SAME AS WHEN HE PRACTICED IT DURING A CHECK-OUT FLT. HOWEVER, THE 2ND MANEUVER PRODUCED A RAPID RIGHT ROLL TO APRX 60 DEG OF BANK. THE PLT RECOVERED IN A DESCENDING RIGHT TURN. AFTER RECOVERY, THE ACFT SEEMED TO BE OPERATING NORMALLY. BEFORE LANDING, HE PRACTICED AN AUTOROTATIVE APCH TO A POWER ON RECOVERY WITHOUT TOUCHING DOWN. SEVERAL LANDING WERE MADE, BUT HE STATED ALL TOUCHDOWNS WERE NORMAL. A POST FLT INSPECTION REVEALED THE MAIN ROTOR SPINDLES HAD BUMPED THE MAST AT THE TEETERING STOPS, RESULTING IN DENTS UP TO .045 TO .50 INCH IN THE MAST. ALSO, THE MAIN ROTOR SPINDLE ARMS (HORNS) HAD CONTACTED THE DROOP STOPS, SHEARING THE DROOP STOP RETAINER BOLT & BENDING THE SPINDLE HORNS. ACCORDING TO THE MANUFACTURER, THE DROOP STOP/BOLT DAMAGE COULD ONLY OCCUR DURING A HARD LANDING OR NEGATIVE "G" FLT. THE FLT MANUAL & SAFETY NOTICE #11 WARNS: RECOVERY FROM ROLL DUE TO LOW "G" MUST BEGIN WITH AFT CYCLIC FIRST TO PREVENT MAST BUMPING.

Brief of Accident (Continued)

File No. - 2253

11/05/83

GAITHERSBURG,MD

A/C Reg. No. N8414H

Time (Lcl) - 1610 EST

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

Finding(s)

1. MANEUVER - PERFORMED - PILOT IN COMMAND
2. CYCLIC - IMPROPER USE OF - PILOT IN COMMAND
3. ROTOR DRIVE SYSTEM,MAIN ROTOR MAST(DRIVE SHAFT) - OVERLOAD
4. ROTOR SYSTEM,MAIN ROTOR HUB YOKE(SPINDLE) - OVERLOAD
5. ROTOR SYSTEM,MAIN ROTOR HUB - OVERLOAD
6. ROTOR SYSTEM,MAIN ROTOR HUB STOP(STATIC/DYNAMIC) - OVERLOAD

-----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. - 2398 12/21/83 INDIAN HEAD, MD A/C Reg. No. N5685V Time (Lcl) - 1830 EST

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

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

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

Make/Model - PIPER PA-32-260	Eng Make/Model - LYCOMING O-540-E4B5	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 7	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	WASHINGTON, DC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MARYLAND
Wind Dir/Speed- 010/008 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3002/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2200 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1003
SE LAND	Months Since - 1	Make/Model- 210
	Aircraft Type - UNK/NR	Instrument- 54
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 83

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT SHORTLY AFTER DEPARTING DCA, HE ENCOUNTERED A SMALL AMOUNT OF RAIN THAT FROZE ON THE AIRCRAFT'S WINDSHIELD. HE CONTINUED ON TO HIS DESTINATION AND AGAIN ENCOUNTER FREEZING RAIN WHEN TURNING FROM BASE TO FINAL. HE ELECTED TO MAKE A GO-AROUND BUT STRUCK TREES. THE ACFT CAME TO REST 400 FT FROM THE APPROACH END OF RWY 35, 205 FT LEFT OF CENTERLINE.

Brief of Accident (Continued)

File No. - 2398

12/21/83

INDIAN HEAD, MD

A/C Reg. No. N5685V

Time (Lcl) - 1830 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2389 5/04/83 DETROIT, MI A/C Reg. No. N821BE Time (Lcl) - 1915 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation	-BUSINESS	Fire	0	Serious	Minor	None	
Flight Conducted Under	-14 CFR 91	NONE	0	0	0	1	
Accident Occurred During	-TAXI		0	0	0	1	

-----Aircraft Information-----

Make/Model	- BEECH B-60	Eng Make/Model	- LYCOMING TIO-541-E1C4	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6775	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 380 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point	ON AIRPORT
Method	- UNK/NR	FARMINGDALE, NY	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	DETROIT CITY
Wind Dir/Speed	- 210/014 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- UNK/NR
Lowest Ceiling	- 5000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- RAIN		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	Total	- 578
SE LAND	Months Since	Make/Model	- 34
	Aircraft Type	Instrument	- 62
		Multi-Eng	- 394
		Last 24 Hrs	- 2
		Last 30 Days	- UNK/NR
		Last 90 Days	- 138

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH ANOTHER PARKED AND UNOCCUPIED ACFT WHILE PARKING. THE TAIL OF THE MOVING BEECHCRAFT WAS DAMAGED SUBSTANTIALLY. DAMAGE TO THE PARKED ACFT WAS MINOR. THE WEATHER WAS VMC BUT A LIGHT RAIN WAS FALLING.

Brief of Accident (Continued)

File No. - 2389

5/04/83

DETROIT,MI

A/C Reg. No. N821BE

Time (Lcl) - 1915 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - RAIN
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. OBJECT - AIRCRAFT PARKED
 4. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2358

5/05/83

EATON RAPIDS, MI

A/C Reg. No. N6305E

Time (Lcl) - 2015 EDT

-----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 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-D
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 240/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 10000 FT
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

PRIVATE STRIP
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY
ICE COVERED

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 65
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1579
Make/Model- 48
Instrument- 1
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING LANDING AT THE PLT'S PRIVATE STRIP THE PLT STATED THAT HE TOOK OFF FOR A 15 MINUTE LOCAL FLT AND DURING LANDING HE TOUCHED DOWN IN A SOFT AREA. THE WHEELS BOGGED IN AND THE ACFT NOSED OVER. HE HAD TAKEN OFF TO THE NORTH AND LANDED TO THE SOUTH. THE ACFT HAD MISSED THE SOFT AREA DURING TAKEOFF BY BEING AIRBORNE. THE PLT STATED THAT HE SHOULD HAVE CHECKED THE AREA BEFORE THE FLT BECAUSE OF RECENT RAINS.

Brief of Accident (Continued)

File No. - 2358

5/05/83

EATON RAPIDS, MI

A/C Reg. No. N6305E

Time (Lc1) - 2015 EDT

Occurrence NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. TERRAIN 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. - 2387 5/06/83 LANSING,MI A/C Reg. No. N734NX Time (Lcl) - 1315 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -EXECUTIVE/CORPORATE
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew Pass
NONE

-----Aircraft Information-----

Make/Model - CESSNA P210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-P
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/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- 180/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 9000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MATTOON,IL
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

LANSING MUNI
Runway Ident - 09
Runway Lth/Wid - 2432/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND,SE SEA

Age - 26
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1341	Last 24 Hrs	- 1
Make/Model-	43	Last 30 Days-	UNK/NR
Instrument-	81	Last 90 Days-	129
Multi-Eng	- 36		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT OVERRAN THE RWY AND SLID ON WET GRASS INTO A DITCH. THE RWY WAS 2432 FT LONG AND THE WIND WAS FROM 180 DEGREES AT 12 KTS GUSTING TO 29 KTS. THE PLT SAID THAT JUST PRIOR TO TOUCHDOWN THE AIRSPEED SEEMED TO INCREASE AND THE ACFT FLOATED FARTHER DOWN THE RWY THAN USUAL. NO ACFT PROBLEMS OR MALFUNCTIONS WERE REPORTED. THE PLT SAID A GO-AROUND WAS NOT POSSIBLE BECAUSE HIS AIRSPEED WAS TOO LOW.

Brief of Accident (Continued)

File No. - 2387

5/06/83

LANSING, MI

A/C Reg. No. N734NX

Time (Lc1) - 1315 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH WIND
6. GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DITCH
8. TERRAIN CONDITION - WET

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6

Factor(s) relating to this accident is/are finding(s) 1,3,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2235 5/15/83 SPRING ARBOR, MI A/C Reg. No. N3242Z Time (Lcl) - 1900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-22	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1950	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	JACKSON, MI	CORN STUBBLE
Wind Dir/Speed- 050/005 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1600 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 450
SE LAND	Months Since - 20	Last 24 Hrs - 2
	Aircraft Type - PA-22	Make/Model- 450
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A FORCED LANDING OFF THE ARPT WHEN THE ENGINE QUIT DURING TAKEOFF CLIMB. THE ACFT HAD ABOUT 1/2 A TANK OF FUEL IN BOTH RIGHT AND LEFT TANK BEFORE TAKEOFF. THE PLT WAS USING THE RIGHT TANK FOR TAKEOFF. THE PLT HAD DONE A 180 DEGREE LEFT TURN ON THE RWY FOR TAKEOFF. THE ENGINE QUIT AT ABOUT 200 FT AGL DURING TAKEOFF. A MAINTENANCE INSPECTOR FOR FAA STATES THAT "WHEN FUEL IS BEING USED FROM A TANK ON THE OUTSIDE OF A TURN, THE ENGINE MAY QUIT." WITH LESS THAN A FULL TANK OF FUEL IN THE RIGHT TANK AND A TURN TO THE LEFT THE CENTRIFUGAL FORCE WOULD MOVE THE FUEL OUTWARD CAUSING AN INTERRUPTION IN THE FUEL SUPPLY. THIS LEAVES AN AIR BUBBLE IN THE FUEL LINE. WHEN THIS BUBBLE REACHES THE CARBURETOR THE ENGINE QUILTS. NO OTHER REASON WAS FOUND FOR THE ENGINE STOPPAGE IN THIS ACCIDENT.

Brief of Accident (Continued)

File No. - 2235

5/15/83

SPRING ARBOR, MI

A/C Reg. No. N3242Z

Time (Lc1) - 1900 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
 2. PERFORMANCE DATA - NOT FOLLOWED - PILOT IN COMMAND
 3. FUEL TANK SELECTOR POSITION - NOT CORRECTED - PILOT IN COMMAND
 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2239 7/15/83 STANWOOD, MI A/C Reg. No. N6982E Time (Lcl) - 1120 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
	Fire	Crew	Serious	Minor	None	
Type of Operation - PERSONAL	NONE	Pass	0	0	0	1
Flight Conducted Under -14 CFR 91			0	0	0	2
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 175A	Eng Make/Model - CONTINENTAL GO-300C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 175 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	VERMILLION, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CAIN
Wind Dir/Speed- 270/006 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2900/ 75
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- HAZE		
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)
PRIVATE	Current - YES	Total - 750
SE LAND	Months Since - 14	Make/Model- 100
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED DURING LANDING FROM A TIRE FAILURE. DURING LANDING THE PLT HEARD A REPORT AND TOOK OFF AGAIN. HE PERFORMED A MINIMUM SPEED LANDING AND DURING LANDING THE TIRE RIM DUG INTO THE SURFACE CAUSING SUDDEN STOPPAGE. THE TIRE FAILURE HAD RESULTED IN SEPARATION OF THE TIRE FROM THE RIM. THE SURFACE OF THE SOD STRIP WAS DESCRIBED AS GOOD.

Brief of Accident (Continued)

File No. - 2239

7/15/83

STANWOOD,MI

A/C Reg. No. N6982E

Time (Lcl) - 1120 EDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,TIRE - FAILURE,TOTAL
 2. LANDING GEAR,TIRE - SEPARATION
 3. 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) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2366 8/11/83 EVART,MI A/C Reg. No. N400NA Time (Lcl) - 1745 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -NON SCHED,DOMESTIC,CARGO	Fire	Crew 2	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH G18S	Eng Make/Model - P & W R-985-AN14B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	KENOSHA,WI	EVART MUNI
Wind Dir/Speed- 045/020 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2825/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3200 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		
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)
ATP,CFI	Current - YES	Total - 8000
SE LAND,ME LAND	Months Since - 2	Make/Model- UNK/NR
	Aircraft Type - BE 18	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A UTILITY POLE AND A LARGE TREE DURING A FORCED LANDING AFTER A POWER LOSS ON TAKEOFF. WITNESSES HEARD THE ACFT BACKFIRING AND THE GROUND RUN WAS EXCESSIVELY LONG. IMMEDIATELY AFTER TAKEOFF THE ACFT WENT THROUGH THE TOPS OF PINE TREES. THE BACKFIRING AND SMOKE STOPPED AFTER THE COLLISION WITH THE PINE TREES AND THE ACFT STARTED A DESCENT TOWARD A STREET. IT MANEUVERED AS IF TO AVOID A COLLISION WITH CARS. AFTER THE ACCIDENT THE SPARK PLUGS FROM THE RIGHT ENGINE WERE TESTED AND ALL BUT #5 FRONT PLUG WOULD NOT SPARK. HOWEVER DURING A SUBSEQUENT TEST THE SPARK PLUGS PLUGS, WITH THE EXCEPTION OF #5, DID TEST PROPERLY. A COMPLETE ENGINE TEARDOWN DID NOT REVEAL EVIDENCE OF MECHANICAL FAILURE OR PRE-IMPACT ENGINE DISCREPANCY.

Brief of Accident (Continued)

File No. - 2366

8/11/83

EVART,MI

A/C Reg. No. N400NA

Time (Lc1) - 1745 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - TREE(S)
 2. UNDETERMINED
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - UTILITY POLE
 4. TERRAIN CONDITION - HIGH OBSTRUCTION(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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2344 9/03/83 HOUGHTON HTS.,MI A/C Reg. No. N4142H Time (Lcl) - 1630 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	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-15	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1100	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HOUGHTON LAKE STATE
Wind Dir/Speed- 210/005 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
	Current - N/A	Total - 21
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 21
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE ACFT ENTERED A STEEP RIGHT TURN & SUBSEQUENTLY, THE RIGHT WING STRUCK A TREE & THE PLANE CRASHED. THE ACFT WAS BEING FLOWN BY THE OWNER, WHO DID NOT POSSESS AN FAA PLT OR MEDICAL CERTIFICATE. ACCORDING TO HIM, THE ACFT ENTERED A "DOWNDRAFT OR AIR POCKET" AFTER TAKEOFF & ENTERED A DESCENT. HOWEVER, IN HIS STATEMENT, HE FAILED TO MENTION THAT SHORTLY AFTER LIFT-OFF, HE ENTERED A STEEP, RIGHT TURN. THE ACFT HAD NOT RECEIVED AN ANNUAL INSPECTION IN THE LAST 6 YRS.

Brief of Accident (Continued)

File No. - 2344

9/03/83

HOUGHTON HTS.,MI

A/C Reg. No. N4142H

Time (Lc1) - 1630 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
 4. PROPER CLIMB RATE - 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) 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. - 2309 9/25/83 CONSTANTINE,MI A/C Reg. No. N2531G Time (Lcl) - 2315 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 182B	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	INDIANAPOLIS,IN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - UNK/NR	GRAND RAPIDS,MI	Runway Ident - UNK/NR
Wind Dir/Speed- 170/005 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Surface - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - OVERCAST	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PLT WAS ON A X-COUNTRY FLT ON A DARK NIGHT. DURING THE FLT, THE ACFT CRASHED IN A CORN FIELD. JUST PRIOR TO THE INITIAL IMPACT, THERE WAS APRX A 15 DEG DESCENDING ANGLE CUT THRU THE CORN IN THE DIRECTION OF FLT & A 30 DEG ANGLE CUT TO THE RIGHT. GREEN LENS MATERIAL WAS FOUND AT/NEAR THE INITAIL IMPACT POINT. AN INVESTIGATION WAS MADE, BUT NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. ACCORING TO A WX SUMMARY, THE CLOUD BASES WERE ESTIMATED TO HAVE BEEN AT 1200 TO 1500 FT AGL, CLOUD TOPS AT 10,000 FT MSL, FLT VISIBILITY ZERO IN CLOUDS & GREATER THAN 3 MI BELOW THE CLOUDS, LIGHT TURBULENCE BELOW 10,000 FT MSL & FREEZING LEVEL ABOVE 10,000 FT.

Brief of Accident (Continued)

File No. - 2309

9/25/83

CONSTANTINE,MI

A/C Reg. No. N2531G

Time (Lc1) - 2315 EDT

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 - RAIN
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - TURBULENCE

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - 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) 7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2320 11/12/83 EASTON TOWNSHIP, MI A/C Reg. No. N6903D Time (Lcl) - 1530 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 2	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2000	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	IONIA, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAKE CITY, MI	Runway Ident - UNK/NR
Wind Dir/Speed- 290/005 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 275
SE LAND	Months Since - 4	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 30
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED APRX 3 MI FROM THE DEPARTURE ARPT.. ACCORDING TO WITNESSES, IT WAS FLYING AT APRX 200 FT AGL WHEN THE RIGHT WING DIPPED & THEN THE ACFT WENT NEARLY STRAIGHT INTO THE GROUND. AN INSPECTION OF THE AIRFRAME & FLT CONTROL SYS REVEALED NO EVIDENCE OF ANY PREIMPACT MALFUNCTION OF FAILURE. NO SCREEN WAS FOUND IN THE GASCOLATOR. THE CARBURETOR WAS DISASSEMBLED & NO EVIDENCE OF A MALFUNCTION WAS NOTED. THE CARBURETOR SCREW WAS CLEAN. THERE WERE NICKS IN THE LEADING EDGES OF THE PROPELLER BLADES & SPANWISE SCRATCHES WERE ALSO NOTED ON THE BLADES.

Brief of Accident (Continued)

File No. - 2320

11/12/83

EASTON TOWNSHIP, MI

A/C Reg. No. N6903D

Time (Lc1) - 1530 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation UNKNOWN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2384 11/19/83 DEXTER,MI

A/C Reg. No. N8162D

Time (Lcl) - 0426 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - 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/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed- 120/008 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 800 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ANN ARBOR,MI
Destination
MASON,MI

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 24
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - PA-28

Medical Certificate - NON-VALID MEDICAL
Flight Time (Hours)
Total - 83
Make/Model- 83
Instrument- 9

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT 2135 EST, THE PLT CALLED THE LANSING FSS & REQUESTED A WX FORCAST FOR THE DETROIT CITY ARPT & WINDS ALOFT. HE WAS BRIEFED, BUT HE DID NOT FILE A FLT PLAN, SOMETIME AFTER 2200 EST, HE TOOK OFF FORM MASON, MI ON A PASSENGER FLT TO ANN ARBOR, MI. AT 2252, THE PLT CALLED THE LANSING FSS & OBTAINED THE CURRENT LANSING WX. AFTER LANDING AT ANN ARBOR, TWO ADDITIONAL NIGHT, PASSENGER FLTS WERE MADE (TO THE DETROIT CITY ARPT & BACK TO ANN ARBOR). AFTER THE 2ND LANDING AT ANNN ARBOR (APRX 0200), THE PLT WENT TO A RESTAURANT "FOR SOMETHING TO EAT." AT APRX 0400, HE TOOK OFF ALONE ON A FLT BACK TO MASON. AT ABOUT 0426, THE ACFT CRASHED APRX 11.5 MI NW OF THE DEPARTURE ARPT. THE ACFT IMPACTED ON A WESTERLY HEADING IN AN ESTIMATED 58 DEG DESCENT. A WITNESS ABOUT 3/4 MI NNW OF THE CRASH SITE SAID THE ACFT SOUNDED LIKE IT WAS ON A SE HEADING WHEN IT PASSED OVER HER HOME. AN EXAM OF THE WRECKAGE REVEALED NO EVIDENCE OF A PREIMPACT MALFUNCTION OR FAILURE. UNFAV WX, LOW CEILING, RAIN & FOG WAS FORMING. AT 0530, HVY FOG AT DEXTER. NO CURRENT MED CERT.

Brief of Accident (Continued)

File No. - 2384

11/19/83

DEXTER, MI

A/C Reg. No. N8162D

Time (Lc1) - 0426 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 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 UNKNOWN

Finding(s)

6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
 8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
 9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, QUALIFICATION - 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) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2228 11/26/83 LA PORTE, MI A/C Reg. No. N6881M Time (Lcl) - 1000 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - STINSON 108-3	Eng Make/Model - FRANKLIN 6A4-165	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 165 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PRIVATE STRIP
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - 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 - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
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- 5
	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-----

THE ACFT VEERED OFF THE RWY, HIT A DITCH AND NOSED OVER DURING TAKEOFF. THE PLT REPORTED THAT HE LOST CONTROL OF THE ACFT DURING THE TAKEOFF ROLL AND IT RAN OFF THE SIDE OF THE RWY INTO AN OPEN FIELD AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2228

11/26/83

LA PORTE, MI

A/C Reg. No. N6881M

Time (Lc1) - 1000 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - DITCH
-

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2393 12/10/83 OWOSSO,MI A/C Reg. No. N7234D Time (Lcl) - 0800 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	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1840
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

OWOSSO
Runway Ident - 10
Runway Lth/Wid - 3000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 320/003 KTS
Visibility - 3.000 SM

ATC/Airspace

Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND
HELICOPTER

Age - 48
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 4542	Last 24 Hrs - UNK/NR
Make/Model- 355	Last 30 Days- UNK/NR
Instrument- 68	Last 90 Days- 23
Multi-Eng - 500	Rotorcraft - 42

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED SHORTLY AFTER TAKEOFF FROM OWASSO AIRPORT. THE PLT STATED THAT HE NOTICED THE TAKEOFF ROLL WAS LONGER THAN NORMAL BUT EVERYTHING SEEMED ALRIGHT UNTIL APPROXIMATELY 100 FT AGL WHEN THE ACFT WOULD NO LONGER CLIMB. THE ACFT IMPACTED ABOUT 1/2 MILE FROM THE DEPARTURE END OF THE RWY AND ABOUT 20 DEGREES LEFT OF CENTERLINE. THE PLT STATED THAT HE BRUSHED THE SNOW FROM THE WINGS BEFORE TAKEOFF. IT WAS ORIGINALLY REPORTED THAT ABOUT 1/8 TO 1/4 INCH OF SNOW REMAINED ON THE WING 1/3 OF THE WAY BACK FROM THE LEADING EDGE TO THE AILERON WHEN THE TAKEOFF OCCURRED.

Brief of Accident (Continued)

File No. - 2393

12/10/83

OWOSSO,MI

A/C Reg. No. N7234D

Time (Lc1) - 0800 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - LOSS, PARTIAL
 2. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2249 4/24/83 PILLAGER,MN A/C Reg. No. N29968 Time (Lcl) - 0815 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - CESSNA 185F
Landing Gear - FLOAT
Max Gross Wt - 3200
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 290/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - WATER
Runway Status - WATER-CALM

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, SE SEA

Age - 52
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4500
Make/Model - UNK/NR
Instrument - UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND AFTER DRAGGING THE RIGHT WING IN THE WATER 3 TIMES. THE ACFT DISAPPEARED FROM VIEW OF WITNESSES AROUND A POINT OF LAND IN THE LAKE. THE ACFT WAS HEARD PRODUCING POWER UP TO A "FEW SECOND" BEFORE A "THUD" WAS HEARD FOLLOWED BY BLACK SMOKE RISING FROM THE SITE.

Brief of Accident (Continued)

File No. - 2249

4/24/83

PILLAGER,MN

A/C Reg. No. N29968

Time (Lcl) - 0815 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. JUDGEMENT - NOT USED - PILOT IN COMMAND
 2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. TERRAIN CONDITION - WATER, GLASSY
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2388

5/07/83

AUSTIN, MN

A/C Reg. No. N4664F

Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Itinerary

Last Departure Point
O'NEILL, NE
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

AUSTIN MUNI
Runway Ident - 35
Runway Lth/Wid - 3800/ 100
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 010/025 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 33

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 146

Make/Model- 71

Instrument- 4

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE RIGHT SIDE OF THE RWY DURING LANDING FLARE. THE RIGHT WING TIP STRUCK THE GROUND AND THE ACFT CARTWHEELED. THE WIND WAS REPORTED AS FROM 010 DEGREES AT 25 KTS GUSTING TO 33 KTS.

Brief of Accident (Continued)

File No. - 2388

5/07/83

AUSTIN,MN

A/C Reg. No. N4664F

Time (Lcl) - 1700 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. FLARE - MISJUDGED - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH WIND
6. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,7

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. - 2240 7/11/83 HIBBING,MN A/C Reg. No. N51228 Time (Lcl) - 0856 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150J
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-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- 270/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

HIBBING
Runway Ident - 31
Runway Lth/Wid - 6500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 29
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 18
Make/Model- 18
Instrument- 1
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A DITCH DURING TAKEOFF ROLL. THE TAKEOFF WAS ON RWY 31 WITH THE WIND FROM 270 DEGREES AT 8 KTS. THE PLT SAID THAT AT 30-40 MPH HE LOST DIRECTIONAL CONTROL AND SWERVED OFF THE RWY INTO A DRAINAGE DITCH. THE RWY WAS 150 FT WIDE AND MADE OF ASPHALT, WHICH WAS DRY.

Brief of Accident (Continued)

File No. - 2240

7/11/83

HIBBING, MN

A/C Reg. No. N51228

Time (Lc1) - 0856 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2386 8/21/83 CANTON, MN A/C Reg. No. N84843 Time (Lcl) - 1250 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	1	0	0
Accident Occurred During	-MANEUVERING	NONE	Pass 0	1	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 172K	Eng Make/Model	- LYCOMING O-320-E2D	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 050/008 KTS</p> <p>Visibility - 1.500 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 300 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - UNK/NR</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ALTON, IL</p> <p>Destination</p> <p>ROCHESTER, MN</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg -</p>	<p>Airport Proximity</p> <p>UNK/NR</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 70
SE LAND	Months Since - 1	Make/Model- 60
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE ABOUT 20-30 FT AGL IN IMC WEATHER AFTER CALLING ROCHESTER APPROACH AT 1244 CDT TO SAY THAT HE WAS LOST AND IN A THUNDERSTORM. THE PLT WAS NOT INSTRUMENT RATED. RADIO CONTACT WAS LOST AT 1247 CDT. THE FLT ORIGINATED IN ALTON, IL AT ABOUT 0930 CDT.

Brief of Accident (Continued)

File No. - 2386

8/21/83

CANTON, MN

A/C Reg. No. N84843

Time (Lc1) - 1250 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - TREE(S)
 2. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND
 4. WEATHER CONDITION - FOG
 5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 6. WEATHER CONDITION - LOW CEILING
 7. LOW PASS - PERFORMED - PILOT IN COMMAND
 8. OBJECT - FENCE
 9. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,7,9

Factor(s) relating to this accident is/are finding(s) 1,4,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2330 9/21/83 RUSH CITY, MN A/C Reg. No. N2441Q Time (Lcl) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - TEST	Fire	1	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -DESCENT		0	0	0	0

-----Aircraft Information-----

Make/Model - JILEK-SMITH MINIPLANE DSA-M3	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	RUSH CITY MUNI
Wind Dir/Speed- VARIABLE/005 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 18.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 75
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	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 - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 169
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - STINSON	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PERFORMING A HIGH SPEED TAXI TEST ON RWY '33 WHEN THE ACFT BECAME AIRBORNE. AFTER LIFT-OFF, IT CLIMBED TO AN ALT OF APRX 50 FT & WENT INTO A LEFT TURN. IT CONTINUED IN A NOSE HIGH ATTITUDE UNTIL IT TURNED ABOUT 180 DEG THEN CRASHED. ONE WITNESS STATED THAT THE WIND WAS BLOWING FROM NORTH TO WEST AT 5 TO 25 KNOTS & WAS VERY GUSTY. HE BELIEVED THE ACFT ENCOUNTER A GUST OF WIND WHICH CAUSED THE ACFT TO BECOME AIRBORNE. HE STATED THAT THE PLT THEN APPLIED FULL POWER IN AN ATTEMPT TO GAIN CONTROL, BUT WAS UNABLE TO LOWER THE NOSE SUFFICIENTLY TO GAIN FLYING SPEED. ALSO, HE SAID THE ACFT IMPACTED WITH THE LEFT WING & NOSE SLIGHTLY LOW. ANOTHER WITNESS STATED THAT AFTER BECOMING AIRBORNE, THE ACFT SEEMED TO HANG ON THE PROP IN A STALLED CONDITION. AN EXAM OF THE FLT CONTROLS WAS MADE & THE RIGHT RUDDER CABLE WAS FOUND OFF OF THE RIGHT AFT PULLEY. ALSO, THE CONTROL STICK WOULD MOVE FORWARD OF THE NEUTRAL POSITION WHEN THE ELEVATORS WERE POSITIONED TO NEUTRAL.

Brief of Accident (Continued)

File No. - 2330

9/21/83

RUSH CITY, MN

A/C Reg. No. N2441Q

Time (Lcl) - 1300 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. FLT CONTROL SYST, ELEVATOR CONTROL - INCORRECT
2. MAINTENANCE, ALIGNMENT - IMPROPER - OTHER MAINTENANCE PSNL
3. FLT CONTROL SYST, RUDDER CONTROL - OTHER
4. WEATHER CONDITION - UNFAVORABLE WIND
5. WEATHER CONDITION - GUSTS
6. LIFT-OFF - INADVERTENT - PILOT IN COMMAND
7. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
8. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2231 11/17/83 BUFFALO, MN

A/C Reg. No. N9644B

Time (Lcl) - 1920 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	0	0	1	0
Flight Conducted Under	-14 CFR 91	0	0	1	0
Accident Occurred During	-APPROACH				

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - MOONEY M-20K
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 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 - 110/013 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2000 FT OVERCAST
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
BOWLING GREEN, KY
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
UNK/NR

Airport Data

BUFFALO MUNI
Runway Ident - 17
Runway Lth/Wid - 2600/ 200
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age 61
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1779
Make/Model	- 509
Instrument	- 92
Last 24 Hrs	- 8
Last 30 Days	- UNK/NR
Last 90 Days	- 72

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING AN APPROACH ON A DARK NIGHT. THE WEATHER WAS VMC AND THE PLT CANCELED HIS IFR FLT PLAN 15 MILES EAST OF THE ARPT. THE PLT APPROACHED THE ARPT IN A NORMAL VFR PATTERN BUT ON FINAL APPROACH HE GOT AN ILLUSION FROM THE LIGHTS THAT HE WAS CLOSER THAN HE ACTUALLY WAS ACCORDING TO HIS STATEMENT. BECAUSE OF THE SHORT RWY (2600 FT) HE MADE A LOW APPROACH AND CONTACTED TREES AT ABOUT 150 FT AGL.

Brief of Accident (Continued)

File No. - 2231

11/17/83

BUFFALO, MN

A/C Reg. No. N9644B.

Time (Lc1) - 1920 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2394 11/17/83 NORTHFIELD,MN A/C Reg. No. N15255 Time (Lcl) - 1915 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2175	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	WINNONA,MN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MINNEAPOLIS,MN	Runway Ident - UNK/NR
Wind Dir/Speed- 140/013 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Surface - DIRT
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Status - HIGH VEGETATION
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- UNK/NR		
Precipitation - DRIZZLE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 380
SE LAND,ME LAND	Months Since - 4	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 250
		Instrument- 73
		Multi-Eng - 20
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHILE ENROUTE AT AN ALT OF 3000 FT MSL THE ENG FAILED. HE ALSO STATED THAT ALL ATTEMPTS TO RESTART THE ENG FAILED SO HE PROCEEDED TO MAKE AN EMERGENCY LANDING. INVESTIGATION REVEALED A MANUFACTURING DEFECT IN THE LEFT MAGNETO; THE BODY ASSEMBLY LEG DEMENSION WAS FOUND TO BE .610 THOUSANDTHS, THE REQUIRED LENGTH IS .750 THOUSANDTHS.

Brief of Accident (Continued)

File No. - 2394

11/17/83

NORTHFIELD,MN

A/C Reg. No. N15255

Time (Lc1) - 1915 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IGNITION SYSTEM,MAGNETO - DISINTEGRATED
 2. ELECTRICAL SYSTEM - IMPROPER - MANUFACTURER
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2271

5/09/83

DENVER, MO

A/C Reg. No. N77NC

Time (Lc1) - 0850 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	1	2	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - SKYPOWER GBN-41-1000
Landing Gear - N/A
Max Gross Wt - 2308
No. of Seats - UNK/NR

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - UNK/NR
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 140/018 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
CHESTERFIELD, MO
Destination
UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

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 - 52
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- 1006	Last 24 Hrs	- UNK/NR
Make/Model-	240	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	1
		Rotorcraft -	2

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE GONDOLA BOUNCED DURING A HARD LANDING & WAS LIFTED BY TURBULENT WINDS. AFTER THE GONDOLA HAD REBOUNDED TO ABOUT 50 FT AGL, SOMEONE PULLED THE BALLOON'S RIP PANEL DUMPING THE GAS RESULTING IN A SEVERE HARD LANDING.

Brief of Accident (Continued)

File No. - 2271

5/09/83

DENVER,MO

A/C Reg. No. N77NC

Time (Lcl) - 0850 CDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
 2. CONTROL INTERFERENCE - INTENTIONAL - PASSENGER
-

-----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. - 2304 10/26/83 ST. LOUIS,MO

A/C Reg. No. N30DR

Time (Lcl) - 0752 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	2
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation -NON SCHED,DOMESTIC,CARGO

Flight Conducted Under -14 CFR 135

ON GROUND

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CONVAIR 340
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 45000
No. of Seats - 2

Eng Make/Model - P & W CB-16
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 2400 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- 250/014 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
KANSAS CITY,MO

Airport Proximity
ON AIRPORT

Airport Data

LAMBERT-ST. LOUIS
Runway Ident - 24
Runway Lth/Wid - 7600/ 150
Runway Surface - CONCRETE
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND,ME LAND

Age - 42

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 9597	Last 24 Hrs	- 6
Make/Model-	118	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN A CLIMB AFTER TAKEOFF, THE AIRCREW ENCOUNTERED AN ENG PROBLEM (WHICH WAS REPORTED AS DETONATION) & REQUESTED CLEARANCE TO RETURN TO THE DEPARTURE ARPT. THE FLT WAS VECTORED FOR A RIGHT TRAFFIC PATTERN TO RWY 24. THE PLT REPORTED HE WAS AT 2000 FT MSL & HAD FEATHERED THE #1 ENG AS HE TURNED ONTO BASE LEG. GROUND WITNESSES OBSERVED SMOKE TRAILING THE ACFT AS IT TURNED FROM BASE TO FINAL APCH. REPORTEDLY, THE #2 ENG LOST ALL POWER & THE AIRCREW WERE UNABLE TO REACH THE RWY. THE ACFT LANDED HARD ON THE ARPT, BUT APRX 1350 FT SHORT OF THE RWY. AFTER TOUCHDOWN, THE RIGHT PROP BLADES SLASHED INTO THE GRASS TURF, THE LEFT WING HIT 4 APCH LIGHTS, THEN THE ACFT CROSSED A GULLY & SUBSEQUENTLY, THE RIGHT GEAR COLLAPSED. A TEARDOWN OF THE #2 ENG REVEALED THAT ITS MASTER ROD HAD FAILED. BOTH OF THE FRACTURE SURFACES WERE COMPLETELY SMEARED, REMOVING EVIDENCE OF THE FRACTURE ORIGIN. THE #1 ENG WAS REMOVED & MOUNTED ON ANOTHER ACFT & OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 2304

10/26/83

ST. LOUIS, MO

A/C Reg. No, N30DR

Time (Lcl) - 0752 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ENGINE ASSEMBLY, MASTER ROD - FAILURE, TOTAL
 2. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
 3. WRONG ENGINE SHUTDOWN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. ENGINE ASSEMBLY - JAMMED
 5. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE
-

Occurrence #3 FORCED LANDING
Phase of Operation LANDING
6. OBJECT - APPROACH LIGHT/NAVAID

Occurrence #5 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DITCH
-

Occurrence #6 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

8. LANDING GEAR, MAIN GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 2378 11/21/83 SWEET SPRINGS, MO A/C Reg. No. N5778X Time (Lcl) - 1625 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

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	3	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - AEROSPATIALE AS350D
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 4190
No. of Seats - 3

Eng Make/Model - LYCOMING LTV 101-600A2
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 521 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 170/004 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
COLUMBIA, MO
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - CONCRETE
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 37
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - AS 350

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 6499 Last 24 Hrs - 1
Make/Model- 398 Last 30 Days- 18
Instrument- 280 Last 90 Days- 80
Multi-Eng - 30 Rotorcraft - 5619

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER LANDED HARD DURING A FORCED LANDING AFTER A POWER LOSS DURING A FERRY FLT. THE PLT STATED THAT AT ABOUT 200 FT TURNING ON A BASE LEG FOR LANDING HE HEARD A LOUD BANG AND THE ENGINE FAILED. A WITNESS SAID HE HEARD THE ENGINE DIE AND SAW THE HELICOPTER DESCEND. THE PLT SAID HE PULLED OFF ROTOR RPM TO EXTEND HIS GLIDE AND IMPACTED THE GROUND ON A SIDEWALK WHILE IN A RIGHT TURN. THE 3 OCCUPANTS WERE SERIOUSLY INJURED. AN EXAMINATION OF THE ENGINE BY THE OPERATOR DISCLOSED AN INTERMITTENT ELECTRICAL OPEN OF THE T-4 WIRING HARNESS SPLICE; AEROSPATIALE P/N 320570 EXTENSION LEAD AND P/N 327637 REDUCTION. MOVEMENT OF THE WIRE RESULTED IN A REDUCED INDICATION OF THE T-4 TEMPERATURE GAUGE OF APPROXIMATELY 75 DEGREES AT GROUND OPERATING TEMPERATURES.

Brief of Accident (Continued)

File No. - 2378

11/21/83

SWEET SPRINGS,MO

A/C Reg. No. N5778X

Time (Lc1) - 1625 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. TURBOSHAFT ENGINE - FAILURE,TOTAL
 2. ENGINE INSTRUMENT - INACCURATE - MANUFACTURER
 3. TURBOSHAFT ENGINE,GAS GENERATOR TURBINE - BURNED
 4. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
 5. ENGINE INSTRUMENTS,EGT GAGE - FALSE INDICATION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2310 12/05/83 KANSAS CITY, MO A/C Reg. No. N704M Time (Lcl) - 1710 CST

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage									
		DESTROYED		Fatal	1	Serious	0	Minor	0	None	0
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire		Crew	1		0		0		0
Flight Conducted Under	-14 CFR 135	ON GROUND		Pass	0		0		0		0
Accident Occurred During	-DESCENT										

-----Aircraft Information-----

Make/Model	- BEECH TC-45J	Eng Make/Model	- AIRESEARCH TPE-331	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- UNK/NR	Engine Type	- TURBOPROP		
No. of Seats	- 2	Rated Power	- 620 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	QUINCY, IL			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- IMC	SAME AS ACC/INC		FAIRFAX MUNI	
Wind Dir/Speed	- 010/012 KTS			Runway Ident	- 35
Visibility	- .500 SM	ATC/Airspace		Runway Lth/Wid	- 7301/ 150
Lowest Sky/Clouds	- 400 FT	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 400 FT OVERCAST	Type of Clearance	- IFR	Runway Status	- WET
Obstructions to Vision	- GROUND FOG	Type Apch/Lndg	- ILS-LOCALIZER		
Precipitation	- DRIZZLE				
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	Current - YES	Total - UNK/NR	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - 2	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - B-18	Instrument - UNK/NR	Last 90 Days - 250
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS A BEECH TC-45J THAT HAD BEEN MODIFIED INTO A HAMILTON TURBOLINER UNDER STC SA-1821-WE. DURING ARRIVAL, THE PLT REPORTED THAT HE ENCOUNTERED MODERATE ICING AT 4000 FT. HE MADE A LOCALIZER-ONLY APCH TO RWY 35. AN ATC SPECIALIST STATED THAT THEY SAW THE ACFT BREAK OUT OF THE CLOUDS OVER THE APCH END OF THE RWY. AT ABOUT THAT TIME, THE PLT TRANSMITTED THAT HE WAS GOING TO ENTER A LEFT BASE TURN FOR RWY 35 & THAT HE HAD THE RWY IN SIGHT. HE STARTED A TURN, AND SHORTLY THEREAFTER, THE ACFT ENTER A STEEP NOSE DOWN ATTITUDE. THE ACFT IMPACTED IN A RAILROAD YARD IN A RELATIVELY LEVEL ATTITUDE WITH THE LANDING GEAR EXTENDED & THE WING FLAPS RETRACTED. HOWEVER, DURING IMPACT, IT WAS STILL DESCENDING AT A STEEP ANGLE (ESTIMATED APRX 30 DEG). IT WAS DESTROYED BY IMPACT & GROUND FIRE. NO PREIMPACT, MECHANICAL FAILURE OR MALFUNCTION WAS FOUND. THE MINIMUM CEILING & VISIBILITY FOR A STRAIGHT-IN APCH WERE 500 FT & 1 MI, AND FOR A CIRCLING APCH, THE MINIMUMS WERE 700 FT & 1 MI.

Brief of Accident (Continued)

File No. - 2310

12/05/83

KANSAS CITY, MO

A/C Reg. No. N704M

Time (Lc1) - 1710 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - RAIN
 4. WEATHER CONDITION - ICING CONDITIONS
 5. WEATHER CONDITION - FOG
 6. WEATHER CONDITION - BELOW APPROACH MINIMUMS
 7. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

8. GO-AROUND - INITIATED - PILOT IN COMMAND
 9. MANEUVER - INITIATED - PILOT IN COMMAND
 10. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 11. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 10,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2322 10/20/83 NR. MCADAMS,MS A/C Reg. No. N2183P Time (Lc1) - 1445 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -OTHER WORK USE	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3350	Engine Type - TURBOSHAFT	
No. of Seats - UNK/NR	Rated Power - 317 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- 135/010 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5254
SE LAND	Months Since - 8	Make/Model- 234
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 123
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 176
		Rotorcraft - 5233

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER WAS BEING USED ON AN AERIAL RIGHT-OF-WAY-BURNING FLT. THE PLT REPORTED THAT DUE TO THE TERRAIN & OBSTACLES, HIS ATTENTION WAS TO THE OUTSIDE OF THE HELICOPTER DURING THE BURNING OPERATION. AFTER COMPLETING THE BURNING OPERATION FOR THAT FLT, HE CHECKED THE ACFT FUEL QUANTITY & NOTED AN INDICATION OF 2 TO 3 GAL REMAINING. THE PLT IMMEDIATELY HEADED TOWARD THE LANDING AREA. APRX 1/4 MI FROM THE LANDING SITE, THE FUEL PUMP, ENG OUT & LOW RPM CAUTION LIGHTS ILLUMINATED AS THE ENG FLAMED OUT. SINCE THE HELICOPTER WAS STILL OVER TREES, COLLECTIVE PITCH WAS HELD UNTIL THEY WERE CLEARED. SUBSEQUENTLY, THERE WAS INSUFFICIENT RPM TO CUSHION THE LANDING & A HARD LANDING OCCURRED. THE FUEL STRAINER WAS CHECKED AFTER THE ACCIDENT & WAS FOUND TO BE EMPTY.

Brief of Accident (Continued)

File No. - 2322

10/20/83

NR. MCADAMS,MS

A/C Reg. No. N2183P

Time (Lc1) - 1445 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. FLUID,FUEL - LOW LEVEL
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. MANEUVER - PERFORMED - PILOT IN COMMAND
8. ROTOR RPM - NOT MAINTAINED -

-----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) 1,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2377 12/27/83 GREAT FALLS, MT A/C Reg. No. N39451 Time (Lcl) - 2210 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 -LANDING					

-----Aircraft Information-----

Make/Model - LAKE LA-4-200	Eng Make/Model - LYCOMING IO-360-A1B	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	MISSOULA, MT	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MILES CITY, MT	GREAT FALLS
Wind Dir/Speed- 220/013 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	Runway Status - SNOW - COMPACTED
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1865
SE LAND, ME LAND, SE SEA	Months Since - 4	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model- 8
		Last 30 Days- UNK/NR
		Instrument- 127
		Last 90 Days- 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DAMAGED IN A FORCED LANDING ON A HIGHWAY AFTER THE ENGINE SEIZED. THE PLT SAID "THE ENGINE MADE UNUSUAL SOUNDS OF AN ENGINE RUNNING BAD." THEN IT LOST COMPRESSION AND SEIZED. HE MADE A FORCED LANDING ON A HIGHWAY AND DAMAGED THE HULL. EXAMINATION OF THE ACFT REVEALED A SITUATION WHERE THE MAIN OIL BREATHER, FROZE PREVENTING OIL VAPOR PRESSURE FROM VENTING; CAUSING THE ENGINE SEALS TO FAIL AND THEREBY DEPLETING THE OIL SUPPLY.

Brief of Accident (Continued)

File No. - 2377

12/27/83

GREAT FALLS, MT

A/C Reg. No. N39451

Time (Lc1) - 2210 MST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. LUBRICATING SYSTEM, OIL SEAL - LEAK

2. FLUID, SYNTHETIC OIL - LACK OF

Occurrence #2 FORCED LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2317 8/30/83 PORTSMOUTH ISL., NC A/C Reg. No. N8338X Time (Lcl) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2250
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - 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- 360/017 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
OCRACOE ISLAND, NC
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

PORTSMOUTH ISLAND
Runway Ident - 06
Runway Lth/Wid - 3000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
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-----

BEFORE HAULING PASSENGERS, THE PLT ELECTED TO MAKE A FLT TO SURVEY THE AREA & TO PRACTICE A LANDING ON PORTSMOUTH ISLAND. HE ESTIMATED THAT THE WIND AT PORTSMOUTH WAS FROM THE NORTH AT 15 TO 20 KTS. ALSO, HE SAID THAT THE ARPT WAS ORIENTED TOWARD THE NORTHEAST & THAT TREES FORMED A BARRIER ON THE WEST & SOUTH SIDES OF THE RWY. WHILE ON A SHORT FINAL APCH WITH FULL FLAPS, AT ABOUT 200 FT & 67 MPH, THE STALL WARNING HORN SOUNDED, THE NOSE PITCHED DOWN & THE ACFT STRUCK THE GROUND. ACCORDING TO THE OWNER'S MANUAL, THE STALL SPEED WITH FULL FLAPS WAS 49 MPH.

Brief of Accident (Continued)

File No. - 2317

8/30/83

PORTSMOUTH ISL., NC

A/C Reg. No. N8338X

Time (Lcl) - 1230 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER CONDITION - CROSSWIND
 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 6. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2227 9/19/83 MONROE, NC A/C Reg. No. N401HW Time (Lcl) - 1448 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXECUTIVE/CORPORATE
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 401A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6300
No. of Seats - 8

Eng Make/Model - CONTINENTAL TSIO-520-E9
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 180/003 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WASHINGTON, GA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

MONROE
Runway Ident - 23
Runway Lth/Wid - 4100/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, ATP
SE LAND, ME LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - C-402

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1359
Make/Model- 905
Instrument- 22
Multi-Eng - 1184
Last 24 Hrs - UNK/NR
Last 30 Days- 1
Last 90 Days- 133
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEFT LANDING GEAR COLLAPSED ON THE ACFT AS IT WAS BEING TAXIED INTO THE RAMP. AFTER TURNING LEFT INTO THE HUB AREA THE LANDING GEAR HORN SOUNDED AND THE LEFT GEAR COLLAPSED, ACCORDING TO THE PLT. A FLT INSTRUCTOR WHO WITNESSED THE ACCIDENT SAID THE ACFT'S TAXI SPEED SEEMED EXCESSIVE. HE SAID HE SAW THE GEAR BENDING EXCESSIVELY BEFORE THE COLLAPSE. DURING INSPECTION BY A FAA INSPECTOR THE GEAR REPORTEDLY SHOWED EVIDENCE OF HAVING BEEN SUBJECTED TO HEAVY SIDELOADING AS IT MIGHT IN A LEFT TURN.

Brief of Accident (Continued)

File No. - 2227

9/19/83

MONROE, NC

A/C Reg. No. N401HW

Time (Lc1) - 1448 EDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
2. AIRSPEED - EXCESSIVE - 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. - 2395 10/06/83 VICKSBURG, NC A/C Reg. No. N7691P Time (Lcl) - 1645 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation	-PERSONAL	Fire	0	Serious	Minor	None	
Flight Conducted Under	-14 CFR 91	NONE	0	0	1	0	
Accident Occurred During	-LANDING		0	0			

-----Aircraft Information-----

Make/Model	- PIPER PA-24-250	Eng Make/Model	- LYCOMING O-540-AID5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 250 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	VICKSBURG
Wind Dir/Speed	- UNK/NR	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- 19
Lowest Sky/Clouds	- 25000 FT THIN BKN	Type of Clearance	- 5000/ 100
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- NO	Total
SE LAND, ME LAND	Months Since	- UNK/NR	UNK/NR
	Aircraft Type	- 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 LANDED SHORT OF THE RWY DURING A FORCED LANDING AFTER THE ENGINE LOST POWER DURING CRUISE FLT. THE PLT REPORTED THAT POWER WAS LOST AT 2000 FT 10 MILES NORTH OF VICKSBURG. HE APPLIED THE FUEL BOOST PUMP AND SUCCESSFULLY RESTARTED THE ENG BUT IT QUIT AGAIN AND HE WAS UNABLE TO RESTART DESPITE CHANGNG FUEL TANKS. DURING THE LANDING THE ACFT COLLIDED WITH BUSHES AND GROUND LOOPED COLLAPSING THE LANDING GEAR. THE ACFT WAS EXAMINED; ALL TANKS WERE EMPTY OF FUEL EXCEPT THE RIGHT AUXILIARY. THE FUEL SELECTOR WAS FOUND OUT OF DETENT FOR THE RIGHT MAIN TANK.

Brief of Accident (Continued)

File No. - 2395

10/06/83

VICKSBURG, NC

A/C Reg. No. N7691P

Time (Lcl) - 1645 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND
7. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,3,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2257 11/15/83 CHARLOTTE, NC A/C Reg. No. N6459L Time (Lcl) - 0236 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -NON SCHED, DOMESTIC, CARGO	Fire	1	0	0	0
Flight Conducted Under -14 CFR 135	ON GROUND	0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - PIPER PA-31-300	Eng Make/Model - LYCOMING IO-540-M1A5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WINSTON SALEM, NC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DOUGLAS INTERNATIONAL
Wind Dir/Speed- 080/006 KTS	ATC/Airspace	Runway Ident - 36R
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7845/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Lowest Ceiling - 2100 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 13950
SE LAND, ME LAND	Months Since - 1	Make/Model- 1870
	Aircraft Type - PA-34	Instrument- 491
		Multi-Eng - 12300
		Last 24 Hrs - 3
		Last 30 Days- 96
		Last 90 Days- 294

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS FIRST RADAR IDENTIFIED ABOUT 18 MI NORTH OF THE ARPT & WAS GIVEN RADAR VECTORS FOR A RIGHT DOWNWIND & BASE TO RWY 36R. WHILE ON A DOWNWIND HEADING 150 DEG, THE PLT WAS ASSIGNED A HEADING OF 270 DEG & WAS QUERIED IF THE ARPT WAS IN SIGHT. THE PLT RESPONDED "...WE GOT IT." HOWEVER, RADAR DATA SHOWS THE ACFT CONTINUING THE TURN THROUGH 270 DEG TO ABOUT 350 DEG. AFTER ABOUT 1/2 MI, THE ACFT TURNED LEFT TO 250 DEG DESCENDING. THE TURN CONTINUED TO A SW HEADING APPROXIMATELY ALIGNED WITH A CITY STREET THAT PASSES SOUTH OF THE ARPT ON A COURSE OF 250 DEG. THE ALTITUDE DECREASED WITH A CONSISTENT RATE TO 900 FT WHEN RADAR CONTACT WAS LOST. ELEV AT THE APCH END OF RWY 36R IS 724 FT. WRECKAGE DISTRIBUTION WAS ALONG A 245 DEG HEADING. A FLT INSPECTION OF THE RWY 36R EDGE LIGHTS AT NIGHT DURING VFR CONDITIONS INDICATED THE LIGHTS WERE NOT VISIBLE BEYOND 30 DEG OF THE RWY CENTERLINE. THE PLT GOT UP AT 0730 ON 11/14.

Brief of Accident (Continued)

File No. - 2257

11/15/83

CHARLOTTE, NC

A/C Reg. No. N6459L

Time (Lc1) - 0236 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

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. - 2347 7/31/83 VALLEY,NE A/C Reg. No. N17CP Time (Lcl) - 2300 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	7

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - BEECH A100
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 11500
No. of Seats - 11

Eng Make/Model - P & W PT6A-28
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 680 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - 12000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
INTERN'L. FALLS,MN
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

ROBERT AIRSTRIP
Runway Ident - 35
Runway Lth/Wid - 2600/ 50
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 61
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 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-----

WHILE LANDING AT NIGHT, THE ACFT TOUCHED DOWN HARD, THEN SWERVED OFF THE LEFT SIDE OF THE RWY. AN EXAM OF THE ACFT REVEALED THAT THE LEFT LANDING GEAR DOWN PLATE, PN 99810022, HAD FAILED. AN EXAM OF THE PLATE REVEALED THAT IT HAD FAILED FROM OVERLOAD.

Brief of Accident (Continued)

File No. - 2347

7/31/83

VALLEY,NE

A/C Reg. No. N17CP

Time (Lcl) - 2300 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR,GEAR LOCKING MECHANISM - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2263

9/02/83

WINDHAM,NH

A/C Reg. No. N77022

Time (Lcl) - 1840 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

1

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 140

Eng Make/Model - CONTINENTAL C85-12

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1450

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 85 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

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

HERBERT AIRSTRIP

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 - 44

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 471

Make/Model- 8

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG QUIT DURING TAKEOFF & THE ACFT CRASHED INTO TREES. THE PLT ADMITTED HAVING USED 87 OCTANE AUTOMOTIVE NO-LEAD GASOLINE IN THE ACFT.

Brief of Accident (Continued)

File No. - 2263

9/02/83

WINDHAM,NH

A/C Reg. No. N77022

Time (Lcl) - 1840 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL GRADE - IMPROPER
 2. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2319 4/02/83 EAST HANOVER,NJ A/C Reg. No. NONE Time (Lcl) - 1508 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Fatal	Injuries			None
	Serious	Minor		
0	1	0	0	0
0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 103
Accident Occurred During - TAKEOFF

Crew
Pass

-----Aircraft Information-----

Make/Model - CGS HAWK
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 550
No. of Seats - 1

Eng Make/Model - CUYUNA 430R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 33 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 - 10000 FT SCATTERED
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data
HANOVER

Runway Ident - 27
Runway Lth/Wid - 1957/ 38
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 29
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 130	Last 24 Hrs -	UNK/NR
Make/Model-	100	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE PLT HEARD A BANG AS THE PROPELLER (PROP), ATTACHING PULLEY & REDUCTION DRIVE BELTS SEPARATED, WHILE THE ULTRALIGHT VEHICLE WAS CLIMBING THRU ABOUT 130 FT AGL. AT THAT TIME. THE ENG BEGAN OVERSPEEDING, THE NOSE PITCHED UP & THE ULTRALIGHT BANKED TO THE RIGHT. THE PLT WAS ABLE TO LOWER THE NOSE & START A LEFT TURN TO AVOID A POWER LINE. HOWEVER, AS THE LEFT TURN WAS STARTED, HE LOST CONTROL & THE ULTRALIGHT CRASHED IN AN OPEN FIELD. AN EXAM REVEALED THAT THE PROP SHAFT HAD FAILED FROM FATIGUE. DURING THE ACCIDENT SEQUENCE, THE TAIL BOOM, WHICH HOUSED THE ELEVATOR & RUDDER CONTROLS, HAD COME APART NEAR THE LOCATION WHERE THE PROP WAS INSTALLED. AN INVESTIGATION REVEALED THE REDUCTION MOUNT ASSEMBLY WAS RETURNED TO THE MANUFACTURER FOR OVERHAUL AFTER A PREVIOUS ACCIDENT. IT WAS NOT KNOWN WHETHER OR NOT THE PROP SHAFT WAS REPLACED OR REPAIRED AT THAT TIME. THICK WASHERS, IN PLACE OF SHIMS, HAD BEEN USED ON THE REDUCTION MOUNT ASSY TO ADJUST THE BELT TENSION. PREIMPACT TENSION COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 2319

4/02/83

EAST HANOVER, NJ

A/C Reg. No. NONE

Time (Lc1) - 1508 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. REDUCTION GEAR ASSY, PROPELLER SHAFT - FATIGUE
 2. PROPELLER SYSTEM/ACCESSORIES - SEPARATION
 3. STABILIZER - OTHER
 4. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2361

4/23/83

ANTHONY, NM

A/C Reg. No. N8728P

Time (Lcl) - 1638 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -FERRY

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-24-260

Eng Make/Model - LYCOMING O-540-D4AS

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2900

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 260 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 70.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

AQUILA, AZ

Destination

EL PASO, TX

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 55

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 10000

Make/Model- 420

Instrument- 290

Multi-Eng - 6000

Last 24 Hrs - 7

Last 30 Days- UNK/NR

Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DAMAGED IN A FORCED LANDING AFTER A POWER LOSS IN CRUISE FLT. THE PLT SAID THE ENGINE BEGAN TO RUN ROUGH & THEN LOST POWER COMPLETELY. HIS ATTEMPTS TO RESTART WERE UNSUCCESSFUL AND HE MADE A FORCED LANDING ON A DIRT ROAD. THE ROAD HAD 3 FT HIGH DIRT BANKS ON EITHER SIDE ABOUT 28 FT APART. THE WINGS STRUCK THE EMBANKMENTS. THE ENGINE WAS EXAMINED AND TEST RUN AFTER THE ACCIDENT AND PERFORMED NORMALLY.

Brief of Accident (Continued)

File No. - 2361

4/23/83

ANTHONY,NM

A/C Reg. No. N8728P

Time (Lcl) - 1638 MST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

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. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2298 5/06/83 SOCORRO,NM A/C Reg. No. N4796 Time (Lcl) - 1630 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

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	2

-----Aircraft Information-----

Make/Model - CESSNA 210B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-S
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 270/025 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ODESSA, TX

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

SOCORRO MUNICIPAL
Runway Ident - 33
Runway Lth/Wid - 4796/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 257	Last 24 Hrs	- UNK/NR
Make/Model-	200	Last 30 Days-	UNK/NR
Instrument-	10	Last 90 Days-	54

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER LIFTOFF, AT ABOUT 10 FT AGL & 95 MPH IN LEVEL FLT, THE PLT FOUND THE CONTROLS "INEFFECTIVE." THE ACFT IMPACTED AT FULL POWER IN A CRAB & BOUNCED BACK INTO THE AIR. THE ACFT STILL WOULD NOT CLIMB & THE PLT LOWERED THE NOSE TO GAIN AIRSPEED. THE ACFT IMPACTED A MOUND OF ROCKS CAUSING IT TO NOSE OVER & COME TO REST INVERTED. THERE IS A MOUNTAIN WEST OF THE ARPT.

Brief of Accident (Continued)

File No. - 2298

5/06/83

SOCORRO,NM

A/C Reg. No. N4796

Time (Lcl) - 1630 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - DOWNDRAFT
 3. WEATHER CONDITION - GUSTS
 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 5. WEATHER CONDITION - TURBULENCE
 6. WEATHER CONDITION - UNFAVORABLE WIND
 7. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2212 8/19/83 GOLDFIELD,NV A/C Reg. No. N4818K Time (Lcl) - 1145 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	0	0	0	3
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA P210	Eng Make/Model - CONTINENTAL TS10-520P	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	LAS VEGAS,NV	GOLDFIELD
Wind Dir/Speed- 170/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - GRAVEL
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - RAIN		
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)
ATP,CFI	Current - YES	Total - 2465
SE LAND,ME LAND	Months Since - 5	Last 24 Hrs - UNK/NR
	Aircraft Type - DHC-6	Make/Model- 56
		Instrument- 65
		Last 30 Days- UNK/NR
		Last 90 Days- 235
		Multi-Eng - 340

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A CATTLE GUARD DURING AN ATTEMPTED TAKEOFF FROM A ROAD. THE PLT ELECTED THE ROAD RATHER THAN THE AIRSTRIP WHICH WAS MADE OF GRAVEL AND WAS WET AND MUDDY. HE STATED THAT THERE WAS ABOUT 4000 FT OF FLAT STRAIGHT ROAD AVAILABLE AND HE SET HIS ABORT DISTANCE AT ABOUT 3000 FT. THE ACFT TRAVELED 1700 FT BEFORE COLLIDING WITH THE CATTLE GUARD. WHEN THE COLLISION OCCURRED THE RIGHT MAIN GEAR COLLAPSED AND THE NOSE GEAR WAS BROKEN OFF.

Brief of Accident (Continued)

File No. - 2212

8/19/83

GOLDFIELD,NV

A/C Reg. No. N4818K

Time (Lcl) - 1145 PDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

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) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2234

5/01/83

CORAM, NY

A/C Reg. No. N5738P

Time (Lcl) - 1646 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	2	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1D5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 220/016 KTS
Visibility - 7.0 SM

Lowest Sky/Clouds - 800 FT SCATTERED

Lowest Ceiling - 15000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ISLIP, NY

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 43

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - 150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 279

Make/Model- 38

Instrument- 8

Last 24 Hrs - 1

Last 30 Days- 11

Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED SHORTLY AFTER DECLARING AN "EMERGENCY." A WITNESS SAW THE ACFT, BUT HEARD NO ENG SOUND PRIOR TO THE CRASH. EXAMINATION OF ENG FAILED TO REVEAL ANY DISCREPANCIES. HOWEVER, WHEN THE CARBURETOR WAS EXAMINED NO FUEL WAS FOUND IN THE LINE BETWEEN THE ENG DRIVEN FUEL PUMP AND THE CARB. THE CARB WAS EMPTY OF USEABLE FUEL.

Brief of Accident (Continued)

File No. - 2234

5/01/83

CORAM,NY

A/C Reg. No. N5738P

Time (Lc1) - 1646 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING.

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. FUEL SUPPLY - DISREGARDED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 5. WEATHER CONDITION - CLOUDS
-

-----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. - 2355 5/30/83 FARMINGDALE, NY A/C Reg. No. N837E Time (Lcl) - 0933 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	3	0	0	0
Accident Occurred During -APPROACH						

-----Aircraft Information-----

Make/Model - BEECH B36TC	Eng Make/Model - CONTINENTAL TS10-520-UB	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3866	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	MYRTLE BEACH, SC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	FARMINGDALE, NY	REPUBLIC
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6827/ 150
Lowest Sky/Clouds - 200 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 200 FT OBSCURED	Type Apch/Lndg - ILS-COMPLETE	Runway Status - UNK/NR
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 4000
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) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A POWERLINE STATIC WIRE DURING AN INSTRUMENT LANDING APPROACH. THE PRIVATE PLT WAS INSTRUMENT RATED AND HAD RECEIVED A WEATHER BRIEFING AND FILED AN IFR FLT PLAN. HE COMMENTED TO THE BRIEFER THAT "IT DOESN'T SOUND TOO GOOD" AND THAT HE WOULD CALL AGAIN IN AN HOUR OR SO. ABOUT AN HOUR AND ONE HALF LATER HE AIR FILED AN IFR FLT PLAN. WHEN HE REACHED HIS DESTINATION HE WAS CLEARED FOR THE ILS APPROACH AND WAS CLEARED TO LAND WHEN HE REPORTED THE OUTER MARKER. THERE WERE NO FURTHER TRANSMISSIONS RECEIVED FROM THE PLT. RADAR SHOWED THE ACFT ON CENTERLINE AND DECENDING TO 400 FT ABOUT 1 MILE FROM THE END OF THE RWY. WITNESSES SAW THE ACFT AT LOW ALT AND SAW IT COLLIDE WITH THE POWERLINE. ONE SAW A BLUE ARC AFTER THE COLLISION. 3 REPORTED AN EXPLOSIVE SOUND AND BLACK SMOKE FOLLOWING THE COLLISION. THE VISIBILITY WAS DESCRIBED AS ONE TO TWO MILES. THE WIRE THAT WAS HIT WAS 78 FT AGL (149 FT MSL). DECISION HEIGHT FOR THE LANDING IS 329 FT AND VISIBILITY ONE MILE. THE ILS SYSTEM HAD BEEN USED SUCCESSFULLY JUST PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2355

5/30/83

FARMINGDALE, NY

A/C Reg. No. N837E

Time (Lcl) - 0933 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - BELOW APPROACH MINIMUMS
 2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - RAIN
 5. WEATHER CONDITION - FOG
 6. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
 7. OBJECT - WIRE, STATIC
 8. DECISION HEIGHT - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6,8

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2287 8/14/83 SO. FALLSBURGH, NY A/C Reg. No. N704AL Time (Lcl) - 1345 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WURTSBORO, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 92
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 92
		Last 30 Days- 2
		Instrument- 0
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED PERFORMING LOW LEVEL STEEP TURNS, CLIMBS & DIVES OVER A HOTEL. THE ACFT COLLIDED WITH THE TOPS OF TREES, NOSED OVER & CRASHED. THE STUDENT PLT RESIDES AT, & IS EMPLOYED BY, THE HOTEL.

Brief of Accident (Continued)

File No. - 2287

8/14/83

SO. FALLSBURGH, NY

A/C Reg. No. N704AL

Time (Lcl) - 1345 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. BUZZING - INTENTIONAL - PILOT IN COMMAND
3. OBJECT - TREE(S)
4. 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) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2267 10/16/83 SKANEATELES,NY A/C Reg. No. N238G Time (Lcl) - 2000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - AERO COMMANDER 560E
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 6

Eng Make/Model - LYCOMING G0-480
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 340 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
GLENS FALLS,NY
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

SKANEATELES
Runway Ident - 28
Runway Lth/Wid - 3200 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 36

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 991	Last 24 Hrs - 4
Make/Model- 93	Last 30 Days- UNK/NR
Instrument- 41	Last 90 Days- 91
Multi-Eng - 238	

Instrument Rating(s) - UNK/NR

-----Narrative-----

ACFT RAN OFF RIGHT SIDE OF RWY & COLLIDED WITH A DRAINAGE DITCH COLLAPSING NOSE & LEFT MAIN LANDING GEAR.

Brief of Accident (Continued)

File No. - 2267

10/16/83

SKANEATELES,NY

A/C Reg. No. N238G

Time (Lc1) - 2000 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
-

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD
 6. LANDING GEAR,NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2268 10/24/83 SYRACUSE, NY

A/C Reg. No. N876U

Time (Lcl) - 1950 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - BEECH G18S
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 9700
No. of Seats - 10

Eng Make/Model - P & W R-925
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 - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 310/003 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
BINGHAMTON, NY

Airport Proximity
ON AIRPORT

Airport Data

HANCOCK
Runway Ident - 28
Runway Lth/Wid - 9000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - UNK/NR
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND, ME LAND

Age - 59
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 10055
Make/Model- 749
Instrument- 604
Multi-Eng - 5703
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 272

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER LIFT-OFF, AT 25-50 FT AGL & THE GEAR EXTENDED, THE ACFT BEGAN A GRADUAL ROLL TO THE RIGHT. THE PLT APPLIED FULL LEFT AILERON BUT WAS UNABLE TO CORRECT THE ROLL. THE PLT SENSED A RAPIDLY DETERIORATING SITUATION & DECIDED TO ABORT THE TAKEOFF. THE ACFT CRASHED ON AN ADJACENT TAXIWAY & ALL GEAR COLLAPSED. THE RIGHT OUTBOARD DEICER BOOT WAS FOUND SPLIT HORIZONTALLY FROM THE LANDING LIGHT OUTBOARD ABOUT 4 FT. THE LEFT WING OUTBOARD STALL STRIP WAS MISSING FROM THE BOOT.

Brief of Accident (Continued)

File No. - 2268

10/24/83

SYRACUSE, NY

A/C Reg. No. N876U

Time (Lcl) - 1950 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ANTI-ICE/DE-ICE SYSTEM, WING - DETERIORATED
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD
6. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2352 11/09/83 SYRACUSE, NY A/C Reg. No. N1323T Time (Lcl) - 1840 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MARCELLUS, NY
Destination
SYRACUSE, NY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HANCOCK
Runway Ident - 10
Runway Lth/Wid - 9005/ 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 - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR Last 24 Hrs - UNK/NR
Make/Model- UNK/NR Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- UNK/NR
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT COLLIDED WITH APPROACH LIGHTS DURING A LANDING APPROACH. THE PLT EXECUTED A GO-AROUND AND LANDED WITHOUT FURTHER INCIDENT. THE ACFT WAS DAMAGED IN THE COLLISION. AN ACCIDENT REPORT WAS NOT FILED BY THE PLT.

Brief of Accident (Continued)

File No. - 2352

11/09/83

SYRACUSE,NY

A/C Reg. No. N1323T

Time (Lcl) - 1840 EST

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 4. GO-AROUND - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2265 12/31/83 ALTAMONT, NY A/C Reg. No. N3034V Time (Lcl) - 1615 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					2

-----Aircraft Information-----

Make/Model - BEECH 35	Eng Make/Model - CONTINENTAL E-225	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	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	DUNESBURG, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - SNOW
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - SNOW - CRUSTED
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 733
SE LAND	Months Since - 7	Make/Model- 388
	Aircraft Type - UNK/NR	Instrument- 62
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 32

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG STARTED RUNNING ROUGH SHORTLY AFTER TAKE OFF & THE PLT MADE A FORCED LANDING IN A SNOW COVERED FIELD.

Brief of Accident (Continued)

File No. - 2265

12/31/83

ALTAMONT, NY

A/C Reg. No. N3034V

Time (Lc1) - 1615 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - SNOW COVERED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2248 6/19/83 CAMBRIDGE, OH A/C Reg. No. N2405U Time (Lcl) - 2235 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-DESCENT	NONE	Pass 1	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA28-161	Eng Make/Model	- LYCOMING D-320-D3G	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2325	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 161 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- 260/003 KTS</p> <p>Visibility - 75.0 SM</p> <p>Lowest Sky/Clouds - PART OBS</p> <p>Lowest Ceiling - OBSCURED</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">COLUMBIA, SC</p> <p>Destination</p> <p style="padding-left: 20px;">MIDDLEFIELD, OH</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - 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 - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 378
SE LAND	Months Since - UNK/NR	Make/Model- 328
	Aircraft Type - PA-28	Instrument- 60
		Last 24 Hrs - 8
		Last 30 Days- 37
		Last 90 Days- 79

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND DURING A NIGHT FLT AFTER THE PLT ENCOUNTERED WEATHER ACCORDING TO THE RADIO TRANSMISSIONS TO CLEVELAND CENTER. HIS STATEMENTS WERE "WHAT HAVE YOU GOT ME INTO" AND "WHAT ARE WE INTO HERE" WHEN ASKED BY CLEVELAND IF HE WAS INTO WEATHER THE PLT REPLIED "I BELIEVE." THIS WAS HIS LAST TRANSMISSION. WITNESSES IN THE AREA SAW AND HEARD HIM CIRCLING AND CLIMBING AND DIVING OUT OF CLOUDS. SOME THOUGHT HE WAS "STUNTING" THE PLT WAS INSTRUMENT RATED BUT DID NOT HAVE VERY MUCH ACTUAL INSTRUMENT EXPERIENCE (ABOUT 6 HRS TOTAL TIME). THE ACFT IMPACTED THE GROUND IN A 38 DEGREE DESCENT ANGLE IN A 35 DEGREE RIGHT BANK. BOTH OCCUPANTS WERE THROWN OUT AND FATALLY INJURED. ENG SOUNDS WERE HEARD UNTIL IMPACT.

Brief of Accident (Continued)

File No. - 2248

6/19/83

CAMBRIDGE, OH

A/C Reg. No. N2405U

Time (Lc1) - 2235 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
4. WEATHER CONDITION - CLOUDS
5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. WEATHER CONDITION - HAZE

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

7. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,7

Factor(s) relating to this accident is/are finding(s) 1,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2247 6/23/83 GERMANTOWN, OH A/C Reg. No. N22521 Time (Lcl) - 2010 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	0	0

-----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 - VMC
Wind Dir/Speed- 070/004 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg -

Airport Proximity
ON AIRPORT

Airport Data

Runway Ident - 31
Runway Lth/Wid - 1200/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	385	Last 24 Hrs	-	1
Make/Model-	385		Last 30 Days-	UNK/NR	
Instrument-	0		Last 90 Days-	3	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STRUCK A FENCE DURING TAKEOFF. THE PLT SAID HE ROTATED TOO SOON AND WAS UNABLE TO REMAIN AIRBORNE. WHEN THE ACFT COLLIDED WITH THE FENCE IT CARTWHEELED, RESULTING IN ENGINE SEPARATION AND NEAR SEPARATION OF THE EMPENNAGE. THE WIND WAS REPORTED AS FROM 070 DEGREES AT 4 KTS AT DAYTON BUT THE PLT REPORTED CALM CONDITIONS.

Brief of Accident (Continued)

File No. - 2247

6/23/83

GERMANTOWN, OH

A/C Reg. No. N22521

Time (Lc1) - 2010 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ROTATION - PREMATURE - PILOT IN COMMAND
 2. STALL - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. OBJECT - FENCE
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. ENGINE ASSEMBLY - SEPARATION
-

-----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. - 2233 7/10/83 CINCINNATI, OH A/C Reg. No. N75849 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	1
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- BOEING B75	Eng Make/Model	- CONTINENTAL W-670-6A	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 220 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LUNKEN
Wind Dir/Speed- 020/006 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5139/ 100
Lowest Sky/Clouds - 7000 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	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1826
SE LAND, ME LAND	Months Since - 3	Make/Model- 75
	Aircraft Type - UNK/NR	Instrument- 73
		Multi-Eng - 863
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A DITCH DURING LANDING ROLL AND NOSED DOWN. THE WEATHER WAS VMC WITH THE WIND FROM 020 DEGREES AT 6 KTS. THE PLT LANDED ON RWY 24. ABOUT 1500 FT FROM THE THRESHOLD THE ACFT VEERED OFF THE RWY AND HIT THE DITCH. THE PLT ATTRIBUTED THE LOSS OF CONTROL TO THE 6 KT RIGHT QUARTERING TAILWIND. THE PLT REPORTED THAT HE REQUESTED LANDING ON RWY 2 BUT WAS ADVISED BY THE TOWER THAT THE ACTIVE RWY WAS 20. ON FINAL APPROACH HE WAS GIVEN THE OPTION OF RWY 20 OR 24 AND HE CHOSE RWY 24.

Brief of Accident (Continued)

File No. - 2233

7/10/83

CINCINNATI, OH

A/C Reg. No. N75849

Time (Lc1) - 1500 EDT

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. WEATHER CONDITION - TAILWIND
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 NOSE DOWN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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. - 2343 9/05/83 WAYNESVILLE, OH A/C Reg. No. N2562N Time (Lcl) - 1810 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	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	CAMPLAKE, MI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WAYNESVILLE
Wind Dir/Speed- 220/014 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 4.000 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3200/ 125
Lowest Sky/Clouds - 10000 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 764
SE LAND	Months Since - 15	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 250
		Instrument- 60
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHILE IN THE TRAFFIC PATTERN TO LAND, HE SLIPPED THE ACFT ON DOWNWIND, AND AGAIN ON FINAL APCH, TO LOSE ALTITUDE. ALSO, HE STATED THAT THE RIGHT CONTROL WHEEL HAD HIT AN ATTACHE' CASE ON THE RIGHT SEAT & THE APCH WAS NOT GOOD, SO HE ELECTED TO GO-AROUND. AS THE ACFT CROSSED THE EAST END OF THE RWY, THE ENG QUIT & RESTARTED AGAIN. SINCE HE KNEW THE RIGHT FUEL TANK WAS NEARLY EMPTY, HE DID NOT SWITCH FUEL TANKS. HE "BEGAN A SHALLOW RIGHT TURN TO BE SURE THAT THE FUEL IN THE RIGHT TANK WAS BACK AT THE TANK OUTLET." THE ENG STARTED & QUIT SEVERAL TIMES. THEN THE ACFT COLLIDED WITH TREES. THE PLT RECOMMENDED MAKING MORE FUEL STOPS, BUT REPORTED THERE WERE NOT ENOUGH PLACES WITH 80 OCTANE FUEL. REPORTEDLY, THE FUEL SUPPLY WAS LOW ENOUGH TO ALLOW UNPORTING OF THE LINE INLET IN THE TANK.

Brief of Accident (Continued)

File No. - 2343

9/05/83

WAYNESVILLE, OH

A/C Reg. No. N2562N

Time (Lc1) - 1810 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. FLUID, FUEL - LOW LEVEL
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. GO-AROUND - INITIATED - PILOT IN COMMAND
4. FLUID, FUEL - STARVATION
5. FUEL SUPPLY - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2396 10/03/83 NORTHFIELD, OH A/C Reg. No. N34010 Time (Lc1) - 1610 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 177B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1F6
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 225/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
WILLOUGHBY, OH

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

NORTHFIELD
Runway Ident - 19
Runway Lth/Wid - 2500/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 48
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 125	Last 24 Hrs - UNK/NR
Make/Model- 87	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES AFTER LOSS OF POWER DURING INITIAL CLIMB. THE ENGINE REPORTEDLY LOST POWER AT ABOUT 50 FT AGL. DURING THE DESCENT THE ENGINE RESTARTED BUT THE ACFT WAS TOO LOW AND SLOW TO CONTINUE A CLIMB OUT. THE ACFT STRUCK TREES BEYOND THE DEPARTURE END OF THE RWY. THE PLT STATED THAT THERE WAS DIRT IN THE FUEL. CLEVELAND GADO PERSONNEL STATED THAT THERE WAS SOME SEDIMENT FOUND IN THE FUEL SYSTEM

Brief of Accident (Continued)

File No. - 2396

10/03/83

NORTHFIELD,OH

A/C Reg. No. N34010

Time (Lc1) - 1610 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - CONTAMINATION

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2329 10/04/83 MALINTA, OH

A/C Reg. No. N7529Q

Time (Lc1) - 0100 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire Crew Pass
NONE 1 0

-----Aircraft Information-----

Make/Model - CESSNA 320Q
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 2

Eng Make/Model - CONTINENTAL IO-470-VO
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 200/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 1200 FT
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
CLEVELAND, OH
Destination
DEFIANCE, OH

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HENRY CO.
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI
SE LAND, ME LAND

Age - 28

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - 210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5147	Last 24 Hrs	- 10
Make/Model	- 2195	Last 30 Days	- 92
Instrument	- 108	Last 90 Days	- 310
Multi-Eng	- 2691		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON A NIGHT X-COUNTRY FLT TO POSITION THE ACFT AT DEFIANCE, OH. IN THE VICINITY OF MALINTA, OH. SEVERAL WITNESSES HEARD AND/OR OBSERVED THE ACFT CIRCLING FOR APRX 5 TO 10 MIN. ABOUT 1/2 OF THOSE WHO HEARD THE ENG SOUNDS SAID THE ENGS WERE SPUTTERING OFF & ON. THE OTHERS RECALLED HEARING THE ENG INCREASE & DECREASE IN POWER SEVERAL TIMES. ONE WITNESS STATED THAT THE ENGS SEEMED TO LOSE POWER DURING DESCENTS, BUT WOULD REGAIN POWER AS THE ACFT ENTERED A CLIMB. THIS HAPPENED TWICE. ON THE 3RD DESCENT, THE ACFT CRASHED APRX 2 MI FROM THE HENRY ARPT. THE ARPT WAS EQUIPPED WITH RADIO ACTIVATED RWY LIGHTS. THE IMPACT OCCURRED IN A 19 DEG DESCENT, SLIGHTLY RIGHT WING LOW. AN EXAM OF THE WRECKAGE WAS MADE, BUT NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. REPORTEDLY, THE ACFT HAD DEPARTED DETROIT, MI WITH 565 LBS & WOULD HAVE USED AN ESTIMATED 300 LBS, ENROUTE TO CLEVELAND & ANOTHER 300 LBS TO THE ACCIDENT SITE. THE OPERATOR ESTIMATED IT LEFT CLEVELAND WITH 70 GAL. AT 0620 EDT ON 10/3/83, THE PLT GOT A WX BRIEF FOR PREV FLT.

Brief of Accident (Continued)

File No. - 2329

10/04/83

MALINTA, OH

A/C Reg. No. N7529Q

Time (Lcl) - 0100 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. UNDETERMINED
2. LIGHT CONDITION - DARK NIGHT
3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2338 10/16/83 NORTHFIELD, OH A/C Reg. No. N8719A Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Injuries			None
		Serious	Minor		
Crew	0	0	0	1	
Pass	0	0	0	3	

-----Aircraft Information-----

Make/Model - BEECH B35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-186-11
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 205 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 009 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

NORTHFIELD
Runway Ident - 35
Runway Lth/Wid - 2490/ 65
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 50
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 287
Make/Model- 40
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE ACFT COLLIDED WITH TREES. ACCORDING TO THE ARPT MANAGER, THE ACFT WAS ROTATED PREMATURELY DURING THE TAKEOFF & THE PLT FLEW THE ACFT ON THE BACK SIDE OF THE POWER CURVE UNTIL TREE IMPACT. REPORTEDLY, THERE WAS NO PREIMPACT PART FAILURE OR MALFUNCTION. THE PLT REPORTED THAT THE WIND WAS FROM THE WEST. AT CLEVELAND, THE 1351 EDT WIND WAS FROM 210 DEG AT 9 KTS.

Brief of Accident (Continued)

File No. - 2338

10/16/83

NORTHFIELD, OH

A/C Reg. No. N8719A

Time (Lc1) - 1430 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 3. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
 4. PROPER CLIMB RATE - NOT POSSIBLE -
 5. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 2337 11/25/83 ZANESVILLE, OH

A/C Reg. No. N41873

Time (Lcl) - 1430 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 240/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
XENIA, OH

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

ZANESVILLE MUNI
Runway Ident - 22
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 58
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1025
Make/Model-	612
Instrument-	3
Multi-Eng	3
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	39

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DEPARTING ZANESVILLE, OH, THE ACFT WAS AT 2500 FT MSL WHEN THE ENG BEGAN TO "KNOCK". THE COCKPIT FILLED WITH SMOKE & THE ENG BEGAN TO LOSE OIL. THE PLT TURNED BACK TO LAND AT THE ARPT. HE REPORTED THAT THE ENG CONTINUED TO RUN UNTIL THE ACFT WAS ABOUT 3/4 OF THE WAY ON A DOWNWIND FOR RWY 22. AT THAT POINT, THE ENG FAILED. THE PLT MADE A FORCED LANDING APRX 1000 FT SHORT OF THE RWY. THE GROUND CONDITIONS WERE SOFT & THE GEAR COLLIDED. AN EXAM REVEALED THAT THE #3 PISTON HAD FAILED & THE #3 CYLINDER WAS HEAVILY GROOVED. THE #3 CYLINDER (CHROME) HAD BEEN INSTALLED APPRX 40 FT HRS PRIOR TO THE ACCIDENT. ONE OF THE RINGS IN THE #3 PISTON WAS CHROME. ACCORDING TO THE MANUFACTURER, CHROME PLATED RINGS SHOULD NEVER BE USED IN CHROME PLATED CYLINDERS. AN UNAUTHORIZED, CHAMPION EM-41E, HOT RUNNING SPARK PLUG WAS USED IN THE #3 CYLINDER. THERE WAS EVIDENCE THAT THE INITIAL PISTON FAILURE WAS A DOME BURN THRU FROM DETONATION ON PRE-IGNITION.

Brief of Accident (Continued)

File No. - 2337

11/25/83

ZANESVILLE, OH

A/C Reg. No. N41873

Time (Lc1) - 1430 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
2. ENGINE ASSEMBLY, RING - IMPROPER
3. IGNITION SYSTEM, SPARK PLUG - IMPROPER
4. ENGINE ASSEMBLY, PISTON - OVERTEMPERATURE
5. ENGINE ASSEMBLY, PISTON - BURNED
6. ENGINE ASSEMBLY, PISTON - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

7. TERRAIN CONDITION - SOFT
8. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2336 12/04/83 SIDNEY, OH

A/C Reg. No. N37253

Time (Lcl) - 1300 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	1	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECHCRAFT 77
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1675
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 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- 240/006 KTS
Visibility - 1.500 SM

Lowest Sky/Clouds - 400 FT

Lowest Ceiling - 400 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DAYTON, OH

Destination

DAYTON, OH

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SIDNEY MUNI

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - ASPHALT

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 53

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - PIPER

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 947

Make/Model- 9

Instrument- 109

Last 24 Hrs - 1

Last 30 Days- 5

Last 90 Days- 91

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCREW TOOK OFF ON AN IFR FLT FROM DAYTON TO PIQUA & SIDNEY, OH TO PRACTICE APCH'S, THEN THEY INTENDED TO RETURN TO DAYTON. THE COPILOT STATED THAT THEY ENTERED THE CLOUDS AT 700 TO 800 FT AGL & HE DID NOT SEE THE GROUND AGAIN ON THIS FLT. HE REPORTED THAT ICE BEGAN BUILDING ON THE ACFT UNTIL ON A DESCENT TOWARD PIQUA, WHEN REPORTEDLY, IT BEGAN DISSIPATING. A MISSED APCH WAS MADE AT PIQUA WITHOUT SEEING THE ARPT. THE COPILOT STATED THAT THEY WERE UNABLE TO GET A GOOD RATE OF CLIMB. AT 1258 EST, THE AIRCREW REQUESTED VECTORS BACK TO DAYTON (RATHER THAN TO CONTINUE TO SIDNEY) & ADVISED THAT THEY WERE ENCOUNTERING ICE & TURBULENCE. THEY WERE ISSUED A VECTOR, BUT APRX 30 SEC LATER, THEY ADVISED THAT THEY COULD NOT MAINTAIN THEIR ASSIGNED ALT OF 3000 FT. THEY WERE ADVISED THAT VECTORS COULD NOT BE PROVIDED BELOW 3000 FT, BUT THE SIDNEY ARPT WAS AT THEIR 2 O'CLOCK POSITION AT LESS THAN A MILE. SHORTLY AFTER THAT, THE ACFT CRASHED IN A WOODED AREA APRX 1 1/2 MI WEST OF THE ARPT. REPORTEDLY, RAIN WAS ENCOUNTERED BETWEEN PIQUA & SIDNEY.

Brief of Accident (Continued)

File No. - 2336

12/04/83

SIDNEY, OH

A/C Reg. No. N37253

Time (Lc1) - 1300 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - RAIN
5. WEATHER CONDITION - ICING CONDITIONS
6. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. WING - ICE
8. PROPER ALTITUDE - NOT POSSIBLE -
9. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2335 12/31/83 HEBRON, OH A/C Reg. No. N4506W Time (Lcl) - 1600 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 045/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL
ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT
Airport Data
BUCKEYE EXECUTIVE
Runway Ident - 36
Runway Lth/Wid - 2780/ 25
Runway Surface - ASPHALT
Runway Status - ICE COVERED

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 61
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 542 Last 24 Hrs - 1
Make/Model- 84 Last 30 Days- UNK/NR
Instrument- 100 Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT WHEN HE LANDED ON AN ICE COVERED RWY, HE DELAYED USING BRAKES. WHEN HE DID USE THE BRAKES, HE WAS UNABLE TO DECELERATE SUFFICIENTLY. HE ELECTED NOT TO ATTEMPT A GO-AROUND, SINCE THERE WERE TALL TREES NEAR THE END OF THE RWY. THE ACFT WENT OFF THE END OF THE RWY, CONTINUED THRU SOME SMALL TREES & STOPPED IN A FROZEN CREEK.

Brief of Accident (Continued)

File No. - 2335

12/31/83

HEBRON, OH

A/C Reg. No. N4506W

Time (Lcl) - 1600 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
3. BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION
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) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2282 3/12/83 KINGSTON,OK A/C Reg. No. N43480 Time (Lc1) - 1136 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	3	1	0
Accident Occurred During	-DESCENT					

-----Aircraft Information-----

Make/Model	- PIPER PA-34-200	Eng Make/Model	- LYCOMING LIO-360-C1E6	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 200 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 170/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 15000 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;">DALLAS, TX</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 AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">LAKE TEXOMA RESORT</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 3000/ 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, ME LAND</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - NO</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 443</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model-</td> <td>91</td> <td>Last 30 Days-</td> <td>4</td> </tr> <tr> <td>Instrument-</td> <td>22</td> <td>Last 90 Days-</td> <td>4</td> </tr> <tr> <td>Multi-Eng</td> <td>- 132</td> <td></td> <td></td> </tr> </table>	Total	- 443	Last 24 Hrs	- 1	Make/Model-	91	Last 30 Days-	4	Instrument-	22	Last 90 Days-	4	Multi-Eng	- 132		
Total	- 443	Last 24 Hrs	- 1															
Make/Model-	91	Last 30 Days-	4															
Instrument-	22	Last 90 Days-	4															
Multi-Eng	- 132																	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT ROLLED RIGHT AFTER A PREMATURE LIFTOFF DUE TO A DIP IN THE RWY. THE ACFT CONTINUED TO ROLL RIGHT UNTIL IT IMPACTED A 6 DEGREE SLOPE IN A 100 DEGREE NOSE DOWN ATTITUDE. INVESTIGATION REVEALED THAT THE RIGHT ENGINE HAD SUFFERED A POWER LOSS DUE TO A BLOCKAGE OF AN INTERNAL MUFFLER DIFFUSER. THIS ENGINE HAD A HISTORY OF MALFUNCTIONS, HARD STARTING, LOSS OF POWER ON TAKEOFF, ACFT YAWING IN FLT TO THE RIGHT & RUNNING TOO LEAN WITH HIGH CYLINDER HEAD TEMPERATURES.

Brief of Accident (Continued)

File No. - 2282

3/12/83

KINGSTON,OK

A/C Reg. No. N43480

Time (Lc1) - 1136 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. EXHAUST SYSTEM,BAFFLE - DETERIORATED
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. PROCEDURE INADEQUATE,CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - PILOT IN COMMAND
4. EXHAUST SYSTEM,STACK - BLOCKED(PARTIAL)
5. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - MANUFACTURER

Occurrence #2 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

6. TERRAIN CONDITION - RUNWAY
7. LIFT-OFF - PREMATURE - PILOT IN COMMAND
8. AIRSPEED(VMC) - BELOW - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,7,8

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2281 5/09/83 AFTON,OK A/C Reg. No. N2053G Time (Lcl) - 1850 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

1

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - BEECH B60

Eng Make/Model - LYCOMING TIO-541-E1C4

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 6725

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 380 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/010 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CHICKASHA,OK

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SHANGRI-LA

Runway Ident - 17

Runway Lth/Wid - 4000/ 60

Runway Surface - CONCRETE

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,ME LAND

Age - 55

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3814

Last 24 Hrs - 2

Make/Model- 489

Last 30 Days- UNK/NR

Instrument- 122

Last 90 Days- 26

Multi-Eng - 2797

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TOUCHDOWN THE PLT APPLIED BRAKES TO SLOW THE ACFT IN ORDER TO TURN OFF THE MID-FIELD EXIT, BUT THE ACFT WAS GOING TOO FAST FOR THE TURN. THE PLT STATED HE FELT THE BRAKES BEGIN TO BE INEFFECTIVE AT THIS POINT. HE THEN DECIDED TO LET THE ACFT ROLL TO THE END OF THE RWY. THE BRAKES WOULD NOT HOLD WHEN HE APPLIED THEM NEAR THE END. THE PLT THEN ADDED FULL POWER IN ORDER TO PANCAKE THE ACFT INTO THE LAKE OFF THE END OF THE RWY. THE ACFT STRUCK THE WATER 75-100 YDS. FROM SHORE. THE BRAKES WERE EXAMINED & THE BRAKE SYSTEM WAS CAPABLE OF OPERATION. HOWEVER, BOTH BRAKE DISKS WERE WORN BEYOND ALLOWABLE LIMITS. THE LEFT DISC MEASURED 0.403 INCH & THE RIGHT DISC MEASURED 0.401 INCH. MINIMUM IS 0.445. IN ADDITION, THE DISCS CONTAINED "BLUE" SPOTS ON THEIR SURFACE INDICATING THAT THEY HAD BEEN SEVERELY OVERHEATED DURING THE LANDING.

Brief of Accident (Continued)

File No. - 2281

5/09/83

AFTON,OK

A/C Reg. No. N2053G

Time (Lc1) - 1850 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 2. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
 3. LANDING GEAR,NORMAL BRAKE SYSTEM - WORN
 4. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
-

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) 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. - 2276 5/13/83 PRAGUE,OK A/C Reg. No. N17OKM Time (Lcl) - 1915 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 170A	Eng Make/Model - CONTINENTAL D-300	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
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 - NO RECORD OF BRIEFING	Last Departure Point ARDMORE,OK	OFF AIRPORT/STRIP
Method - N/A	Destination SAME AS ACC/INC	
Completeness - N/A		Airport Data
Basic Weather - VMC		PRAGUE
Wind Dir/Speed- 110/011 KTS		Runway Ident - 17
Visibility - 7.0 SM	ATC/Airspace	Runway Lth/Wid - 3000/ 50
Lowest Sky/Clouds - 3200 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	FORCED LANDING	
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 - 4386
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 1	Make/Model- 1200
	Aircraft Type - UNK/NR	Instrument- 22
		Multi-Eng - 1575
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TURNING TO BASE LEG FOR LANDING THE ENG QUIT. WITH INSUFFICIENT ALTITUDE TO REACH THE ARPT, THE PLT SELECTED ANOTHER FIELD, BUT LANDED SHORT IN ROUGH TERRAIN. A LARGE QUANTITY OF WATER WAS FOUND IN THE ACFT'S FUEL TANKS WHICH WAS TRACED TO A CONTAMINATED FUEL STORAGE TANK AT THE ACFT'S HOME BASE.

Brief of Accident (Continued)

File No. - 2276

5/13/83

PRAGUE,OK

A/C Reg. No. N170KM

Time (Lc1) - 1915 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. OTHER AIRPORT/RUNWAY MAINTENANCE - INADEQUATE - FBO PERSONNEL
 2. FLUID,FUEL - WATER
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2351

8/20/83

BUTLER, PA

A/C Reg. No. N600A

Time (Lcl) - 2145 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAXI

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - PIPER PA-22 TRIPACER
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1800
No. of Seats - 4

Eng Make/Model - LYCOMING O-290-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

BUTLER-ROW
Runway Ident - 18
Runway Lth/Wid - 2590/ 38
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 78	Last 24 Hrs	- 3
Make/Model-	78	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE RWY INTO A 4 FT DITCH AND NOSED OVER WHILE TAXIING. THE PLT SAID THE "BRAKES GAVE WAY" WHILE HE WAS TAXIING DOWN RWY 17 AFTER LANDING. WHEN HE REALIZED THE BRAKES WERE NOT HOLDING HE SHUT OFF THE ENGINE BY THE MIXTURE CONTROL. TO AVOID GOING ONTO A HIWAY THE PLT TURNED LEFT OFF THE SIDE OF THE RWY. THE NOSE GEAR HIT A DITCH AND THE ACFT NOSED OVER. THE BRAKES WERE EXAMINED AFTER THE ACCIDENT AND THEY WERE SOFT AND SPONGY WHEN APPLIED. HYDRAULIC FLUID LEAKED FROM THE VENT HOLE IN THE MASTER CYLINDER. IT WAS FOUND THAT THE DIAPHRAGM HAD SPLIT IN THE CYLINDER CAUSING LOSS OF FLUID AND BRAKING ACTION.

Brief of Accident (Continued)

File No. - 2351

8/20/83

BUTLER, PA

A/C Reg. No. N600A

Time (Lc1) - 2145 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL
 2. HYDRAULIC SYSTEM, SEAL - LEAK
 3. FLUID, HYDRAULIC - LOSS, PARTIAL
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - FROM LANDING

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - FROM LANDING

Finding(s)

4. TERRAIN CONDITION - DITCH
-

Occurrence #4 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) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2349 10/15/83 WILKES-BARRE, PA A/C Reg. No. N7759G Time (Lcl) - 1026 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 172L	Eng Make/Model	- LYCOMING O-320-E2D	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 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	CLINTON, MD	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	UTICA, NY	
Wind Dir/Speed	- UNK/NR	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- UNK/NR
Lowest Ceiling	- NONE	Type Apch/Lndg	- CONCRETE
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
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	- UNK/NR	Total
SE LAND, ME LAND	Months Since	- UNK/NR	Make/Model
	Aircraft Type	- UNK/NR	Instrument
		- UNK/NR	Multi-Eng
			Rotorcraft
			- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLT, THE ENG LOST POWER FROM FUEL EXHAUSTION & THE PLT TRIED TO LAND ON A HIGHWAY. ACCORDING TO WITNESSES, WHEN HE TRIED TO MANEUVER INTO THE NORTHBOUND LAND, WHILE TRAVELING SOUTH, THE RIGHT MAIN GEAR HIT THE SIDE OF A BANK. THE WING FUEL TANKS WERE FOUND TO BE EMPTY & APRX 1 OUNCE OF FUEL WAS DRAINED FROM THE GASCOLATER DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 2349

10/15/83

WILKES-BARRE, PA

A/C Reg. No. N7759G

Time (Lcl) - 1026 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation UNKNOWN

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 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2356 10/24/83 MOUNTVILLE, PA A/C Reg. No. NONE Time (Lcl) - 1715 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -TEST FLIGHT
Flight Conducted Under -14 CFR 103
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - HIGHCRAFT BUCCANEER
Landing Gear - HULL
Max Gross Wt - 554
No. of Seats - 1

Eng Make/Model - ROTAX 277
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 28 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- 040/011 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 2300 FT
Lowest Ceiling - 2300 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MOUNTVILLE, PA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 31
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 - 1000
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AMPHIBIAN ULTRALIGHT VEHICLE WAS BEING FLOWN ON A SERIES OF FLT TESTS AFTER BEING ASSEMBLED. AT APRX 1615 EDT, THE PLT TOOK OFF & WAS FOLLOWED BY ANOTHER PLT IN ANOTHER ULTRALIGHT VEHICLE FOR OBSERVATION PURPOSES. NO UNDESIRABLE FLT CHARACTERISTIC WAS NOTED. AT APRX 1650 EDT, THE CHASE PLT RETURNED TO THE AIRPORT WHILE THE PLT ON THE TEST FLT REMAINED AIRBORNE. AT ABOUT 1715 EDT, A WITNESS OBSERVED THE ULTRALIGHT MANEUVERING. ACCORDING TO HIM, THE VEHICLE WAS FAIRLY HIGH, SPINNING AROUND AT A FAST RATE & DESCENDING RAPIDLY UNTIL IT LEVELED OFF AT AN ALT OF BETWEEN 400 TO 500 FT AGL. ANOTHER WITNESS SAID HE WAS WATCHING THE ULTRALIGHT & SAW IT DIP & TURN A FEW TIMES, THEN THE WINGS FOLDED UP & THE VEHICLE CRASHED. ALL COMPONENTS OF THE CRAFT WERE ACCOUNTED FOR. BOTH WINGS HAD THE SAME KIND OF DAMAGE CHARACTERISTICS, BUT THE RIGHT WING & STRUTS WERE DAMAGED TO A GREATER DEGREE. NO PREIMPACT/ MECHANICAL FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 2356

10/24/83

MOUNTVILLE, PA

A/C Reg. No. NONE

Time (Lc1) - 1715 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. MANEUVER - PERFORMED - PILOT IN COMMAND
2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
3. WING - OVERLOAD
4. WING, BRACING STRUT - OVERLOAD

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2348 11/08/83 FRANKLIN, PA A/C Reg. No. N383B Time (Lcl) - 0616 EST

-----Basic Information-----

Type Operating Certificate-COMMUTER

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	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH E18S
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 9300
No. of Seats - 10

Eng Make/Model - P&W R-985-AN14B
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
PITTSBURGH, PA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

CHESS-LAMBERTSON
Runway Ident - 29
Runway Lth/Wid - 3700/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - UNK/NR
Make/Model - UNK/NR
Instrument - UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

AFTER LANDING, THE ACFT VEERED OFF THE RWY. SUBSEQUENTLY, IT WENT DOWN AN EMBANKMENT & WAS SUBSTANTIALLY DAMAGED.
NO PRE-CRASH PART MALFUNCTION OR FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 2348

11/08/83

FRANKLIN, PA

A/C Reg. No. N383B

Time (Lcl) - 0616 EST

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DAWN
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2266 12/28/83 WEST MIFFLIN, PA A/C Reg. No. N14360 Time (Lcl) - 2356 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-C4B5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 235 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 150/006 KTS
Visibility - 10.0 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
BURKE LAKEFRONT, OH

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

ALLEGHENY COUNTY
Runway Ident - 28
Runway Lth/Wid - 6500/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, ATP, CFI
SE LAND, ME LAND

Age - 34
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3941 Last 24 Hrs - 3
Make/Model- 110 Last 30 Days- UNK/NR
Instrument- 113 Last 90 Days- 80
Multi-Eng - 1688

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE COCKPIT PREFLIGHT THE PLT NOTICED AN UNSAFE NOSE GEAR INDICATION. THE PLT CHECKED THE NOSE GEAR & COULD SEE NOTHING UNUSUAL, & CONCLUDED THAT THERE WAS A FAULTY INDICATING SYSTEM. DURING ROTATION THE NOSE GEAR COLLAPSED & THIS ACFT SLID DOWN THE RUNWAY. AFTER THE ACCIDENT THE ACFT WAS PLACED ON JACKS & NO MALFUNCTIONS OF THE LANDING GEAR SYSTEM WAS FOUND. HOWEVER, THE NOSE GEAR LEG, BRACES, & LOCKING MECHANISM WAS FOUND HEAVILY COATED WITH GREASE & SAND.

Brief of Accident (Continued)

File No. - 2266

12/28/83

WEST MIFFLIN, PA

A/C Reg. No. N14360

Time (Lcl) - 2356 EST

Occurrence NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - CONTAMINATION
2. LANDING GEAR, GEAR LOCKING MECHANISM - CONTAMINATION
3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
4. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - UNLOCKED
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

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. - 2350 10/08/83 BLOCK ISLAND, RI A/C Reg. No. N9238T Time (Lc1) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	1
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	OXFORD, CT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BLOCK ISLAND
Wind Dir/Speed- UNK/NR		Runway Ident - 28
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 2500/ 100
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 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) - UNK/NR

-----Narrative-----

THE FLT WAS UNEVENTFUL UNTIL THE ACFT WAS LANDED AT THE DESTINATION. DURING THE LANDING, THE ACFT VEERED OFF THE RWY & WAS DAMAGED. AN EXAM OF THE BRAKE SYS REVEALED THAT THE RESERVOIR STILL HAD FLUID. WHEN CHECKED, THE LEFT BRAKE WAS FIRM, BUT THE RIGHT BRAKE HAD NO PRESSURE, AN INSPECTION OF THE RIGHT BRAKE LINE REVEALED THAT A NUT & FERRULE WERE MISSING. THE NOSE & RIGHT MAIN GEAR COLLAPSED DURING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2350

10/08/83

BLOCK ISLAND, RI

A/C Reg. No. N9238T

Time (Lc1) - 1800 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
2. FLUID, HYDRAULIC - LEAK
3. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2339 11/06/83 GREER, SC

A/C Reg. No. N25134

Time (Lcl) - 1600 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries		
Fatal	Serious	Minor
1	0	0
0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Crew
Pass

-----Aircraft Information-----

Make/Model - RAND KR-2
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - VW UNK
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
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
SPARTANBURG, SC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SLOAN'S AIRSTRIP
Runway Ident - 27
Runway Lth/Wid - 2200 -UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	225	Last 24 Hrs	-	1
Make/Model-	225		Last 30 Days-	UNK/NR	
Instrument-	0		Last 90 Days-	30	

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO A WITNESS, THE PLT BEGAN AN APCH TO RWY 9, BUT MADE A GO-AROUND, THEN MANEUVERED TO LAND ON RWY 27. THE WITNESS STATED THAT DURING THE TURN TO FINAL APCH FOR RWY 27, THE ACFT DESCENDED RAPIDLY IN A NOSE DOWN ATTITUDE UNTIL IT DISAPPEARED BEHIND TREES. THE WITNESS STATED THE ACFT "SEEMED TO LOSE POWER." HOWEVER, THE PLT'S SON PROVIDED PHOTOS & COMMENTS THAT INDICATED THE ENG WAS OPERATING AT IMPACT. OTHER WITNESS STATEMENTS & AN EXAM OF THE WRECKAGE INDICATED THAT THE ACFT IMPACTED IN A FLAT ATTITUDE FOLLOWING A MUSHED STALL.

Brief of Accident (Continued)

File No. - 2339

11/06/83

GREER, SC

A/C Reg. No. N25134

Time (Lcl) - 1600 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. GO-AROUND - PERFORMED - PILOT IN COMMAND
3. MANEUVER - INITIATED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

-----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

National Transportation Safety Board
Washington, D.C. 20594

Updated AAB87/02
p. 28-29

Brief of Accident

File No. - 2382 11/06/83 SIOUX FALLS, SD A/C Reg. No. N7517U Time (Lc1) - 1939 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	MINOR				
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	Serious Minor None
Accident Occurred During	-APPROACH			0	0/1 0/1 2/1
				0	0 0 32

-----Aircraft Information-----

Make/Model	- CONVAIR 580	Eng Make/Model	- ALLISON 50-1-D13	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 54000	Engine Type	- TURBOPROP		
No. of Seats	- 54	Rated Power	- 4000 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	OFF AIRPORT/STRIP	
Method	- IN PERSON		
Completeness	- WEATHER NOT PERTINENT	Airport Data	
Basic Weather	- VMC	SIOUX FALLS	
Wind Dir/Speed	- CALM	Runway Ident	- 33
Visibility	- 15.0 SM	Runway Lth/Wid	- 6658/ 150
Lowest Sky/Clouds	- 12000 FT SCATTERED	Runway Surface	- ASPHALT
Lowest Ceiling	- 25000 FT BROKEN	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 7175	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model - 162	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - UNK/NR

Instrument Rating(s) - AIRPLANE.

-----Narrative-----

THE ACFT COLLIDED WITH A BIRD DURING THE LANDING APPROACH AT NIGHT. THE CAPTAIN WHO WAS FLYING THE ACFT WAS STRUCK IN THE FACE BY THE BIRD AND FLYING GLASS. THE CO-PLT COMPLETED THE LANDING DUE TO INCAPACITATION OF THE CAPT. INVESTIGATION REVEALED THE WINDSHIELD HAD BEEN PENETRATED BY A TWO POUND BIRD. CERTIFICATION REQUIREMENTS SPECIFY THAT THE WINDSHIELD WITHSTAND, WITHOUT PENETRATION, THE IMPACT OF A FOUR POUND BIRD AT CRUISE SPEED. THE ACFT WAS MOVING AT ABOUT 190 KTS AT THE TIME OF THE IMPACT. THE LANDING WAS COMPLETED BY THE CO-PLT WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 2382

11/06/83

SIOUX FALLS, SD

A/C Reg. No. N7517U

Time (Lc1) - 1939 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - BIRD(S)
2. LIGHT CONDITION - DARK NIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2375 12/01/83 HERREID,SD A/C Reg. No. N3401W Time (Lcl) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-18A 150	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

<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 - 15.0 SM</p> <p>Lowest Sky/Clouds - 3500 FT SCATTERED</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 SD</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - SNOW - DRY HIGH VEGETATION</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2673
SE LAND	Months Since - 23	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN INTO A CREEK BED DURING AN OFF ARPT LANDING AND THE LANDING GEAR COLLAPSED. THE PLT WAS CONDUCTING AN AERIAL HUNT OF COYOTES. AFTER SHOOTING ONE HE SOUGHT A PLACE TO LAND TO PICK UP THE CARCASS AND STATED THAT ALTHOUGH HE INSPECTED THE AREA FROM THE AIR HE APPARENTLY DID NOT SEE THE CREEK BED.

Brief of Accident (Continued)

File No. - 2375

12/01/83

HERREID,SD

A/C Reg. No. N3401W

Time (Lc1) - 1500 CST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - WET
2. VISUAL LOOKOUT - INACCURATE - PILOT IN COMMAND
3. TERRAIN CONDITION - SOFT
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2312 7/15/83 BLOUNTVILLE, TN A/C Reg. No. N68TG Time (Lcl) - 2108 CDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - SUPPLEMENTAL	Aircraft Damage	Fatal	Injuries	
	DESTROYED		Serious	Minor
Type of Operation -SCHEDULED, DOMESTIC, CARGO	Fire	0	0	2
Flight Conducted Under -14 CFR 135	ON GROUND	0	0	0
Accident Occurred During -LANDING				0

-----Aircraft Information-----

Make/Model - GRUMMAN G-159	Eng Make/Model - ROLLS ROYCE RD27/529-8E	ELT Installed/Activated - YES/YES
Landing Gear - UNK/NR	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 36000	Engine Type - TURBOPROP	
No. of Seats - UNK/NR	Rated Power - 1910 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	KNOXVILLE, TN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TRI-CITY
Wind Dir/Speed- 180/003 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6599/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - MACADAM
Lowest Ceiling - NONE	Type Apch/Lndg - VISUAL	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE	STRAIGHT-IN	
Condition of Light - DUSK	FULL STOP	

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 4927
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - G-159	Make/Model- 427
		Instrument- 90
		Last 30 Days- 70
		Last 90 Days- 164
		Multi-Eng - 2627

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COPLT STATED THAT WHEN HE BEGAN THE APCH TO THE DESTINATION ARPT, THE WEATHER CONDITION WAS HAZY & HE DELAYED HIS DESCENT SLIGHTLY UNTIL HE LOCATED THE ARPT. WHEN HE SAW THE RWY, HE BELIEVED THAT THEY WERE A LITTLE TOO CLOSE, SO HE INDICATED TO THE CAPTAIN THAT HE WOULD LIKE TO MAKE A 360 DEG TURN. AT THAT POINT, THE CAPTAIN ASSUMED CONTROL OF THE ACFT & CONTINUED THE APCH TO RWY 4. ACCORDING TO WITNESSES, THE ACFT TOUCHED DOWNED LONG. ACCORDING TO THE CAPTAIN, HE TRIED SEVERAL APPLICATIONS OF THE NORMAL BRAKING SYS, BUT GOT NO RESPONSE. HE THEN TRIED THE EMERGENCY BRAKES & ASKED THE COPLT TO GET ON THE BRAKES, BUT REPORTED THERE WAS NO BRAKING. SUBSEQUENTLY THE ACFT WENT OFF THE END OF THE RWY, WENT OVER AN EMBANKMENT & HIT A FENCE. IT CAME TO REST ON A 2ND EMBANKMENT WHERE IT EXPLODED & BURNED. TIRE MARKS WITH EVIDENCE OF BRAKING ACTION WERE FOUND STARTING 2377 FT BEYOND THE RWY THRESHOLD. A REQUIRED FIELD LENGTH OF APRX 2600 FT WAS CALCULATED FOR LNDG. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FOUND. VASI LIGHTS WERE INOP.

Brief of Accident (Continued)

File No. - 2312

7/15/83

BLOUNTVILLE, TN

A/C Reg. No. N68TG

Time (Lc1) - 2108 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. LIGHT CONDITION - DUSK
2. WEATHER CONDITION - HAZE
3. AIRPORT FACILITIES, VISUAL APCH SLOPE IND(VASI) - NOT OPERATING
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
7. OBJECT - FENCE

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
8. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2379 7/30/83 NASHVILLE, TN A/C Reg. No. N5270B Time (Lcl) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -STANDING

Aircraft Damage

MINOR
Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
1 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 - 4
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 15.0 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 - NONE

Airport Proximity
ON AIRPORT

Airport Data

NASHVILLE METRO AIRPORT
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - DRY

FULL STOP

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 170 Last 24 Hrs - 1
Make/Model- 120 Last 30 Days- 3
Instrument- 0 Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT PROPELLER STRUCK A DEPLANED FEMALE PASSENGER AS SHE PROCEEDED TO THE FRONT OF THE ACFT PRIOR TO ENGINE SHUTDOWN. THE PLT STATED THAT HIS ATTENTION WAS PRIMARILY ON THE FACT THAT THE IDLE RPM SEEMED HIGH TO HIM AND HE FAILED TO NOTE HIS PASSENGER EXIT THE ACFT.

Brief of Accident (Continued)

File No. - 2379

7/30/83

NASHVILLE, TN

A/C Reg. No. N5270B

Time (Lc1) - 1730 CDT

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. PASSENGER BRIEFING - INADEQUATE - PILOT IN COMMAND
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2354 1/21/83 GOLIAD, TX A/C Reg. No. N3899U Time (Lcl) - 0411 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - BELL 206L-3
Landing Gear - SKID
Max Gross Wt - 4150
No. of Seats - 6

Eng Make/Model - ALLISON 250-C30
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 - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC

Wind Dir/Speed- 350/005 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - 300 FT
Lowest Ceiling - 300 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
HOUSTON, TX
Destination
N ALICE, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

FULL STOP

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 32
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - 206L-3

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3166
Make/Model- 135
Instrument- 87
Last 24 Hrs - 5
Last 30 Days- 11
Last 90 Days- 134
Rotorcraft - 3166

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER COLLIDED WITH TREES AND THE GROUND IN AN ATTEMPT TO REVERSE DIRECTIONS AT LOW ALT & AT NIGHT AFTER ENCOUNTERING WEATHER. THE PLT HAD RECEIVED A WEATHER BRIEFING AND KNEW THE WEATHER WAS BAD WITH LOW CEILINGS AND FOG. HE RADIOED HE COULD MAKE IT BY FOLLOWING THE HIGHWAY AT LOW ALT. THE FLT PURPOSE WAS TO TRANSPORT AN 890 LB VALVE. THE PLT WAS IN CONTACT WITH ELLINGTON TOWER AND A POLICE HELICOPTER DURING THE INITIAL PART OF THE FLT, DISCUSSING THE WEATHER AND HIS INTENTIONS. THERE WAS NO RADIO CONTACT AFTER THE HELICOPTER LEFT THE HOUSTON AREA. THE WRECKAGE WAS FOUND ABOUT 135 MILES FROM HOUSTON ORIENTED ALONG A HEADING OF ABOUT 075 DEGREES FOR A DISTANCE OF ABOUT 500 FT FROM THE INITIAL POINT OF CONTACT WITH ABOUT A 75 FT HIGH TREE. THERE WAS NO EVIDENCE OF FLT CONTROL OR ENGINE MALFUNCTION PRIOR TO IMPACT. THE CARGO VALVE WAS FOUND 30 FT FROM THE MAIN WRECKAGE. CABIN STRUCTURE SHOWED EVIDENCE THE VALVE WAS PROPELLED THROUGH THE RIGHT SIDE OF CABIN/DOOR/CUSHION AFTER IMPACT. NO TIE DOWN CARGO STRAPS WERE FOUND.

Brief of Accident (Continued)

File No. - 2354

1/21/83

GOLIAD, TX

A/C Reg. No. N3899U

Time (Lcl) - 0411 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - FOG
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
7. OBJECT - TREE(S)
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. TIE DOWN/SECURITY OF CARGO - NOT ATTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2334 2/09/83 ADDISON, TX A/C Reg. No. N37365 Time (Lcl) - 1949 CST

-----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 - BEECH A36TC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 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 - IMC

Wind Dir/Speed- 360/010 KTS

Visibility - 1.000 SM

Lowest Sky/Clouds - 100 FT

Lowest Ceiling - 100 FT OBSCURED

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

FORT WORTH, TX

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - ILS-COMPLETE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ADDISON

Runway Ident - 15

Runway Lth/Wid - 7199/ 100

Runway Surface - ASPHALT

Runway Status - DRY

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 44

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 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-INSTRUMENT RATED, STUDENT PLT USED ANOTHER PERSON'S NAME WHILE FILING AN INSTRUMENT FLT PLAN. WHEN HE CONTACTED GROUND CONTROL FOR DEPARTURE, HE WAS ADVISED THAT THE ARPT HAD JUST BECOME IFR. AFTER SOME CONFUSION CONCERNING CANCELING & FILING FLT PLANS, HE WAS ISSUED AN IFR CLEARANCE. HE WAS ASKED IF HE WAS INSTRUMENT QUALIFIED AND EQUIPPED AND HE REPLIED "THAT IS CORRECT." DURING HIS ARRIVL AT ADDISON, TX, THE STUDENT ATTEMPTED TO LAND FROM AN ILS APCH, BUT WAS UNABLE TO COMPLETE THE APCH. TOWER & APCH CONTROL PERSONNEL PROVIDE ASSISTANCE TO THE STUDENT WHILE HE ATTEMPTED A 2ND APCH. SUBSEQUENTLY, THE STUDENT TRANSMITTED MAYDAY CALLS, JUST BEFORE CRASHING. ACCORDING TO WITNESSES, THE ACFT CAME OUT OF THE OVERCAST, THE REENTERED THE OVERCAST, BEFORE CRASHING. DURING THE OCCURRENCE, THE ACFT 1ST CONTACTED POWER LINES AFTER CLEARING THE ROOF OF A BUILDING. IT THEN IMPACTED IN AN OPEN FIELD APRX 84 FT BEYOND THE POWER LINE & BURNED.

Brief of Accident (Continued)

File No. - 2334

2/09/83

ADDISON, TX

A/C Reg. No. N37365

Time (Lcl) - 1949 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - LOW CEILING
5. LIGHT CONDITION - FOG
6. WEATHER CONDITION - HAZE
7. WEATHER CONDITION - OBSCURATION
8. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

9. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
11. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
12. SPIRAL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

13. OBJECT - WIRE, TRANSMISSION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

14. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,8,9,10

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,11,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2346 2/14/83 ANDREWS, TX A/C Reg. No. N6916L Time (Lcl) - 2210 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 310K
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-V
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 - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 020/020 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 5500 FT BROKEN
Obstructions to Vision- DUST
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
MIDLAND, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ANDREWS COUNTY
Runway Ident - 33
Runway Lth/Wid - 5100/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - 310

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 345
Make/Model- 40
Instrument- 12
Multi-Eng - 40
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD RECEIVED A WX BRIEFING FOR A FLT TO MILAND, TX. A WITNESS REPORTED THAT AFTER TAKING OFF, HE MADE 2 OR 3 TOUCH-AND-GO LANDINGS. DURING TAKEOFF FROM THE LAST TOUCH-AND-GO, WITNESSES OBSERVED THE ACFT PULL UP ABRUPTLY, ENTER A STEEP RIGHT BANK, THEN CRASH & BURN. AN EXAM OF THE CRASH SITE REVEALED THAT THE ACFT IMPACTED IN A NEAR VERTICAL NOSE DOWN ATTITUDE. BOTH PROP BLADES HAD EVIDENCE OF HIGH ROTATIONAL DAMAGE. THE ELEVATOR TRIM TAB WAS FOUND DEFECTED 15 DEG DOWNWARD (NOSE UP TRIM). THE ELEVATOR TRIM ACTUATOR WAS FOUND EXTENDED 1.1 INCHES. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 2346

2/14/83

ANDREWS, TX

A/C Reg. No. N6916L

Time (Lcl) - 2210 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
 3. ELEVATOR TRIM - IMPROPER USE OF - PILOT IN COMMAND
 4. PULL-UP - INADVERTENT - PILOT IN COMMAND
 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 6. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----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) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2331

3/02/83

BORGER, TX

A/C Reg. No. N29302

Time (Lcl) - 1145 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
2	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2275
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - 200/007 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
RALEIGH, NC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

HUTCHINSON COUNTY
Runway Ident - 17
Runway Lth/Wid - 6300/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 59
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - 177

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1254	Last 24 Hrs - UNK/NR
Make/Model - UNK/NR	Last 30 Days - 3
Instrument - 0	Last 90 Days - 8
Multi-eng - 0	Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO 2 PLT WITNESSES, THE ACFT STALLED DURING TAKEOFF AFTER IT HAD CLIMBED TO APRX 75 TO 100 FT AGL. THEY REPORTED THAT AT THAT TIME, IT DID A WING-OVER, ENTERED A DIVE & CRASHED. REPORTEDLY, THE ACFT WAS LOADED TO NEAR ITS MAX GROSS WT LIMIT. THE ARPT ELEVATION & TEMP WERE 3052 FT & 67 DEG, RESPECTIVELY, THE ENG WAS REPORTEDLY AT FULL POWER UNTIL IMPACT. NO EVIDENCE OF A PREIMPACT FAILURE OF THE ACFT OR ENG WAS FOUND.

Brief of Accident (Continued)

File No. - 2331

3/02/83

BORGER, TX

A/C Reg. No. N29302

Time (Lc1) - 1145 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2332

3/02/83

LA GRANGE, TX

A/C Reg. No. N8384A

Time (Lc1) - 1610 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -BUSINESS

Fire

Crew

0

1

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

0

0

1

0

Accident Occurred During -TAKEOFF

-----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

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/005 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

HOUSTON, TX

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - MACADAM

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Age - 38

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 301

Last 24 Hrs - 2

SE LAND

Months Since - 7

Make/Model- 120

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 0

Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ELECTED TO TAKEOFF TO THE NORTH ON A DOWNSLOPING PAVED ROAD. HE REPORTED THAT THE WIND WAS VARIABLE FROM THE SOUTHWEST AT 2 TO 4 KTS, GUSTING 4 TO 6 KTS. AT AUSTIN, TX, THE WIND WAS FROM 190 DEG AT 13 GUSTING 20 KTS & AT COLLEGE STATION, TX, IT WAS FROM 200 DEG AT 11 KTS. THE SELECTED ROADWAY WAS APPRX 1800 LONG, THEN CURVED TO THE RIGHT. DURING THE TAKEOFF, THE ACFT BECAME AIRBORNE BEFORE REACHING THE CURVE, BUT THE LEFT WING HIT 35 FT TREES ON THE LEFT SIDE OF THE ROAD AFTER LIFT-OFF & THE ACFT CRASHED. ACCORDING TO THE ACFT'S OPERATING HANDBOOK, 1624 FT WAS REQUIRED TO CLEAR A 50 FT OBSTACLE IN NO WIND CONDITIONS. THE PLT STATED THAT HE ENCOUNTERED AN ENG PROBLEM, BUT NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THE PLT ALSO STATED THAT HE HAD PREVIOUSLY ENCOUNTERED AN ENG PROBLEM & HAD MADE A PRECAUTIONARY LANDING ON THE ROAD, THEN ELECTED TO TAKEOFF AFTER THE ENG & FUEL CHECKED NORMAL. HOWEVER, WITNESSES TOLD LAW ENFORCEMENT PERSONNEL THAT THE PLT HAD LANDED & PICKED UP THE PASSENGER. SPEED & PROP SLASH MARKS INDICATED 2450 RPM

Brief of Accident (Continued)

File No. - 2332

3/02/83

LA GRANGE, TX

A/C Reg. No. N8384A

Time (Lcl) - 1610 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. WEATHER CONDITION - TAILWIND
 5. 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) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2333 3/07/83 GRAND PRAIRIE, TX A/C Reg. No. N8373J Time (Lcl) - 1825 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries			
Type of Operation - INSTRUCTIONAL	Fire NONE	Crew Pass	Fatal 0	Serious 0	Minor 0	None 2	
Flight Conducted Under -14 CFR 91			0	0	0	0	
Accident Occurred During -LANDING							

-----Aircraft Information-----

Make/Model - ROBINSON R22	Eng Make/Model - LYCOMING O-320-B2C	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 124 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	GRAND PRAIRIE
Wind Dir/Speed- 290/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 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 - SIMULATED FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----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 - 909
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 38
HELICOPTER	Aircraft Type - C-340	Instrument- 56
		Multi-Eng - 210
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 208
		Rotorcraft - 38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT & FLT EXAMINER WERE ON AN EVALUATION FLT AFTER THE PLT'S FLT INSTRUCTOR HAD RECOMMENDED HIM FOR A CFI CHECK FLT. TO DEMONSTRATE A HOVERING AUTOROTATION, THE PLT HAD SELECTED AN AREA OF SOFT TURF THAT SLOPTED DOWNHILL. THE EXAMINER STATED THAT AFTER THE PLT CLOSED THE THROTTLE, THE HELICOPTER DESCENDED NORMALLY; HOWEVER, THE PLT APPLIED EXCESSIVE COLLECTIVE PITCH. THE EXAMINER REPORTED THAT AT THE MOMENT OF TOUCHDOWN, THE HELICOPTER RESPONDED TO COLLECTIVE INPUT, CAME OFF THE GROUND IN A NOSE LOW ATTITUDE, THEN TOUCHED DOWN ON THE TOES OF THE SKIDS ROLLED & OVER. REPORTEDLY, THE EXAMINER GRABBED FOR THE CYCLIC IN AN INSTINCTIVE EFFORT TO REGAIN CONTROL OF THE HELICOPTER, BUT MISSED THE HANDLE DUE TO THE UNIQUE CONTROL CONFIGURATION OF ACFT. THE PLT'S HELICOPTER TRAINING HAD BEEN IN 2 ROBINSON R22'S, THE NEWER OF WHICH WAS EQUIPPED WITH THE HEAVIER HP ROTOR BLADES. THE HP BLADES HAD A DIFFERENT AFFECT ON THE HELICOPTER'S RESPONSE & FLT CHARACTERISTICS DURING AUTOROTATIONS.

Brief of Accident (Continued)

File No. - 2333

3/07/83

GRAND PRAIRIE, TX

A/C Reg. No. N8373J

Time (Lcl) - 1825 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND
2. AUTOROTATION - PERFORMED - PILOT IN COMMAND
3. CYCLIC - IMPROPER USE OF - PILOT IN COMMAND
4. CLIMB - INADEQUATE - CHECK PILOT
5. TERRAIN CONDITION - DOWNHILL
6. TERRAIN CONDITION - SOFT

-----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) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2345

4/03/83

DALHART, TX

A/C Reg. No. N6831T

Time (Lcl) - 2111 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 1	0	0	0
Pass 0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA T310R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-BB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - UNK/NR
Wind Dir/Speed- 020/016 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
COLLEGE STATION, TX
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

DALHART MUNI
Runway Ident - 35
Runway Lth/Wid - 9000/ 75
Runway Surface - ASPHALT
Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 51
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
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-----

AS THE PLT WAS APPROACHING DALHART, TX, HE WAS IN RADIO & RADAR CONTACT WITH ALBUQUERQUE ARTOC (CENTER). APRX 15 MI FROM DALHART, THE PLT ASKED CENTER ABOUT THE WX OVER DALHART. HE WAS ADVISED THAT THE FSS THERE WAS SHUT DOWN & NO CURRENT WX FOR DALHART WAS AVAILABLE. AS THE PLT CONTINUED, HE REPORTED SEEING A GLOW IN THE VICINITY OF DALHART & SAID THAT IT 'LOOKS LIKE THEY'VE GOT A FOG OR SOMETHING.' AT APRX 2111 CST, THE CENTER ADVISED THAT RADAR CONTACT WAS LOST & CLEARED THE FLT FROM CENTER FREQ. THE PLT REPLIED THAT HE "WENT INTO A LITTLE CLOUD BANK, A LITTLE SHOWER, RIGHT HERE." SHORTLY AFTER THAT, THE ACFT CRASHED APRX 2 MI SOUTH OF THE APCH END OF RWY 35. IMPACT OCCURRED, LEFT WING 1ST WHILE ON A NORTHERLY HEADING. A WX STUDY INDICATED THERE WAS A LOW OVERCAST IN THE AREA, BUT THE HEIGHT WAS NOT DETERMINED. AREA FORECASTS & SIGMETS WARNED OF POSSIBLE TURBULENCE IN THE AREA.

Brief of Accident (Continued)

File No. - 2345

4/03/83

DALHART, TX

A/C Reg. No. N6831T

Time (Lc1) - 2111 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - RAIN
 4. WEATHER CONDITION - TURBULENCE
 5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

Finding(s)

6. 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) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2299

5/03/83

QUANAH, TX

A/C Reg. No. N138HA

Time (Lc1) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -AERIAL OBSERVATION

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - HILLER UH-12E

Landing Gear - SKID

Max Gross Wt. - 2800

No. of Seats - 3

Eng Make/Model - LYCOMING VO-540-C2A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 305 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 345/005 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

UNK/NR

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 36

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 233 Last 24 Hrs - 9

Make/Model- 215 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 20

Rotorcraft - 211

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS BEING USED TO SEARCH FOR CATTLE. AS THE PLT WAS LOOKING DOWN THROUGH SOME BUSHES FOR CATTLE, THE M/R BLADE HIT A POWERLINE WIRE ABOUT 25 FT AGL.

Brief of Accident (Continued)

File No. - 2299

5/03/83

QUANAH, TX

A/C Reg. No. N138HA

Time (Lc1) - 1100 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

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. - 2286 5/05/83 SAN ANGELO, TX A/C Reg. No. N8314N Time (Lcl) - 1749 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	3

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH E33
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3050
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-KNC
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 225 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 170/014 KTS

Visibility - 20.0 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
BIG SPRING, TX

Destination
AUSTIN, TX

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MATHIS

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - MACADAM

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 48

Biennial Flight Review

Current - YES

Months Since - 19

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 850	Last 24 Hrs	- 3
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Make/Model-	850	Last 30 Days-	11
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Instrument-	0	Last 90 Days-	15
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Instrument Rating(s) - NONE

-----Narrative-----

THE ENG FAILED IN FLT & THE ACFT CRASHED 1 MI SHORT OF RWY 18 DURING AN EMERGENCY LANDING INTO MATHIS ARPT. THE ACFT'S FUSELAGE WAS STREAKED WITH FRESH OIL. THE RIGID OIL PRESSURE LINE, EXTENDING FROM THE ENG TO THE FIREWALL, FAILED DUE TO FATIGUE CRACKING FROM MULTIPLE ORIGINS ON OPPOSITE SIDES OF THE OUTSIDE DIAMETER OF THE LINE AT THE BEGINNING OF A HEAVILY FLARED RADIUS. THE PARTS CATALOG FOR THE BE-E33 REQUIRES A FLEXIBLE HOSE. THE ENG HAD BEEN OVERHAULED ON 7/20/82, 121 HRS PRIOR TO THE ACCIDENT. IT IS NOT KNOWN WHEN THE RIGID LINE WAS INSTALLED IN PLACE OF FLEXIBLE HOSE. AS A RESULT OF THE OIL STARVATION THE #4 CONROD FAILED.

Brief of Accident (Continued)

File No. - 2286

5/05/83

SAN ANGELO, TX

A/C Reg. No. N8314N

Time (Lcl) - 1749 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - INCORRECT
2. MAINTENANCE,REPLACEMENT - IMPROPER - OTHER MAINTENANCE PSNL
3. LUBRICATING SYSTEM,OIL LINE - FATIGUE
4. FLUID,OIL - STARVATION
5. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - DITCH
7. OBJECT - TREE(S)

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

8. LANDING GEAR,MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2324 5/06/83 IRAAN, TX A/C Reg. No. N3038A Time (Lcl) - 1830 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
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 170B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - 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- 280/019 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 24
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - 172RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 560
Make/Model-	UNK/NR
Instrument-	UNK/NR
Multi-Eng -	UNK/NR
Last 24 Hrs -	UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	4
Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO A TRUCK DRIVER, HE WAS PROCEEDING NORTHBOUND ON A HIGHWAY, WHEN HE SAW THE AIRCRAFT ENTER WHAT HE DESCRIBED AS A LOOP FROM APRX 100 FT AGL. THE WITNESS THEN LOST SIGHT OF THE ACFT, BUT SHORTLY AFTER THAT, HE SAW A LARGE EXPLOSION ON THE GROUND WHERE THE ACFT CRASHED & BURNED. RECENTLY, THE PLT HAD BEEN OBSERVED PERFORMING CHANDELLES & LAZY EIGHTS AT LOW ALT. ALSO, HE HAD RECENTLY DISCUSSED THE POSSIBILITY OF LOOPING THE ACFT & WAS ADVISED NOT TO. AN EXAM OF THE WRECKAGE REVEALED THAT THE ACFT HAD IMPACTED IN A 20 TO 30 DEG NOSE DOWN, WINGS LEVEL ATTITUDE. NO EVIDENCE OF A PREIMPACT, MECHANICAL FAILURE OR MALFUNCTION WAS FOUND. THE PLT HAD NOT RECEIVED FORMAL TRAINING IN AEROBATICS. THE ACFT WAS CERTIFIED FOR UTILITY CATEGORY OF FLT.

Brief of Accident (Continued)

File No. - 2324

5/06/83

IRAAN, TX

A/C Reg. No. N3038A

Time (Lc1) - 1830 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. AEROBATICS - INITIATED - PILOT IN COMMAND
5. PROPER ALTITUDE - NOT SELECTED - PILOT IN COMMAND
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6

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. - 2285

5/08/83

MANVEL, TX

A/C Reg. No. NONE

Time (Lcl) - 1245 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED
Fire
NONE

	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 - CLIMB

-----Aircraft Information-----

Make/Model - ROTEC RALLY 2B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 436
No. of Seats - 1

Eng Make/Model - KOHLER 440
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- 350/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ALVIN, TX

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)

Age - 30
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	-	10	Last 24 Hrs -	2
Make/Model-	10	Last 30 Days-	UNK/NR	
Instrument-	0	Last 90 Days-	4	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD FLOWN THE ULTRALIGHT VEHICLE TO HIS EMPLOYER'S HOUSE & LANDED IN THE BACK YARD. DURING THE LANDING, THE VEHICLE SUSTAINED DAMAGE WHICH INCLUDED A BENT MAIN LANDING GEAR AXLE, A SHEARED KINGPIN BOLT & A CRACKED TAIL BOOM TO TAILMOUNT SLEEVE. A HARDENED BOLT WAS PURCHASED AT AN AUTOMOTIVE PARTS STORE & PARTIAL REPAIRS WERE MADE; HOWEVER, THE DAMAGE TO THE TAIL BOOM WAS NOT DETECTED. THE ULTRALIGHT WAS PREFLIGHTED & THE PLT TOOK OFF. AFTER CIRCLING ONCE & WAVING, HE STARTED ON THE RETURN FLT. SHORTLY AFTER THAT, WITNESSES HEARD THE ENG SLOW OR STOP AS THE ULTRALIGHT PITCHED NOSE DOWN INTO A STEEP DIVE & CRASHED. AN EXAM OF THE WRECKAGE REVEALED THAT THE RIGHT TAIL BOOM TUBE HAD SEPARATED IN FLT. DURING IMPACT, IT HAD PENETRATED THE HORIZONTAL STABILIZER SAIL WITHOUT BENDING. THE LEFT TAIL BOOM WAS BENT DURING IMPACT. A PICTURE OF THE ULTRALIGHT (TAKEN BEFORE TAKEOFF) REVEALED THAT THE HORIZONTAL STABILIZER WAS SLIGHTLY ANGLED FROM THE HORIZONTAL AXIS OF THE ULTRALIGHT.

Brief of Accident (Continued)

File No. - 2285

5/08/83

MANVEL, TX

A/C Reg. No. NONE

Time (Lcl) - 1245 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. FUSELAGE, ATTACHMENT - PREVIOUS DAMAGE
2. MAINTENANCE - IMPROPER - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. FUSELAGE, ATTACHMENT - SEPARATION

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2279 5/14/83 ABILENE, TX A/C Reg. No. N63310 Time (Lcl) - 1040 CDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - ALL CARGO		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, CARGO	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- VOLPAR TC-45G	Eng Make/Model	- P & W R-985	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9700	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 450 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - ACFT RADIO</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 340/014 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 300 FT OVERCAST</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>DALLAS, TX</p> <p>Destination</p> <p>MIDLAND, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR/IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-COMPLETE</p> <p>FORCED LANDING</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>ABILENE MUNICIPAL</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 7200/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - UNK/NR	Total - 12600
ME LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 3560
		Instrument- 390
		Multi-Eng - 9600
		Last 30 Days- UNK/NR
		Last 90 Days- 138

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 30 MI EAST OF ABILENE THERE WAS A PARTIAL LOSS OF POWER ON THE LEFT ENG. THE PLT FEATHERED THE PROP & MADE AN EMERGENCY APPROACH INTO ABILENE. UNABLE TO HOLD INITIAL APPROACH ALTITUDE, THE PLT RESTARTED THE LEFT ENG, BUT COULD OBTAIN ONLY PARTIAL POWER. THE PROP STAYED IN THE FEATHERED POSITION & THE ENG DIED DURING THE LANDING ROLL. WHILE ATTEMPTING TO RESTART THE ENG FOR TAXI, HE WAS INFORMED BY A FOLLOWING ACFT THAT HIS LEFT ENG WAS ON FIRE. INSPECTION SHOWED EVIDENCE OF A FIRE IN THE LEFT ENG ACCESSORY SECTION WHICH HAD BURNED THROUGH THE TOP, BOTTOM & LEFT SKIN AREAS OF THE NACELLE. FIRE DAMAGE AFT OF THE FIREWALL WAS ONLY IN A SMALL AREA BUT EVIDENCE REVEALED SOME SCORCHING & RELATIVELY HIGH TEMP EXPOSURE TO THE AREA OF THE MAIN WING SPAR. WITHIN THE ACCESSORY AREA, THERE WAS EXTENSIVE FIRE DAMAGE TO FUEL LINES, ACCESSORY CASE & RELATED COMPONENTS.

Brief of Accident (Continued)

File No. - 2279

5/14/83

ABILENE, TX

A/C Reg. No. N63310

Time (Lcl) - 1040 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 FIRE
Phase of Operation LANDING

Finding(s)

2. ENGINE ASSEMBLY - FIRE
3. ENGINE ASSEMBLY - UNDETERMINED

-----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. - 2275 5/15/83 WHEELER, TX A/C Reg. No. N5525E Time (Lcl) - 1800 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 150	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 - 1500	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HOLT
Wind Dir/Speed- 180/003 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2820/ 25
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-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- 15
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT BEFORE REACHING ROTATION SPEED, WITH ABOUT 250 FT OF RWY REMAINING, THE LEFT MAIN LANDING GEAR DROPPED OFF INTO A CHUG HOLE IN THE RWY. THE ACFT BECAME PREMATURELY AIRBORNE, HEADING OFF THE RWY TO THE LEFT. IT CAME DOWN IN ROUGH TERRAIN COLLAPSING THE NOSE GEAR & CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 2275

5/15/83

WHEELER, TX

A/C Reg. No. N5525E

Time (Lcl) - 1800 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIDDEN OBSTRUCTION(S)
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
4. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2277 5/18/83 COVINGTON, TX A/C Reg. No. N10069 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	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	COVINGTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-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 - UNK/NR
	Aircraft Type - N/A	Make/Model- 23
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 400 FT AGL AFTER TAKEOFF THE ENG QUIT. THE ACFT COLLIDED WITH THE GROUND AVOIDING POWER LINES. THE PLT ATTRIBUTED THE ENG FAILURE TO WATER IN FUEL.

Brief of Accident (Continued)

File No. - 2277

5/18/83

COVINGTON, TX

A/C Reg. No. N10069

Time (Lcl) - 2000 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FLUID, FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause,----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2269 5/24/83 TIMPSON, TX A/C Reg. No. N62969 Time (Lcl) - 1020 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	2

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 172
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/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SHREVEPORT, LA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRSTRIP

Airport Data

DRUMMOND FLY IN
Runway Ident - 35
Runway Lth/Wid - 2200/ 70
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 956 Last 24 Hrs - 2
Make/Model- 295 Last 30 Days- UNK/NR
Instrument- 10 Last 90 Days- 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT STALLED ON TAKEOFF.

Brief of Accident (Continued)

File No. - 2269

5/24/83

TIMPSON, TX

A/C Reg. No. N62969

Time (Lcl) - 1020 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
 2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2280 6/06/83 MCALLEN, TX A/C Reg. No. N4016Y Time (Lcl) - 0945 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 185
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3200
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-F
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 150/013 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
VERACRUZ, MX

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - UNK/NR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

MILLER INTERNATIONAL
Runway Ident - 18
Runway Lth/Wid - 3000 -UNK/NR
Runway Surface - ASPHALT
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 - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 15586
Make/Model- 2500
Instrument- 242
Multi-Eng - 6353
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 46

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG QUIT DURING CLIMBOUT. INSPECTION REVEALED THAT THE FUEL SYSTEM CONTAINED ABOUT 50% CLEAR LIQUID OTHER THAN GASOLINE. THE ACFT HAD SAT WITH ITS TANKS EMPTY FOR THE PAST 7-10 DAYS.

Brief of Accident (Continued)

File No. - 2280

6/06/83

MCALLEN, TX

A/C Reg. No. N4016Y

Time (Lc1) - 0945 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - WATER

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2323 6/09/83 LANE CITY, TX A/C Reg. No. N31619 Time (Lcl) - 1720 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - AIR TRACTOR AT-400A	Eng Make/Model - P&W PT6A-20	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - TURBOPROP		
No. of Seats - 1	Rated Power - 550 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WHARTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- 130/008 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 13397
SE LAND	Months Since - 17	Make/Model- 73
	Aircraft Type - PA-38	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS LEADING A FLT OF 2 ACFT ON AN AERIAL APPLICATION MISSION. THE PLT OF THE 2ND ACFT STATED THAT AT THE END OF A SWATH RUN, THE LEAD ACFT PULLED UP TO AN ALMOST VERTICAL ATTITUDE & TO AN ALT OF BETWEEN 300 & 400 FT AGL. AT THAT TIME, THE PLANE STALLED & CONTINUED OVER ONTO ITS BACK, THEN ENTERED AN INVERTED SPIN. REPORTEDLY, THE SPIN CONTINUED FOR ABOUT 1 1/2 TURNS UNTIL THE ACFT IMPACTED THE GROUND IN A STEEP NOSE DOWN, SLIGHTLY INVERTED, ATTITUDE. AN INVESTIGATION REVEALED THAT THE PLT WAS HIGHLY QUALIFIED IN AG OPERATIONS, BUT HAD ONLY RECENTLY STARTED FLYING TURBINED POWER ACFT. REPORTEDLY, HE HAD RECEIVED NO FORMAL TRAINING IN THIS MODEL OF THE ACFT NOR IN THE OPERATING CHARACTERISTICS OF TURBINE ENGS. AN EXAM OF THE WRECKAGE WAS MADE, BUT NO PREIMPACT, MECHANICAL FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 2323

6/09/83

LANE CITY, TX

A/C Reg. No. N31619

Time (Lc1) - 1720 CDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PULL-UP - EXCESSIVE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6

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. - 2327

6/11/83

PAMPA, TX

A/C Reg. No. N35925

Time (Lcl) - 2300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA TU206F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-C-3
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 - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 160/017 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
OKLAHOMA CITY, OK
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PERRY LEFORS
Runway Ident - 23
Runway Lth/Wid - 4500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37

Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL ON A DARK NIGHT, THE ACFT COLLIDED WITH LEVEL GROUND APRX 1 MI NORTHEAST OF THE ARPT. IT TOUCHED DOWN ON A WEST NORTHWESTERLY HEADING IN APRX A 45 DEG, LEFT BANK, SLIGHTLY NOSE DOWN, ATTITUDE. AN EXAM OF THE WRECKAGE WAS MADE, BUT NO EVIDENCE OF A PREIMPACT FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND. ACCORDING TO LOCAL AUTHORITIES, THE PLT WAS HOLDING AN OXYGEN MASK IN HIS LEFT HAND WHEN THE WRECKAGE WAS LOCATED. THE OXYGEN SYS WAS FOUND IN THE "ON" POSITION. THE OXYGEN PLUG IN COVER FOR THE PLT WAS OFF & BROKEN. ACCORDING TO PERSONS WHO FLEW WITH THE PLT ON A REGULAR BASIS, THE OXYGEN MASKS WERE NORMALLY CARRIED IN A CARDBOARD BOX IN THE BAGGAGE AREA. THEY REPORTED THAT EVEN THOUGH THE OXYGEN SYS WAS SERVICED, THE PLT HAD NEVER USED IT & NEVER FLEW AT ALTITUDES WHERE OXYGEN WAS REQUIRED. THE PATHOLOGIST, WHO PERFORMED THE AUTOPSY, BELIEVED THE PLT SUFFERED A CORONARY, CRIPPLING CONDITION. HOWEVER, HE REPORTED THE CAUSE OF DEATH WAS BLUNT FORCE TRAUMA WHICH WAS SUFFERED IN THE FATAL CRASH.

Brief of Accident (Continued)

File No. - 2327

6/11/83

PAMPA, TX

A/C Reg. No. N35925

Time (Lc1) - 2300 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT (HEART ATTACK) - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
 4. AIRCRAFT HANDLING - NOT ATTAINED - PASSENGER
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2374 6/12/83 S. PADRE ISLAND, TX A/C Reg. No. N58258 Time (Lcl) - 1556 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	2
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - HUGHES 369D	Eng Make/Model - ALLISON 250-20B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2100	Engine Type - TURBOSHAFT	
No. of Seats - 4	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 135/015 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
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)
ATP, CFI	Current - YES	Total - 5104
SE LAND	Months Since - 4	Make/Model- 168
HELICOPTER , GLIDER	Aircraft Type - UNK/NR	Instrument- 149
		Multi-Eng - 3032
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 245
		Rotorcraft - 945

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER MADE A HARD TOUCHDOWN DURING A PRECAUTIONARY LANDING AFTER THE PLT FELT A TAIL ROTOR VIBRATION. THE LANDING WAS MADE ON A BEACH AND THE TOUCHDOWN COLLAPSED THE LEFT SIDE OF THE LANDING GEAR CROSS TUBE. THIS SEPARATED THE TAIL BOOM. EXAMINATION OF THE TAIL ROTOR REVEALED THAT THE BLADES WERE VERY LOOSE ON THEIR CONICAL BEARINGS, INDICATING THAT THE BEARINGS WERE WORN. NO OTHER PROBLEMS WERE NOTED.

Brief of Accident (Continued)

File No. - 2374

6/12/83

S. PADRE ISLAND, TX

A/C Reg. No. N58258

Time (Lcl) - 1556 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. MISC ROTORCRAFT, TAIL CONE - LOOSE
2. ROTOR SYSTEM, TAIL ROTOR BLADE - LOOSE
3. ROTOR SYSTEM, TAIL ROTOR HUB - VIBRATION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
6. FLARE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,6

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2371 6/18/83 EL PASO, TX A/C Reg. No. N6427Y Time (Lcl) - 1823 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 210 NII	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 - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	AUSTIN, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	EL PASO INT'L.
Wind Dir/Speed- 290/010 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 11012/ 150
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 136
SE LAND	Months Since - UNK/NR	Make/Model- 85
	Aircraft Type - UNK/NR	Instrument- 1
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WENT OFF THE RIGHT SIDE OF THE RWY DURING LANDING. THE WINDS WERE REPORTED TO BE FROM 290 DEGREES AT 10 KTS DURING THE APPROACH TO RWY 22 THE PLT NOTED NO CROSSWIND CORRECTIONS BUT AFTER LANDING THE ACFT TURNED RIGHT AND THE PLT COULD NOT CORRECT BEFORE HITTING A RWY LIGHT AND DEPARTING THE RWY.

Brief of Accident (Continued)

File No. - 2371

6/18/83

EL PASO, TX

A/C Reg. No. N6427Y

Time (Lc1) - 1823 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. 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

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. - 2365 9/24/83 SALT LAKE CITY,UT A/C Reg. No. N9464V Time (Lcl) - 0711 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	2	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - MOONEY M20F	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LAKE HAVASU,AZ	SALT LAKE CITY INTL
Wind Dir/Speed- 170/006 KTS	ATC/Airspace	Runway Ident - 34R
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 9596/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 794
SE LAND	Months Since - 9	Last 24 Hrs - UNK/NR
	Aircraft Type - 152	Make/Model- 159
		Instrument- 19
		Last 30 Days- 4
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN AN UNCONTROLLED DESCENT SHORTLY AFTER TAKEOFF. A WITNESS NOTICED THE ACFT IN A TAIL LOW ATTITUDE AT LOW ALT AND SLOW AIRSPEED. HE SAID THE PLANE LOOKED LIKE IT WAS SHIFTING FROM SIDE TO SIDE. THE LEFT WING DIPPED. THE ACFT ROLLED TO THE RIGHT AND DIVED TO THE GROUND. POST ACCIDENT EXAMINATION FOUND NOTHING OUT OF THE ORDINARY EXCEPT THAT THE BAGGAGE DOOR LOCKING PINS WERE UNLATCHED. THE LATCHING MECHANISM WAS CAPABLE OF OPERATION. THERE WERE NO RADIO CALLS TO INDICATE TROUBLE. HOWEVER THE PLT DID NOT ACKNOWLEDGE OR COMPLY WITH THE TOWER CALL AFTER TAKEOFF TO TURN RIGHT CONTACT DEPARTURE. THE ACFT CRASHED ONE MINUTE LATER.

Brief of Accident (Continued)

File No. - 2365

9/24/83

SALT LAKE CITY,UT

A/C Reg. No. N9464V

Time (Lc1) - 0711 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. DOOR, CARGO - LOOSE
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2400 10/28/83 SALT LAKE CITY,UT A/C Reg. No. N544 Time (Lcl) - 1015 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model - AEROSPATIALE SE 3180
Landing Gear - SKID
Max Gross Wt - 3500
No. of Seats - 4

Eng Make/Model - TURBOMECA ASTAZOU II
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 485 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 - 6.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GRANTSVILLE,UT
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

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
ME LAND
HELICOPTER

Age - 42
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR Last 24 Hrs - UNK/NR
Make/Model- 75 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- 153
Multi-Eng - UNK/NR Rotorcraft - 5000

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER CRASHED DURING A LANDING ON THE CREST OF A MOUNTAIN. THE FRENCH HELICOPTER UNLIKE AMERICAN HELICOPTERS HAS A MAIN ROTOR THAT ROTATES CLOCKWISE. TO COMPENSATE FOR INCREASED TORQUE THE PLT MUST USE RIGHT PEDAL INSTEAD OF LEFT PEDAL. THE PLT IN THIS ACCIDENT HAD MANY HOURS IN AMERICAN HELICOPTERS AND LESS THAN 100 HOURS IN THE FRENCH TYPE. ALL OCCUPANTS OF THE ACFT AGREED ON THE RAPID COUNTER-CLOCKWISE SPINNING OF THE ACFT PRIOR TO GROUND CONTACT.

Brief of Accident (Continued)

File No. - 2400

10/28/83

SALT LAKE CITY, UT

A/C Reg. No. N544

Time (Lc1) - 1015 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - NORMAL

Finding(s)

1. TAIL ROTOR - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

2. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s)

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. - 2363 11/04/83 RICHFIELD,UT A/C Reg. No. N477MA Time (Lcl) - 1930 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	NONE						
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During -STANDING			0	0	0	2	
				1	0	1	

-----Aircraft Information-----

Make/Model - MITSUBISHI MY-2B-60	Eng Make/Model - GARRETT 1TFE 731	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 11575	Engine Type - TURBOPROP	
No. of Seats - 7	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SALT LAKE CITY,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	RICHFIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - SNOW - CRUSTED
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)
COMMERCIAL	Current - YES	Total - 2000
SE LAND	Months Since - 14	Make/Model- 25
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 1345
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT PROPELLER STRUCK A 12 YEAR OLD MALE PASSENGER AFTER HE DEPLANED. THE ACCIDENT OCCURRED ON AN UNLIGHTED RAMP AT ABOUT 1930 HOURS MST. THE BOY HAD WALKED FORWARD ALONG THE FUSELAGE TO LOOK INTO THE COCKPIT WHEN HE WAS HIT. HIS FATHER WAS IN THE COCKPITS LEFT SEAT. THE SHUTDOWN OF ENGINES HAD BEEN SLOW THE PLT SAID BECAUSE THIS WAS BASICALLY A TRAINING MISSION. THE LEFT PROPELLER WAS WINDMILLING TO A STOP WHEN THE BOY WAS HIT. ACCORDING TO THE LINE CREWS THIS BOY WAS KNOWN TO JUMP OUT THE ACFT AND RUN AROUND THE RAMP. THE COMPANY PRESIDENT WHO WAS THE ACTING PLT AT THE TIME OF THE ACCIDENT SAID "THE BOY EXITED THE ACFT AGAINST INSTRUCTIONS AND VERBAL WARNINGS."

Brief of Accident (Continued)

File No. - 2363

11/04/83

RICHFIELD,UT

A/C Reg. No. N477MA

Time (Lc1) - 1930 MST

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND
3. INSTRUCTIONS,WRITTEN/VERBAL - NOT FOLLOWED - PASSENGER

-----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. - 2264 12/18/83 DUMMERSTON,VT A/C Reg. No. N48316 Time (Lcl) - 1125 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-MANEUVERING						

-----Aircraft Information-----

Make/Model	- BELL 47-G3B1	Eng Make/Model	- LYCOMING VO-435-A1F	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 280 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point WESTBRATTLEBORO,VT</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

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 - 1406
SE LAND	Months Since - 12	Make/Model- 679
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 59
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 71
		Rotorcraft - 755

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT INITIATED A PRACTICE AUTOROTATION FROM ABOUT 600 FT AGL. AIRSPEED WAS ABOUT 55 KTS WITH LOW M/R RPM DUE TO LOW GROSS WEIGHT. A MODERATE FLARE WAS INITIATED IN AN EFFORT TO INCREASE ROTOR RPM, REDUCING THE AIRSPEED TO 40 KTS. HOWEVER, THE APPLICATION OF COLLECTIVE FAILED TO ARREST THE DESCENT RATE & THE T/R STRUCK THE GROUND CAUSING THE HELICOPTER TO VIBRATE. WHEN THE T/R STRUCK, ABOUT 6 INCHES OF ONE TIP BROKE CAUSING MORE VIBRATION. THE PLT ATTEMPTED TO LAND THE HELICOPTER, BUT DRIVE TO THE T/R CEASED TO RESPOND, & THE HELICOPTER YAWED TO THE RIGHT. THE LEFT SKID STRUCK THE GROUND & COLLAPSED, & THE MAST ASSEMBLY WAS PROJECTED THROUGH THE CANOPY BUBBLE.

Brief of Accident (Continued)

File No. - 2264

12/18/83

DUMMERSTON,VT

A/C Reg. No. N48316

Time (Lcl) - 1125 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. AUTOROTATION - SIMULATED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 OTHER GEAR COLLAPSED
Phase of Operation MANEUVERING

Finding(s)

4. LANDING GEAR, SKID ASSEMBLY - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2391 4/19/83 RICE LAKE,WI A/C Reg. No. N1491T Time (Lcl) - 1330 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
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/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 290/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
STEVENS POINT,MI
Destination
RICE LAKE,MI

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 47
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	69
Last 24 Hrs	5
Last 30 Days	UNK/NR
Last 90 Days	8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HIT A DITCH AND NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE QUIT. THE PLT WAS ON A CROSS COUNTRY AND HAD LANDED ENROUTE 3 TIMES WITHOUT REFUELING. WITH THE ASSISTANCE OF EAU CLAIRE FSS HE OVERFLEW RICE LAKE ARPT BUT COULD NOT FIND IT. THE ACFT RAN OUT OF FUEL AND LANDED 2 MILES FROM THE ARPT.

Brief of Accident (Continued)

File No. - 2391

4/19/83

RICE LAKE,WI

A/C Reg. No. N1491T

Time (Lcl) - 1330 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
6. REFUELING - NOT PERFORMED - 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)

7. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

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. - 2341 8/06/83 PORTAGE,WI

A/C Reg. No. N46807

Time (Lcl) - 1500 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 -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew Fatal
NONE Pass 0

-----Aircraft Information-----

Make/Model - BEEMER PITTS S-1C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 1

Eng Make/Model - LYCOMING IO-320-B1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 160 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 10.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MONTELLLO,WI
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

PORTAGE MUNICIPAL
Runway Ident - 17
Runway Lth/Wid - 3360/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND,SE SEA
GLIDER

Age - 29
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1738
Make/Model-	1
Instrument-	66
Multi-Eng -	51
Last 24 Hrs -	UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	161
Rotorcraft -	1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD JUST BEEN PURCHASED & WAS BEING FERRIED TO PALATKA, FL. DURING THE LANDING ROLL AT AN EN ROUTE ARPT, THE ACFT GROUND LOOPED, AND SUBSEQUENTLY, CAME TO REST INVERTED. THE PLT STATED THAT THIS WAS HIS 1ST LANDING IN THE PITTS S-10 & THAT HE WAS UNFAMILIAR WITH ITS HIGH SPEED LANDING & TAXI CHARACTERISTICS.

Brief of Accident (Continued)

File No. - 2341

8/06/83

PORTAGE, WI

A/C Reg. No. N46807

Time (Lc1) - 1500 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2232 12/18/83 HAYWARD, WI A/C Reg. No. N25687 Time (Lcl) - 1515 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-38-112	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 3600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 112 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - PARTIAL, LMTD BY PILOT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 250/010 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ST. PAUL, MN</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>HAYWARD MUNICIPAL</p> <p>Runway Ident - 02</p> <p>Runway Lth/Wid - 5000/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - SNOW - WET</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 38
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model - 38
		Last 30 Days - UNK/NR
		Instrument - 1
		Last 90 Days - 24

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A SNOW BANK DURING THE LANDING ROLL AND NOSED OVER. THE RWY WAS COVERED WITH SNOW AND WAS SLICK. THE SOLO STUDENT PLT SAID HE LANDED WITH MORE AIRSPEED THAN NORMAL AND THE ACFT STARTED TO GO TO THE LEFT ON THE RWY. THE PLTS ATTEMPTED CORRECTIONS WITH RUDDER AND BRAKE DID NOT STOP THE DEVIATION AND THE ACFT CONTACTED A SNOWBANK.

Brief of Accident (Continued)

File No. - 2232

12/18/83

HAYWARD, WI

A/C Reg. No. N25687

Time (Lc1) - 1515 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ICY
2. AIRSPEED - ABOVE - PILOT IN COMMAND
3. TERRAIN CONDITION - SNOW COVERED
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SNOWBANK

Occurrence #3 NOSE OVER

Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2250 7/24/83 SENECA ROCKS,WV A/C Reg. No. N737JA Time (Lcl) - 2020 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA TR 182	Eng Make/Model - LYCOMING O-540-L3C5D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ELKINS,WV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GAITHERSBURG,MD	Runway Ident - UNK/NR
Wind Dir/Speed- 340/003 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling -	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 5	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 40
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES AND THE GROUND FOLLOWING A REPORTED LOSS OF POWER. THE ACFT HAD COMPLETED A DESCENT OF 2000-3000 FT TO OBSERVE ROCK FORMATIONS AND HAD COMMENCED A CLIMB WHEN POWER LOSS OCCURRED. THE PLT SAID THE MIXTURE WAS LEFT IN LEAN POSITION AND CARBURETOR HEAT WAS NOT APPLIED DURING THE DESCENT. WHEN THE POWER WAS ADVANCED TO 25 INCHES MP THE POWER DECREASED TO 22 INCHES AFTER ABOUT 45 SECONDS WITHOUT PLT ACTION. COMPLETE POWER WAS NEVER LOST BUT THE RISING TERRAIN TRAPPED THE ACFT. THE ENGINE RAN NORMALLY IN A POST ACCIDENT CHECK. AT THE TEMPERATURE/DEW POINT COMBINATION OF 71/58 DEG F THE PROBABILITY OF SERIOUS ICING AT GLIDE POWER EXISTED.

Brief of Accident (Continued)

File No. - 2250

7/24/83

SENECA ROCKS, WV

A/C Reg. No. N737JA

Time (Lcl) - 2020 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - 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

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

4. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

EMBRY-RIDDLE AERO.U. DAYTONA BEACH



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Aircraft Accident Brief-Brief
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