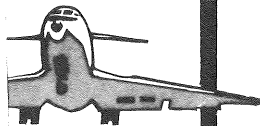


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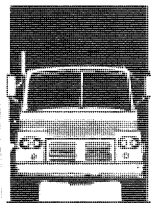
AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 13 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: 2401 through 2600					
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 13

CALENDAR YEAR 1983

File Order Listing - Issue No. 13, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2401	1388S	081783	JOLIET, IL	CESSNA	182	NONE	226
2402	2527N	081583	BLUE ISLAND, IL	PIPER	PA-38-112	NONE	224
2403	6032K	073083	EAST ST LOUIS, IL	CESSNA	150	NONE	220
2404	93407	062283	KALAMAZOO, MI	CESSNA	152	NONE	258
2404	801RB	062283	KALAMAZOO, MI	BOEING	A75	NONE	256
2405	8602F	041683	VERO BEACH, FL	HUGHES	300C	NONE	156
2406	369Y	090383	MESA, AZ	EAA BIPLANE	A-1	FATAL	46
2407	8500N	090483	VENTURA, CA	HUGHES	369HS	FATAL	86
2408	6884G	122483	BIG PINEY, WY	CESSNA	425	NONE	392
2409	5492D	093083	SALIDA, CO	BEECH	H35	NONE	146
2410	37286	101183	FULLERTON, ND	ARTIC	S-1A CADET	MINOR	286
2411	84107	041683	WILLISTON, FL	CESSNA	172	MINOR	158
2412	8573H	050283	CLEWISTON, FL	GRUMMAN	G-164A	NONE	162
2413	66876	120883	ST. JOHNS, AZ	BEECH	V35B	NONE	58
2414	3824R	112583	MONTEREY, CA	BEECH	C24R	NONE	130
2415	1445M	112583	RED ROCK, AZ	CESSNA	TU206E	NONE	56
2416	1239S	111183	FREMONT, CA	SCHWEIZER	SGS 2-33A	NONE	128
2417	9560J	101783	YUMA, AZ	PIPER	PA-28-180	NONE	52
2418	71130	101483	VICTORVILLE, CA	LUSCOMBE	8A	MINOR	112
2419	36429	100783	CHANDLER, AZ	PIPER	PA-28R-201	NONE	50
2420	601MM	070183	ELKO, NV	SMITH	AEROSTAR 6	NONE	296
2421	6190N	052683	AVON PARK, FL	CESSNA	210N	SERIOUS	166
2422	6246L	120283	HERSHEY, PA	CESSNA	172H	FATAL	334
2423	29037	102783	PARKER, CO	PIPER	J3C-65	NONE	148
2424	43344	062683	VERNON, CO	TAYLORCRAFT	BC12D	NONE	142

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2425	9000F	071283	FLUSHING, NY	ROCKWELL INT	NA-265-65	NONE	306
2426	42847	071183	ABBOT VILLAGE, ME	PIPER	J3C-65S	FATAL	254
2427	5360G	091383	LOUISVILLE, KY	BEECH	D45(T-34)	NONE	240
2428	582H	071483	BRANDYWINE, MD	ENSTROM	F28C	NONE	250
2429	8715L	090583	PINEHURST, GA	PIPER	PA-25-235	NONE	204
2430	2949H	101683	ALBANY, KY	CESSNA	177	NONE	244
2431	7275F	111283	WADLEY, GA	CESSNA	140	NONE	208
2432	4006X	101583	BARDSTOWN, KY	AERO COMMAND	100-180	MINOR	242
2433	NONE	062183	WILLISTON, FL	EIPPER	QUICKSILVE	FATAL	170
2434	6906R	102383	BOUNTIFUL, UT	CESSNA	T210G	SERIOUS	368
2435	6286L	050183	MOORE HAVEN, FL	GULFSTREAM A	AA1B	NONE	160
2436	8459K	102783	ORMOND BEACH, FL	TWIN CAT	G-164B	MINOR	186
2437	47980	082783	UPLAND, CA	PIPER	PA-28-161	SERIOUS	80
2438	76112	082583	ANTIOCH, CA	CESSNA	140	NONE	78
2439	6757Q	082183	POSTON, AZ	GRUMMAN	G-164B	MINOR	42
2440	3737L	082383	SAN CARLOS, CA	BEECH	F33A	NONE	74
2441	3SJ	082383	AUBURN, CA	PIPER	PA-20-150	NONE	76
2442	3957X	082283	BERMUDA DUNES, CA	PIPER	PA-32-300	NONE	72
2443	6TF	081483	MOHAVE VALLEY, AZ	GRUMMAN	G-164A	MINOR	40
2444	8965G	070283	PIERRE, SD	CESSNA	188B	NONE	346
2445	1845Q	083083	SEDONA, AZ	CESSNA	C-177RG	NONE	44
2446	628A	082683	ARDEN, NV	PIPER	PA-22	MINOR	298
2447	83AX	082983	JACKSON, CA	CATTO	ACRO X	NONE	84
2448	5517C	072283	WATSONVILLE, CA	CESSNA	T210N	FATAL	66
2449	9682B	120183	CROSS CITY, FL	CESSNA	172RG	FATAL	194

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2450	301LS	091783	SUN VALLEY, NV	MORTENSEN	LOMBARD DI	MINOR	300
2451	300PL	122283	EAGLE, CO	GATES LEAR J	25D	SERIOUS	150
2452	3204Q	112683	REDDING, CA	PIPER	PA-28-181	SERIOUS	136
2453	NONE	112583	ROCKLIN, CA	BENSEN	B8M	NONE	132
2454	741CB	112683	TEMECULA, CA	CAMERON	A-140	SERIOUS	134
2455	28221	102983	QUARTZSITE, AZ	GRUMMAN	AA-5B	NONE	54
2456	3208Q	102583	SAN DIEGO, CA	CESSNA	401	FATAL	124
2457	7956S	092783	LODI, CA	BELL	47G-4G	NONE	108
2458	57835	091783	FREMONT, CA	SCHWEIZER	SGS 2-33A	MINOR	102
2459	302PS	040483	RED ROCK, AZ	BELL	206L-1	NONE	34
2460	21RB	050183	CALIFORNIA CITY, CA	SCHEMPP-HIRT	NIMBUS II	FATAL	62
2461	89894	060783	MESA, AZ	CESSNA	152	FATAL	38
2462	450FH	072883	PORTERVILLE, CA	FAIRCHILD HI	FH-1100	FATAL	68
2463	9044Q	102283	KAILUA-KONA, HI	ROBINSON	R22	NONE	210
2464	714PR	102083	ANACAPA ISLAND, CA	CESSNA	150M	FATAL	116
2465	5156X	091783	SANTA YNEZ, CA	CHAMPION	7KCAB	NONE	104
2466	49670	101583	SANTA ANA, CA	BELL	206B	NONE	114
2467	8507V	100983	HOLTVILLE, CA	ROCKWELL	S-2R	NONE	110
2468	55264	092583	GLENDALE, AZ	CESSNA	172P	NONE	48
2469	19Q	091883	SAN ANDREAS, CA	FUESLEIN	QUICKIE	MINOR	106
2470	4812D	091083	S. LAKE TAHOE, CA	CESSNA	182A	NONE	94
2471	6055B	082883	SOUTH DOS PALOS, CA	CESSNA	182A	MINOR	82
2472	NONE	071083	PORTERVILLE, CA	MITCHELL	A-10	FATAL	64
2473	9232M	112183	NEAR GREEN BAY, WI	MOONEY	M20C	FATAL	382
2474	4511T	092983	CONNEAUT, OH	PIPER	PA-28-140	NONE	314

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2476	68668	081383	FRANKFORT, IN	CESSNA	180	NONE	232
2477	35083	080783	WHEELING, IL	CESSNA	177B	SERIOUS	222
2478	330D	080483	LIGONIER, IN	PIPER	PA-32-300	NONE	230
2479	8693F	093083	PROVO, UT	HUGHES	369D (500)	NONE	366
2480	7697E	112983	DOUGLAS, WY	CHAMPION	7GC	FATAL	390
2481	363VA	080583	BILLINGS, MT	PIPER	601P	NONE	276
2482	67414	091583	REDDING, CA	BEECH	A36	NONE	100
2483	2180P	091083	SAN DIEGO, CA	PIPER	PA23-150	MINOR	96
2484	8211Y	090883	MARYSVILLE, CA	PIPER	PA-30B	NONE	88
2485	56070	090883	HURON, CA	PIPER	PA-36	NONE	92
2486	619H	090883	QUINCY, CA	ENSTROM	F-28C	NONE	90
2487	4756V	082083	TRACY, CA	BOEING	E75	NONE	70
2488	2103	120283	PALO ALTO, CA	SKOV-PAPWORT	QUICKIE 2	NONE	138
2489	23268	110683	SAN JOSE, CA	CESSNA	150H	MINOR	126
2490	52LL	102383	TWENTYNINE PALM, CA	CESSNA	402B	NONE	122
2491	5021S	102283	SAN DIEGO, CA	PIPER	PA-28R-200	MINOR	120
2492	77HJ	012683	WEST CHICAGO, IL	OBRYON	MUSTANG II	NONE	216
2493	26445	111383	FITCHBURG, MA	GRUMMAN	AA-5A	SERIOUS	248
2494	5185Z	082983	WEST BLOOMFIELD, NY	PIPER	PA-22	NONE	310
2495	13383	102383	READING, PA	CESSNA	172	NONE	332
2496	6531K	070183	ALTHA, FL	GRUMMAN	G-164B	NONE	172
2497	6079R	040583	TAMPA, FL	PIPER	PA-60-601P	NONE	154
2498	3298D	121283	COATESVILLE, PA	NORTH AMERIC	NA-265-40	NONE	336
2499	72590	091783	PITTSBURGH, PA	SUD AVIATION	SA316B	NONE	330
2500	208JP	120983	PUT-IN-BAY, OH	CESSNA	207	FATAL	316

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2501	2580L	043083	FARMINGDALE, NY	PIPER	PA-38-112	FATAL	302
2502	9103A	070283	BROOKSVILLE, FL	PIPER	PA-38-112	NONE	174
2503	129D	081783	VIEQUES, PR	BEECH	A100	NONE	338
2504	7510H	122283	FT. LAUDERDALE, FL	PIPER	PA-12	FATAL	198
2505	9378W	072783	PITKIN, CO	PIPER	PA-28-235C	FATAL	144
2506	444D	121583	LAKE CITY, FL	BEECH	35	NONE	196
2507	9225S	123083	GRIMES, IA	BEECH	BE-23	MINOR	212
2508	797CC	092483	OBERLIN, KS	BEECH	A36	NONE	236
2509	3703D	070783	NORTHVILLE, NY	CESSNA	182	NONE	304
2510	9365S	091483	NORTHWAY, AK	BEECH	C-23	NONE	12
2511	3324F	091583	CAPE YAKATAGA, AK	HILLER/SOLOY	UH12E	NONE	16
2512	1296F	122383	NAKNEK, AK	CESSNA	C-185	MINOR	28
2513	97138	091583	ANCHORAGE, AK	STINSON	108-1	NONE	14
2514	5215X	081083	PALMER, AK	BELLANCA CHA	7GCBC	MINOR	10
2515	4523M	062483	KASILOF, AK	PIPER	PA-11	MINOR	4
2516	67682	070583	ILIAMNA, AK	DEHAVILLAND	DHC-2	NONE	6
2517	2239Q	082083	WEST JORDAN, UT	CESSNA	421A	FATAL	364
2518	24097	112383	MIAMI, FL	CESSNA	402	NONE	192
2519	7013P	101583	MONTGOMERY, AL	PIPER	PA-24-180	NONE	30
2520	2084Q	091083	MT. HOLLY, NC	PTERODACTYL/	NONE	FATAL	278
2521	7076V	122483	CLEMSON, SC	MOONEY	M20F	FATAL	344
2522	8855V	031683	WAVERLY, GA	BELLANCA	17-31A	FATAL	200
2523	2574L	040383	LIBERTY CORNER, NJ	CESSNA	172H	SERIOUS	292
2524	5528L	110683	DECATUR, MI	CESSNA	152 II	FATAL	264
2525	6103Y	053183	FT. LAUDERDALE, FL	PIPER	PA-23C-250	FATAL	168

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2526	124M	092483	BATTLEBORO, NC	SCHWEIZER	SGS 1-23	FATAL	280
2527	2123R	122683	OLATHE, KS	CESSNA	182G	SERIOUS	238
2528	NONE	052283	TAVARES, FL	PARSON	BENSEN	FATAL	164
2529	NONE	122883	RAMONA, CA	EIPPER	MX	FATAL	140
2530	6207J	071183	ISLAMORADA, FL	PIPER	PA-32R-300	SERIOUS	176
2531	7318H	111783	GAINESVILLE, FL	CESSNA	185	NONE	190
2532	76932	110683	PUNTA GORDA, FL	CESSNA	120	MINOR	188
2533	1778X	100883	ST. AUGUSTINE, FL	CESSNA	210L	NONE	184
2534	2284R	100483	UNKNOWN, FL	CESSNA	T-210-J	FATAL	182
2535	31339	100183	TITUSVILLE, FL	DEHAVILLAND	DHC2	NONE	180
2536	7447S	080983	PAHOKEE, FL	AEROSTAR	600	NONE	178
2537	717MD	102283	WRIGHTWOOD, CA	DELEY STARDU	SA-100	FATAL	118
2538	9734T	091383	S. LAKE TAHOE, CA	PIPER	PA-38-112	FATAL	98
2539	NONE	092483	SIOUX FALLS, SD	EIPPER QUICK	(MODIFIED)	FATAL	348
2540	82YL	061083	GRAIN VALLEY, MO	QUICKIE	Q2	MINOR	270
2541	6586V	102883	LITTLETON, MA	BELLANCA	17-31 ATC	FATAL	246
2542	8995F	072083	HOUSTON, TX	HUGHES	269C	FATAL	358
2543	1480R	070583	NEWPORT, AR	GRUMMAN	AA-1B	FATAL	32
2544	2495B	070283	BETHANY, OK	BELL	47G-2	MINOR	324
2545	6139X	062883	NORMAN, OK	AERO COMMAND	680-F	FATAL	320
2546	148RE	061683	SEVEN POINTS, TX	ROTEC	RALLY III	SERIOUS	354
2548	59085	071183	WEBB, TX	BOEING	B75N1	SERIOUS	356
2549	11D	030183	HARVARD, IL	DODD	PITTS S1S	FATAL	218
2550	3688E	110483	BEAUFORT, SC	BEECH	BE-58P	NONE	340
2551	736NJ	122383	PENNINGTON GAP, VA	CESSNA	R182	MINOR	372

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2552	8822Q	031783	DOS PALOS, CA	AERO COMMAND	S-2R	NONE	60
2553	54582	061983	BENKELMAN, NE	BOEING	A75N1	MINOR	288
2554	25718	071083	SCOTTSBLUFF, NE	PIPER	PA-38-112	NONE	290
2555	9284L	052983	WICHITA, KS	GULFSTREAM A	AA1A	NONE	234
2556	5541N	041183	CASA GRANDE, AZ	CESSNA	182RII	FATAL	36
2557	700M	100383	DENVER, NC	BEECH	E18S	NONE	282
2558	64816	111883	MIDDLE RIVER, MD	BELL	47-G	NONE	252
2560	2030G	033183	BETHANY, OK	CESSNA	182A	FATAL	318
2561	NONE	082783	HASKELL, OK	PTERODACTYL	ASCENDER I	FATAL	326
2562	NONE	073083	ROUND ROCK, TX	PTERODACTYL	ASCENDER I	FATAL	360
2563	23684	070183	ENID, OK	BEECH	A36	FATAL	322
2564	3609C	080683	FORT WORTH, TX	BALLOON WORK	FIREFLY AX	NONE	362
2566	7272W	080783	NORMANTOWN, WV	PIPER	PA-28-180	NONE	384
2567	4ZZ	080283	OSHKOSH, WI	SWAIN	RUTAN LONG	NONE	378
2568	36600	060183	ST LOUIS, MO	AERONCA	65CA	NONE	268
2569	7776S	092983	WARRENSBURG, MO	SCHWEIZER	SGS-2-33A	SERIOUS	274
2570	21662	092783	KANSAS CITY, MO	CESSNA	172	NONE	272
2571	5547K	101483	KNOXVILLE, TN	BELLANCA	8KCAB	FATAL	352
2572	9531Q	102983	NORFOLK, VA	PIPER	PA-61P	NONE	370
2573	49440	112683	HUNTINGTON, WV	CESSNA	152	NONE	388
2574	761VK	110583	BANNER ELK, NC	CESSNA	T210M	FATAL	284
2575	9789Z	091183	MILLINGTON, TN	NORTH AMERIC	SNJ	FATAL	350
2576	5236F	103083	BRUNSWICK, GA	CESSNA	172F	FATAL	206
2577	69069	122083	ROCK HILL, SC	CESSNA	152	NONE	342
2578	1334X	100183	PLINY, WV	SOLOY	47G-3B1	FATAL	386

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2580	5818F	011983	MONROE, WI	PIPER	PA-32-300	MINOR	376
2581	6347W	011383	GLENVIEW, IL	PIPER	PA-28-140	NONE	214
2582	2958R	112983	BENNINGTON, VT	PIPER	PA-34-200T	SERIOUS	374
2583	6878S	072883	BAYPORT, NY	NORTH AMERIC	680	FATAL	308
2584	69JM	081283	SCRANTON, PA	CESSNA	310Q	FATAL	328
2585	8398T	072183	FAIRTON, NJ	PIPER	PA-28-181	FATAL	294
2586	780A	092083	MASSENA, NY	GATES LEARJE	35A	MINOR	312
2587	108PA	081783	WILMINGTON, DE	GATES LEARJE	25B	NONE	152
2588	7557Q	121783	HARBOR SPRINGS, MI	CESSNA	421	NONE	266
2589	2347E	100183	EAST PEORIA, IL	PIPER	PA-38-112	NONE	228
2590	7695J	100783	WAUPACA, WI	PIPER	PA-28R-180	MINOR	380
2591	88AX	083083	CASSOPOLIS, MI	BEECH	58P	FATAL	262
2592	3944C	082883	PORT HURON, MI	CARTER	MONNETT-MO	MINOR	260
2593	7507V	080783	ATLANTA, GA	CESSNA	177RGII	SERIOUS	202
2594	4396Z	042583	SOLDOTNA, AK	PIPER	PA-18	SERIOUS	2
2595	6946K	102583	KENAI, AK	PIPER	PA-20	NONE	24
2596	2810M	091983	ANCHORAGE, AK	PIPER	PA-12	NONE	20
2597	3575A	121283	BARROW, AK	PIPER	PA-32R-301	NONE	26
2598	291C	091783	SKWENTNA, AK	STINSON	108-2	NONE	18
2599	97MM	102483	ANCHORAGE, AK	PIPER	PA-20	MINOR	22
2600	4156D	071983	FAIRBANKS, AK	HELIO COURIE	H395	FATAL	8

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 13 OF 1983 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2594 4/25/83 SOLDOTNA, AK A/C Reg. No. N4396Z Time (Lcl) - 1330 ADT

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-B2B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KENAI, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SOLDOTNA, AK	SOLDOTNA
Wind Dir/Speed- 280/015 KTS		Runway Ident - 25
Visibility - 7.0 SM	ATC/Airspace	Runway Lth/Wid - 4973/ 130
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 5000
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE ACFT MANEUVERING ERRATICALLY NEAR THE ARPT & ANTICIPATED THE ACCIDENT. THE 1ST APPROACH TO RWY 25 WAS DESCRIBED AS ERRATIC WITH MINIMAL APPARENT CONTROL WHICH INCLUDED AN ABRUPT PULL-UP, STALL, BOUNCE, & GO-AROUND IN A LEFT PATTERN AT 300 FT AGL. THE 2ND BASE LEG WAS A VERY SHALLOW(FLAT/SKIDDING) TURN & THE ACFT DISAPPEARED BEHIND TREES. THE PLT HAD A HISTORY OF DISEQUILIBRIUM & HAD INTERMITTENTLY BEEN TAKING DYZIDE FOR HYPERTENSION OF UNKNOWN DOSES. ALL OF THE PLT'S PHYSICIANS & SURGEONS DECLINED TO PROVIDE INFORMATION. THE PLT HAD NOT OBTAINED A MEDICAL CERTIFICATE SINCE 12/28/77.

Brief of Accident (Continued)

File No. - 2594

4/25/83

SOLDOTNA,AK

A/C Reg. No. N4396Z

Time (Lcl) - 1330 ADT

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

Finding(s)

1. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, INCAPACITATION - 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. - 2515 6/24/83 KASILOF,AK A/C Reg. No. N4523M Time (Lcl) - 1915 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire
NONE

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

Make/Model - PIPER PA-11

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1220

No. of Seats - 2

Eng Make/Model - CONTINENTAL C90-12F

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 90 HP

ELT Installed/Activated - YES/NO

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 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

JOHNSON LAKE

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

SOFT

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 35

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 - 67 Last 24 Hrs - UNK/NR

Make/Model- 14 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 67

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES AND CRASHED DURING TAKEOFF. THE PLT STATED HE MADE SEVERAL ATTEMPTS TO GET AIRBORNE IN BOTH DIRECTIONS FROM THE STRIP AND WHEN HE FINALLY GOT AIRBORNE HE STRUCK A TREE AND CRASHED. THE PLT STATEMENTS VARIED DURING SEVERAL INTERVIEWS REGARDING THE ENG PERFORMANCE OF THE AIRCRAFT AND ALLUDED TO A DEFECTIVE OR WORN CAMSHAFT. HOWEVER, DURING A SUBSEQUENT TELEPHONE INTERVIEW THE PLT STATED THAT HE MAY HAVE INADVERTANTLY LEFT THE CARBURETOR HEAT ON WHILE ATTEMPTING HIS TAKEOFF.

Brief of Accident (Continued)

File No. - 2515

6/24/83

KASILOF, AK

A/C Reg. No. N4523M

Time (Lc1) - 1915 ADT

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

Finding(s)

1. OBJECT - TREE(S)
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2516 7/05/83 ILIAMNA, AK A/C Reg. No. N67682 Time (Lcl) - 1220 ADT

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

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

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

Make/Model - DEHAVILLAND DHC-2	Eng Make/Model - P & W R-985	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	ANCHORAGE, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 230/004 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 80.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 1300/ 65
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 9000
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 403
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 129
		Multi-Eng - 800
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 150
		Rotorcraft - 7000

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE ACFT LANDED SHORT OF THE RWY AND COLLAPSED THE LANDING GEAR. THE PLT SAID THE ACFT ENCOUNTERED A DOWNDRAFT ON SHORT FINAL APPROACH AND THE APPLICATION OF POWER DID NOT PREVENT THE ACFT FROM CONTACTING A 15 INCH BERM ON THE APPROACH END. HE STATED THAT THE MAIN GEAR AND TAIL GEAR SHEARED OFF AND THE ACFT SLID TO A STOP ON ITS BELLY.

Brief of Accident (Continued)

File No. - 2516

7/05/83

ILIAMNA, AK

A/C Reg. No. N67682

Time (Lc1) - 1220 ADT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD
6. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2600 7/19/83 FAIRBANKS, AK A/C Reg. No. N4156D Time (Lcl) - 1835 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	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 -TAKEOFF					

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

Make/Model - HELIO COURIER H395	Eng Make/Model - LYCOMING G0-480-G1D6	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 295 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- 290/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

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

Instrument Rating(s) - NONE

-----Narrative-----

TAKEOFF WAS FROM A DIRT DRIVEWAY WHICH HAD A USABLE LENGTH OF 330 FT BEFORE IT CURVED NORTH. BEFORE TAKEOFF, THE PLT HAD BENT SEVERAL SMALL TREES BACK AWAY FROM THE DRIVEWAY & TIED THEM DOWN SO THEY WOULD NOT INTERFERE WITH THE TAKEOFF. THERE ARE NUMEROUS TREES SURROUNDING THE AREA, WITH AN OPENING AT THE DEPARTURE END OF ABOUT 40 FT WIDE. THE WINGSPAN OF THE ACFT WAS 38 FT 6 INCHES. AS THE PLT TRIED TO FLY THROUGH THE OPENING, THE LEFT WING CONTACTED A TALL TREE & THE LEADING EDGE SLAT SEPARATED. THE ACFT ROLLED & CRASHED INVERTED ONTO A GUARD RAIL OF AN ADJACENT HIGHWAY. THE ACFT WAS EQUIPPED WITH AN AUTOMOBILE RESTRAINT SYSTEM. THE SHOULDER HARNESS ATTACHING BRACKET WAS LOCATED AT THE TOP OF THE BENCH SEAT. THE SHOULDER HARNESS STRAP CAME LOOSE FROM THAT ATTACHING POINT DURING THE CRASH SEQUENCE. THE ACFT HAD BEEN REPORTEDLY REBUILT BY THE PLT WHO IS NOT AN A&P. THERE WERE RIVETS MISSING IN THE VERTICAL STABILIZER, & WHERE HOLES DIDN'T MATCH UP, NEW ONES WERE DRILLED & SCREWED TOGETHER.

Brief of Accident (Continued)

File No. - 2600

7/19/83

FAIRBANKS, AK

A/C Reg. No. N4156D

Time (Lc1) - 1835 ADT

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

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. OBJECT - TREE(S)

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

Finding(s)

5. FLIGHT CONTROL, LEADING EDGE FLAP - SEPARATION
6. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

7. MISC EQPT/FURNISHINGS, SHOULDER HARNESS - IMPROPER

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2514

8/10/83

PALMER, AK

A/C Reg. No. N5215X

Time (Lcl) - 2030 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - BELLANCA CHAMPION 7GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 3

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 045/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - HIGH VEGETATION
ROUGH

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

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

Age - 41
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2457
Make/Model- 102
Instrument- 940
Multi-Eng - 2332
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 82

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING A GO-AROUND ATTEMPT TO A MOUNTAIN AIRSTRIIP AT 4000 FT MSL. ACCORDING TO THE PLT HE THOUGHT HIS APPROACH WAS TOO FLAT SO HE INITIATED A GO-AROUND AT LOW ALT AND WITH 60 KTS INDICATED AIRSPEED. THE ACFT WOULD NOT OUTCLIMB THE RISING TERRAIN AND THE PLT WAS FORCED TO LAND ON THE MUSKEG. DURING LANDING, THE RIGHT MAIN WHEEL SEPARATED AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2514

8/10/83

PALMER, AK

A/C Reg. No. N5215X

Time (Lc1) - 2030 ADT

Occurrence #1 FORCED LANDING
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. TERRAIN CONDITION - RISING
 2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 4. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
 5. GO-AROUND - NOT POSSIBLE - PILOT IN COMMAND
 6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
-

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2510 9/14/83 NORTHWAY, AK A/C Reg. No. N9365S Time (Lcl) - 1851 ADT

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

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

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

Make/Model - BEECH C-23	Eng Make/Model - LYCOMING O-360-A4J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NORTHWAY
Wind Dir/Speed- 130/005 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 60
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - UNK/NR	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 7500
SE LAND, ME LAND, SE SEA	Months Since - 23	Make/Model- 200
	Aircraft Type - UNK/NR	Instrument- 130
		Multi-Eng - 200
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSE GEAR COLLAPSED DURING A FORCED LANDING AFTER THE ENGINE QUIT AT 300 FT AGL DURING TAKEOFF. THE PLT STATED THE ENGINE QUIT SUDDENLY WITH AND WARNING AT 300 FT AGL. WITNESSES ON THE ARPT SAID THEY HEARD THE ENGINE MISFIRING AND BACKFIRING SO BADLY DURING THE TAKEOFF ROLL THEY WERE SURE THAT THE PLT WOULD ABORT THE TAKEOFF. DURING THE POST ACCIDENT EXAMINATION THE AUX FUEL PUMP SWITCH WAS FOUND IN THE OFF POSITION. THE ON POSITION IS REQUIRED FOR TAKEOFF AND LANDING. FAILURE TO USE THIS PUMP AND ADJUSTMENT OF MIXTURE FOR TAKEOFF WILL RESULT IN THE SYMPTOMS DESCRIBED BY THE WITNESSES.

Brief of Accident (Continued)

File No. - 2510

9/14/83

NORTHWAY, AK

A/C Reg. No. N9365S

Time (Lc1) - 1851 ADT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. FUEL SYSTEM, PUMP - NOT SWITCHED
 3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
-

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

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

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

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

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. - 2513 9/15/83 ANCHORAGE, AK A/C Reg. No. N97138 Time (Lcl) - 2000 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	1
Accident Occurred During -LANDING						

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

Make/Model - STINSON 108-1	Eng Make/Model - FRANKLIN 6A4-150-B3	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 60.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point ANCHORAGE, AK</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND</p>	<p>Age - 26</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 521</p> <p>Make/Model- 270</p> <p>Instrument- 43</p> <p>Multi-Eng - 11</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 61</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STRUCK A DIRT BANK WHILE LANDING ON A SANDBAR ON THE YENTNA RIVER. THE PLT STATED HE WAS PRE-OCCUPIED AT THE SIGHT OF A MOOSE NEAR THE LANDING AREA AND DID NOT EXERCISE ADEQUATE CARE IN SELECTING LANDING PATH. THERE WAS ABOUT 2000 FT OF GOOD LANDING SURFACE PRECEDING THE TOUCHDOWN POINT. WHEN THE ACFT HIT THE EMBANKMENT THE LEFT MAIN LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2513

9/15/83

ANCHORAGE, AK

A/C Reg. No. N97138

Time (Lc1) - 2000 ADT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DUSK
2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
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 - DIRT BANK

Occurrence #3 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) 2,3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2511 9/15/83 CAPE YAKATAGA, AK A/C Reg. No. N3324F Time (Lcl) - 0955 ADT

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

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

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

Make/Model	- HILLER/SOLOY UH12E	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/YES
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3100	Engine Type	- TURBOSHAFT		
No. of Seats	- 3	Rated Power	- 315 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	OFF AIRPORT/STRIP	
Method	- IN PERSON		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	Runway Ident	- N/A
Wind Dir/Speed	- 070/005 KTS	Runway Lth/Wid	- N/A
Visibility	- 40.0 SM	Runway Surface	- N/A
Lowest Sky/Clouds	- 15000 FT SCATTERED	Runway Status	- WET
Lowest Ceiling	- NONE		
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 5110	Last 24 Hrs - 7
SE LAND	Months Since - 4	Make/Model - 844	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 70	Last 90 Days - 278
		Multi-Eng - 22	Rotorcraft - 2714

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER ROLLED OVER DURING A FORCED LANDING ON A BEACH AFTER THE ENGINE QUIT. DISCUSSIONS WITH THE PLT OWNER OF THE COMPANY VERIFIED THAT THE ACFT HAD RUN OUT OF FUEL. THE OWNER HAD WARNED HIS PILOTS TO VISUALLY CHECK FUEL ON THE HELICOPTERS DUE TO UNRELIABLE FUEL QUANTITY INDICATORS. THE REPLACEMENT FUEL GUAGES HAD BEEN BACKORDERED FOR AN EXTENDED TIME. EXAMINATION OF THE WRECKAGE FOUND THE FUEL LINES TO BE DRY AND LESS THAN ONE GALLON OF FUEL IN THE MAIN TANK.

Brief of Accident (Continued)

File No. - 2511

9/15/83

CAPE YAKATAGA, AK

A/C Reg. No. N3324F

Time (Lc1) - 0955 ADT

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. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - ERRATIC
4. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
5. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INCORRECT
6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
7. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - POOR - PILOT IN COMMAND

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

Finding(s)

8. 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) 1,2,4,6,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2598 9/17/83 SKWENTNA, AK A/C Reg. No. N291C Time (Lcl) - 0930 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	1
Accident Occurred During -LANDING					

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

Make/Model - STINSON 108-2	Eng Make/Model - FRANKLIN 6A4-165-B3	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	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	OFF AIRPORT/STRIP
Method - N/A	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TALKEETNA, AK	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 695
SE LAND	Months Since - 20	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 278
		Last 30 Days- UNK/NR
		Instrument- 62
		Last 90 Days- 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSE OVER AFTER LANDING ON A SAND BAR. THE USABLE LANDING AREA WAS ABOUT 700 FT LONG & CONSISTED OF A SOFT MIXTURE OF SAND & GRAVEL.

Brief of Accident (Continued)

File No. - 2598

9/17/83

SKWENTNA,AK

A/C Reg. No. N291C

Time (Lcl) - 0930 ADT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SAND BAR
2. TERRAIN CONDITION - SOFT
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2596 9/19/83 ANCHORAGE, AK A/C Reg. No. N2810M Time (Lcl) - 1937 ADT

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

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

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

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-320	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 - 3	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	TYONEK, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE, AK	MERRILL FIELD
Wind Dir/Speed- 150/003 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 10.0 SM	Type of Flight Plan -	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - 4000 FT PART OBS	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7107
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model- 2000
		Last 30 Days- UNK/NR
		Instrument- 30
		Last 90 Days- 160
		Multi-Eng - 100
		Rotorcraft - 7

Instrument Rating(s) - NONE

-----Narrative-----

WHILE APPROACHING MERRILL FIELD THE ENG QUIT. THE ACFT LANDED ON A CITY ROAD & THE GEAR COLLAPSED. THE WX IN THE VICINITY OF THE ACCIDENT SITE HAD MARGINAL CONDITIONS WITH BOTH RAIN & FOG. THE TEMP/DEW POINT SPREAD WAS 2 DEG F. THE PLT ATTRIBUTED THE ENG FAILURE TO CARB ICE.

Brief of Accident (Continued)

File No. - 2596

9/19/83

ANCHORAGE, AK

A/C Reg. No. N2810M

Time (Lcl) - 1937 ADT

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

Finding(s)

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

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

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

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) 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. - 2599 10/24/83 ANCHORAGE, AK A/C Reg. No. N97MM Time (Lcl) - 1226 ADT

-----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	-TAKEOFF			0	0	1	0
						0	0

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

Make/Model	- PIPER PA-20	Eng Make/Model	- LYCOMING O-320-B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL 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	- NWS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- ACFT RADIO		SAME AS ACC/INC		
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		MERRIL FIELD	
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Ident	- 15
Visibility	- 60.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 2469/ 60
Lowest Sky/Clouds	- 6000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- 10000 FT BROKEN	Type Apch/Lndg	- FORCED LANDING	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 454	Last 24 Hrs - 1
SE LAND	Months Since - 5	Make/Model - 269	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG QUIT DURING TAKEOFF. THE PLT STATED THE FUEL SELECTOR WAS INITIALLY ON THE LEFT TANK WHICH WAS FOUND EMPTY. THE RIGHT TANK WAS 1/8/ FULL.

Brief of Accident (Continued)

File No. - 2599

10/24/83

ANCHORAGE, AK

A/C Reg. No. N97MM

Time (Lc1) - 1226 ADT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. FLUID,FUEL - STARVATION
 3. FUEL TANK SELECTOR POSITION - IMPROPER - 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)

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2595 10/25/83 KENAI, AK A/C Reg. No. N6946K Time (Lcl) - 1315 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire NONE

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

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

Make/Model - PIPER PA-20
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
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 - NO

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC
Wind Dir/Speed - CALM

Visibility - 60.0 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
SOLDOTNA, AK
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

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

Total	-	130	Last 24 Hrs	-	2
Make/Model	-	130	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	47

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG QUIT & THE PLT DITCHED IN SKILAK LAKE. THE PLT LATER STATED THAT DURING THE REPAIR WORK AFTER THE ACCIDENT HE FOUND THE MIXTURE CONTROL DISLODGED FROM THE CARBURETOR.

Brief of Accident (Continued)

File No. - 2595

10/25/83

KENAI, AK

A/C Reg. No. N6946K

Time (Lc1) - 1315 ADT

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

Finding(s)

1. MIXTURE CONTROL - DISCONNECTED
2. FLUID, FUEL - STARVATION

----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. - 2597 12/12/83 BARROW, AK A/C Reg. No. N3575A Time (Lcl) - 1149 AST

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-BARROW AIR, INC.	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING						3

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

Make/Model	- PIPER PA-32R-301	Eng Make/Model	- LYCOMING IO-540-K1G5D	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	- 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	BARROW, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	WAINWRIGHT, AK		WILEY POST MEMORIAL	
Wind Dir/Speed	- 040/007 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 7.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 6500/ 150
Lowest Sky/Clouds	-	Type of Clearance	- NONE	Runway Surface	- GRASS/TURF
Lowest Ceiling	- 1200 FT BROKEN	Type Apch/Lndg	- FORCED LANDING	Runway Status	- SNOW - DRY
Obstructions to Vision	- NONE				SNOW - CRUSTED
Precipitation	- NONE				
Condition of Light	- DAWN				

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

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 1265	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 700	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 8	Last 90 Days - 87
		Multi-Eng - 218	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT SHORTLY AFTER REACHING CRUISE ALTITUDE THE ENG FAILED. A FORCED LANDING WAS MADE ON TUNDRA COVERED BY ENCRUSTED SNOW & ICE NAD THE GEAR COLLAPSED. DURING THE ON-SCENE INVESTIGATION THE FUEL INJECTOR WAS FOUND TO ALLOW ONLY A SMALL AMOUNT OF FUEL FLOW. HOWEVER, THE UNIT WAS LATER BENCH TESTED & WAS OPERATING NORMALLY.

Brief of Accident (Continued)

File No. - 2597

12/12/83

BARROW,AK

A/C Reg. No. N3575A

Time (Lcl) - 1149 AST

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
3. TERRAIN CONDITION - ICY

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

Finding(s)

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

----Probable Cause----

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

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. - 2512 12/23/83 NAKNEK,AK A/C Reg. No. N1296F Time (Lcl) - 1403 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA C-185
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 3

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

NAKNEK
Runway Ident - 25
Runway Lth/Wid - 2900/ 100
Runway Surface - GRAVEL
Runway Status - SNOW - COMPACTED

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

Pilot-In-Command

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

Age - 51
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

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

Total	- 3534	Last 24 Hrs	- UNK/NR
Make/Model-	1244	Last 30 Days-	UNK/NR
Instrument-	36	Last 90 Days-	37
Multi-Eng	- 163		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED DURING TAKEOFF. THE PLT SAID THAT DURING TAKEOFF AT AN ALT OF ABOUT 10 FT AGL IT FELT AS THOUGH THE FLT CONTROLS WERE NOT RESPONDING. THE ACFT STALLED AND HIT THE RUNWAY. THE PLT SUSPECTED THE CONTROLS HAD BEEN TAMPERED WITH, BUT WHEN THE ACFT WAS INSPECTED AFTER THE ACCIDENT NO EVIDENCE OF MALFUNCTION OR TAMPERING WAS FOUND. SEVERAL WITNESSES NOTICED FROST ON THE WINGS OF THE ACFT WITH ONE WITNESSES STATING THAT THERE WAS "TOO MUCH FROST FOR ANY 185 TO FLY WITH."

Brief of Accident (Continued)

File No. - 2512

12/23/83

NAKNEK, AK

A/C Reg. No. N1296F

Time (Lc1) - 1403 MST

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

Finding(s)

1. WING - ICE
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2519 10/15/83 MONTGOMERY, AL A/C Reg. No. N7013P Time (Lcl) - 1158 CDT

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

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

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

Make/Model	- PIPER PA-24-180	Eng Make/Model	- LYCOMING O-360-A1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 5	Rated Power	- 180 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 070/006 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 2500 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>TRI-CITY, TN</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>DANNELLY</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 9001/ 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</p>	<p>Age - 46</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 215</p> <p>Make/Model- 30</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p>	<p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 167</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT HE HAD AN UNSAFE GEAR INDICATION WHILE IN THE TRAFFIC PATTERN. HE ALERTED THE TOWER TO THE PROBLEM AND MADE A LOW PASS OVER THE RUNWAY. HE WAS INFORMED BY TOWER PERSONNEL THAT THE GEAR LOOKED DOWN AND NORMAL. DURING THE LANDING THE PLT PUT THE THROTTLE AND MIXTURE TO "OFF." THE ACFT ROLLED ABOUT 100-150 FT BEFORE THE GEAR COLLAPSED. THE LANDING GEAR HAD RECENTLY BEEN REPAIRED AND THE PLT REPORTED FAILURE OF THE MOTOR.

Brief of Accident (Continued)

File No. - 2519

10/15/83

MONTGOMERY,AL

A/C Reg. No. N7013P

Time (Lc1) - 1158 CDT

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

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE,TOTAL
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2543

7/05/83

NEWPORT, AR

A/C Reg. No. N1480R

Time (Lc1) - 1930 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
ON GROUND

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

Make/Model - GRUMMAN AA-1B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1560
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 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- 020/005 KTS
Visibility - 15.0 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
BATESVILLE, AR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

NEWPORT MUNICIPAL
Runway Ident - 36
Runway Lth/Wid - 5000/ 150
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

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

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

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

Age - 19
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-----

THE ACFT REMAINED LOW AFTER TAKEOFF AND AFTER A TURN CONTINUED NORTH OUT OF SIGHT OF WITNESSES AND DID NOT REAPPEAR. IT COLLIDED WITH THE BOTTOM TWO STRANDS OF A POWERLINE WHICH WERE SEVERED BY THE PROPELLER. THE ACFT FUSELAGE CAME TO REST 162 FT BEYOND THE POWERLINE IN AN UPRIGHT POSITION ON ITS MAIN LANDING GEAR WITH THE ENGINE AND BOTH WINGS SEPARATED. NO EVIDENCE OF PRE-IMPACT FAILURE OF MALFUNCTION WAS FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 2543

7/05/83

NEWPORT, AR

A/C Reg. No. N1480R

Time (Lc1) - 1930 CDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. PROPER ALTITUDE - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2459 4/04/83 RED ROCK, AZ A/C Reg. No. N302PS Time (Lcl) - 1530 MST

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

Type Operating Certificate-EXTERNAL LOAD		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL OBSERVATION	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	0	0	0	5
Accident Occurred During	-LANDING					

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

Make/Model	- BELL 206L-1	Eng Make/Model	- ALLISON 250-C28B	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4150	Engine Type	- TURBOSHAFT		
No. of Seats	- 7	Rated Power	- 500 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	FARMINGTON, NM
Completeness	- N/A	Destination
Basic Weather	- VMC	SAME AS ACC/INC
Wind Dir/Speed	- CALM	Airport Data
Visibility	- 30.0 SM	Runway Ident
Lowest Sky/Clouds	- 7800 FT SCATTERED	Runway Lth/Wid
Lowest Ceiling	- NONE	Runway Surface
Obstructions to Vision	- NONE	Runway Status
Precipitation	- NONE	
Condition of Light	- DAYLIGHT	

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

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total	- 7836
SE LAND, ME LAND	Months Since - 5	Make/Model	- 662
HELICOPTER	Aircraft Type - UNK/NR	Instrument	- 351
		Multi-Eng	- 395
		Last 24 Hrs	- 10
		Last 30 Days	- UNK/NR
		Last 90 Days	- 110
		Rotorcraft	- 7170

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

REPORTEDLY, THE PLT ELECTED TO LAND IN A MOUNTAINOUS AREA IN CALM WIND CONDITIONS. AT AN ESTIMATED DISTANCE OF 350 FT & AN ALT OF APRX 75 FT ABOVE THE TOUCHDOWN ZONE, THE NOSE OF THE HELICOPTER BEGAN A GRADUAL LEFT TURN AS THE PLT APPLIED COLLECTIVE PITCH. AT ABOUT THE SAME TIME, HE NOTED THAT THE TURBINE OUTLET TEMP (TOT) WAS RISING & THE MAIN ROTOR RPM WAS DECAYING. THERE WAS A DEEP GORGE AHEAD, SO HE MADE A LEFT CYCLIC TURN & LOWERED THE COLLECTIVE IN AN ATTEMPT TO REACH A CLEARING. AS HE ATTEMPTED TO STABILIZE THE HELICOPTER, IT STARTED TO ROTATE TO THE RIGHT & THE ROTOR LOW RPM WARNING LIGHT CAME ON. SUBSEQUENTLY, THE HELICOPTER SETTLED INTO A JUNIPER TREE & ROLLED OVER ONTO ITS SIDE. THE AIR TEMP & ELEVATION OF THE CRASH SITE WERE 24 DEG FAHRENHEIT & 7150 FT, RESPECTIVELY. A FUNCTIONAL TEST OF THE ENG REVEALED THAT IT WOULD OPERATE WITHIN ITS LIMITS. THE CONTROL CONTINUITY COULD NOT BE ESTIMATED DUE TO SEPARATION OF THE TAIL BOOM PUSH-PULL TUBE. REPORTEDLY, THE MAIN ROTOR & ENG RPM NEEDLES HAD REMAINED JOINED.

Brief of Accident (Continued)

File No. - 2459

4/04/83

RED ROCK, AZ

A/C Reg. No. N302PS

Time (Lc1) - 1530 MST

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

Finding(s)

1. UNDETERMINED
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

Finding(s)

4. OBJECT - TREE(S)

Occurrence #3 ROLL OVER
Phase of Operation LANDING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2556 4/11/83 CASA GRANDE, AZ A/C Reg. No. N5541N Time (Lcl) - 1515 MST

-----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	-CRUISE	ON GROUND	Pass 1	0	0	0

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

Make/Model - CESSNA 182RII	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 230/010 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - 6000 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 PHOENIX, AZ</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 68	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 4787
SE LAND	Months Since - UNK/NR	Make/Model- 185
	Aircraft Type - UNK/NR	Instrument- 468
		Multi-Eng - 4317
		Last 24 Hrs - UNK/NR
		Last 30 Days- 18
		Last 90 Days- 26
		Rotorcraft - 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A LONE MOUNTAIN WHILE IN STRAIGHT & LEVEL FLIGHT.

Brief of Accident (Continued)

File No. - 2556

4/11/83

CASA GRANDE, AZ

A/C Reg. No. N5541N

Time (Lcl) - 1515 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

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. - 2461 6/07/83 MESA, AZ A/C Reg. No. N89894 Time (Lcl) - 1225 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire Crew 1
NONE Pass 0

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 280/007 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
SCOTTSDALE, AZ
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 47
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 208
Make/Model- 5
Instrument- 4
Last 24 Hrs - 1
Last 30 Days- 3
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO THE FLT, THE PLT REPORTED THAT HE WAS "GOING TO DO SOME AIRWORK." ABOUT 1.2 HRS AFTER TAKEOFF, WITNESSES SAW THE ACFT FLYING EASTBOUND AT AN ESTIMATED ALTITUDE OF BETWEEN 2000 & 3500 FT AGL. A WITNESS WITH ABOUT 40 HRS OF AERONAUTICAL EXPERIENCE OBSERVED THE ACFT NOSE UP LIKE THE PLT WAS "PRACTICING TAKEOFF TYPE STALLS." ALL 4 WITNESSES NOTED THAT THE ACFT WENT INTO AN EXTREME NOSE UP ATTITUDE, THEN PITCHED OVER INTO A STEEP DESCENT. AS THE ACFT WAS DESCENDING, IT REPORTEDLY WAS PITCHING UP & DOWN & THE WINGS WERE ROCKING. THEN THE LEFT WING DROPPED & THE PLANE DISAPPEARED FROM THE WITNESSES VIEW. SHORTLY AFTER THAT, THE ACFT IMPACTED ON AN ELEVATED MESA AREA. THE WRECKAGE WAS SCATTERED ABOUT 438 FT BEYOND THE INITIAL IMPACT POINT. AN EXAM OF THE WRECKAGE WAS MADE, BUT NO PREIMPACT, PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 2461

6/07/83

MESA, AZ

A/C Reg. No. N89894

Time (Lc1) - 1225 MST

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

Finding(s)

1. STALL - INTENTIONAL - PILOT IN COMMAND
2. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - NOT CORRECTED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

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

-----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) 6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2443 8/14/83 MOHAVE VALLEY,AZ A/C Reg. No. N6TF Time (Lcl) - 0930 MST

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

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

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

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 7500
SE LAND,ME LAND	Months Since - 8	Last 24 Hrs - 8
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 63
		Instrument- 27
		Multi-Eng - 1300
		Last 30 Days- 75
		Last 90 Days- 100
		Rotorcraft - 3500

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING TAKEOFF AFTER REACHING ABOUT 15 FT AGL, THE PLT HEARD A "LOUD BANG" & THE ACFT SHUDDERED. IMMEDIATELY THEREAFTER A SUBSTANTIAL LOSS OF POWER OCCURRED. THE PLT STATED HE DECREASED THE ACFT'S PITCH ATTITUDE TO AVOID STALLING. SECONDS LATER THE LEFT WING STRUCK A POLE. THE PLT THEN LOST CONTROL & THE ACFT IMPACTED A CEMENT EMBANKMENT OF AN IRRIGATION DITCH COMING TO REST INVERTED. NO ENG MALFUNCTIONS WERE FOUND. THE 15-FT HIGH POST WAS LOCATED 1/2 MI FROM THE DEPARTURE POINT. OUTSIDE AIR TEMP WAS ESTIMATED AT 93 DEG F.

Brief of Accident (Continued)

File No. - 2443

8/14/83

MOHAVE VALLEY, AZ

A/C Reg. No. N6TF

Time (Lc1) - 0930 MST

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

Finding(s)
1. UNDETERMINED

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

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

Finding(s)
2. OBJECT - FENCE

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2439 8/21/83 POSTON,AZ A/C Reg. No. N6757Q Time (Lcl) - 0300 MST

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

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

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

Make/Model	- GRUMMAN G-164B	Eng Make/Model	- P & W R-1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 600 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	Runway Ident	- 36
Wind Dir/Speed	- CALM	Runway Lth/Wid	- 2600 -UNK/NR
Visibility	- 100.0 SM	Runway Surface	- DIRT
Lowest Sky/Clouds	- CLEAR	Runway Status	- DRY
Lowest Ceiling	- NONE		
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 57	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 17296	Last 24 Hrs - 8
SE LAND	Months Since - 1	Make/Model - 2049	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 135
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF FROM THE UNLIGHTED STRIP THE ACFT WENT OFF THE RIGHT SIDE. THE RIGHT MAIN LANDING GEAR WENT INTO THE SOFT SANDY SHOULDER & THE ACFT FLIPPED OVER.

Brief of Accident (Continued)

File No. - 2439

8/21/83

POSTON,AZ

A/C Reg. No. N6757Q

Time (Lcl) - 0300 MST

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

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - SOFT
-

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) 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. - 2445 8/30/83 SEDONA, AZ A/C Reg. No. N1845Q Time (Lcl) - 1045 MST

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

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

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

Make/Model - CESSNA C-177RG	Eng Make/Model - LYCOMING IO-360-A1B6	ELT Installed/Activated - YES/NO
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 135/003 KTS Visibility - 50.0 SM Lowest Sky/Clouds - 11000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point CARSON CITY, NV 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 SEDONA Runway Ident - 03 Runway Lth/Wid - 5135/ 75 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 46 Biennial Flight Review Current - YES Months Since - 23 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 124 Make/Model- 124 Instrument- 2 Last 24 Hrs - 4 Last 30 Days- 5 Last 90 Days- 15
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT INSTEAD OF USING THE CUSTOMARY 80 KT APPROACH SPEED HE USED 110 KTS WITH 30 DEG OF FLAPS. ON SHORT FINAL HE WAS STILL HIGH BUT DECIDED TO LAND ANYWAY. HE FORCED THE ACFT ONTO THE RWY & THE ACFT BEGAN TO PORPOISE. UNABLE TO RECOVER FROM THE PORPOISING, HE EXECUTED A GO-AROUND, INADVERTENTLY RETRACTING THE FLAPS TO 0 DEG INSTEAD OF 10 DEG. THE ACFT MUSHED INTO BRUSH IN A NOSE HIGH ATTITUDE. THE PLT LATER STATED HE HAD NO PREVIOUS EXPERIENCE LANDING ON ARPTS ATOP MESAS, & HAD NOT PRACTICED GO-AROUND PROCEDURES SINCE OBTAINING HIS CERTIFICATE ALMOST TWO YEARS BEFORE. RWY 3 HAS A 1.9% UPWARD SLOPE. ACCORDING TO ARPT PERSONNEL, BECAUSE OF THIS RWY'S SLOPE, IT IS GENERALLY USED EVEN WHEN SLIGHT TAILWIND CONDITIONS EXIST.

Brief of Accident (Continued)

File No. - 2445

8/30/83

SEDONA,AZ

A/C Reg. No. N1845Q

Time (Lcl) - 1045 MST

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

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
5. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
6. GO-AROUND - DELAYED - PILOT IN COMMAND
7. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
9. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2406

9/03/83

MESA, AZ

A/C Reg. No. N369Y

Time (Lcl) - 0745 MST

-----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

Crew

Pass

Fatal

1

0

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

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

Eng Make/Model - CONTINENTAL C-85-12

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 85 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- 090/006 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 34

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 227

Make/Model- 4

Instrument- 4

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED PERFORMING 2 OR 3 CONSECUTIVE LOOPS AT AN ALTITUDE OF ABOUT 1,000 FT. FOLLOWING THE LAST LOOP, THE ACFT PULLED UP TO A NEAR VERTICAL ATTITUDE, STALLED, SLID STRAIGHT DOWN & ENTERED A SPIN. THE ENG WAS HEARD RUNNING IN AN APPARENT NORMAL MANNER PRIOR TO THE STALL. NO ENG SOUNDS WERE HEARD DURING THE SPIN & THE PROP WAS OBSERVED NOT ROTATING BEFORE IMPACT. THE ENG WAS NOT EQUIPPED WITH AN INVERTED FUEL SYSTEM. THE ACFT WAS PROHIBITED FROM AEROBATIC FLT. THERE WAS NO EVIDENCE THAT THE PLT HAD EVER RECEIVED ANY AEROBATIC INSTRUCTION.

Brief of Accident (Continued)

File No. - 2406

9/03/83

MESA,AZ

A/C Reg. No. N369Y

Time (Lc1) - 0745 MST

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

Finding(s)

1. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
2. AEROBATICS - PERFORMED - PILOT IN COMMAND
3. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INADEQUATE TRAINING - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
7. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2468 9/25/83 GLENDALE, AZ A/C Reg. No. N55264 Time (Lcl) - 1043 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	2
Accident Occurred During -LANDING					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	APPLE VALLEY, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GLENDALE MUNI
Wind Dir/Speed- 080/011 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 60.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2400/ 50
Lowest Sky/Clouds - 16000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 90
SE LAND	Months Since - 12	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 19
		Last 30 Days- UNK/NR
		Instrument- 5
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE PLT LANDED LONG. HE THEN APPLIED BRAKING ACTION & 1 WHEEL LOCKED. AT THAT POINT, THE ACFT WAS STILL GOING TOO FAST TO STOP ON THE REMAINING RWY & THERE WAS INSUFFICIENT RWY TO GO AROUND. THE PLT STEERED THE ACFT OFF THE END OF THE RWY & IT WENT INTO A DRAINAGE DITCH & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 2468

9/25/83

GLENDALE, AZ

A/C Reg. No. N55264

Time (Lc1) - 1043 MST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - DITCH

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

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

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. - 2419 10/07/83 CHANDLER,AZ A/C Reg. No. N36429 Time (Lcl) - 0840 MST

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

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

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

Make/Model - PIPER PA-28R-201T	Eng Make/Model - CONTINENTAL TSIO-360-FB1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	TUCSON,AZ	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CHANDLER MUNI
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 22
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3810/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1264
SE LAND	Months Since - 4	Make/Model- 646
	Aircraft Type - UNK/NR	Instrument- 100
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 29
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO LANDING THE PLT OBSERVED THAT THE GEAR DOWN LIGHT FOR THE RIGHT GEAR DID NOT ILLUMINATE. HE RECYCLED THE GEAR 2 OR 3 TIMES, BUT THE GREEN GEAR DOWN LIGHT WOULD NOT ILLUMINATE. GROUND PERSONNEL REPORTED TO THE PLT THAT THE GEAR APPEARED TO BE DOWN. DURING THE LANDING ROLL THE RIGHT GEAR RETRACTED & THE ACFT WENT OFF THE RIGHT SIDE OF THE RWY. INVESTIGATION REVEALED THAT THE LANDING GEAR WAS IMPROPERLY RIGGED.

Brief of Accident (Continued)

File No. - 2419

10/07/83

CHANDLER,AZ

A/C Reg. No. N36429

Time (Lcl) - 0840 MST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - IMPROPER
2. MAINTENANCE,ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2417 10/17/83 YUMA,AZ A/C Reg. No. N9560J Time (Lcl) - 0845 MST

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

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

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

Make/Model - 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 - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAKE HAVASU CTY,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	YUMA MCAS
Wind Dir/Speed- 150/004 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5710/ 150
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - UNK/NR	Runway Surface - CONCRETE
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	HIGH VEGETATION
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)
PRIVATE	Current - YES	Total - 150
SE LAND	Months Since - 4	Make/Model- 150
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 36
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT PRIOR TO DEPARTING LAKE HAVASU CITY HE VISUALLY INSPECTED THE FUEL TANKS & OBSERVED THAT BOTH TANKS WERE SLIGHTLY LESS THAN 1/2 FULL. BASED ON THIS OBSERVATION HE THOUGHT THE ACFT HAD 20-30 GALS OF FUEL WHICH WOULD BE SUFFICIENT FOR THE FLT. UPON REACHING BLYTHE, CA HE REALIZED HE WAS LOW ON FUEL BUT BELIEVED HE HAD SUFFICIENT FUEL TO REACH YUMA. THE ENG QUIT DUE TO FUEL EXHAUSTION 2 MI FROM DESTINATION. THE PLT ATTEMPTED TO LAND ON AN INTERSTATE HWY. INITIAL TOUCHDOWN WAS MADE IN A STEEP LEFT BANK BECAUSE OF TRAFFIC & THE PRESENCE OF A BRIDGE OVER-CROSSING. THE ACFT COLLIDED WITH A SMALL RELECTOR POLE.

Brief of Accident (Continued)

File No. - 2417

10/17/83

YUMA,AZ

A/C Reg. No. N9560J

Time (Lc1) - 0845 MST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INACCURATE - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. FLUID,FUEL - EXHAUSTION
 4. 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 - 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. - 2455 10/29/83 QUARTZSITE, AZ A/C Reg. No. N28221 Time (Lcl) - 1725 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
				0	0	1

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

Make/Model - GRUMMAN AA-5B	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BLYTHE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	QUARTZSITE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000
Lowest Sky/Clouds - 12000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 780
SE LAND	Months Since - 6	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 347
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD PLANNED TO LAND AT A PRIVATE ARPT, NORTHEAST OF QUARTIZITE, AZ. AFTER ARRIVING IN THAT AREA, HE SAW WHAT HE THOUGHT WAS THE RWY, BUT WHEN HE DESCENDED FOR A CLOSER LOOK, HE DECIDED THAT IT WAS NOT THE RWY. HE REPORTED THAT HE CLIMBED TO APRX 250 FT & STARTED CIRCLING WHEN THE ENG BEGAN RUNNING ROUGH. HE STATED THAT HE DECIDED TO LAND ON AN ACCESS ROAD BESIDE A FREEWAY. THE PLT STATED THAT DURING THE LANDING ROLL, THE ACFT SWERVED TO THE LEFT WHEN HE APPLIED THE BRAKES. SUBSEQUENTLY, THE ACFT HIT A TREE & A FENCE. AN EXAM & A FUNCTIONAL TEST OF THE ENG WERE PERFORMED, BUT NO REASON FOR A POWER LOSS WAS FOUND. ALSO, NO PART FAILURE OR MALFUNCTION OF THE AIRFRAME WAS FOUND.

Brief of Accident (Continued)

File No. - 2455

10/29/83

QUARTZSITE,AZ

A/C Reg. No. N28221

Time (Lcl) - 1725 MST

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)

1. UNDETERMINED

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

Finding(s)

2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)
6. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2415 11/25/83 RED ROCK,AZ A/C Reg. No. N1445M Time (Lcl) - 0100 MST

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

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

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

Make/Model - CESSNA TU206E	Eng Make/Model - CONTINENTAL TS10-520-C	ELT Installed/Activated - YES/NO
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	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 ACFT TAXIED INTO A DITCH AFTER LANDING ON A ROAD AT NIGHT. AFTER THE ACFT CAME TO REST IT WAS APPARENTLY INTENTIONALLY BURNED. SOB & INJURIES ARE PRESUMED. THE LANDING SITE WAS MARKED BY THE PLACEMENT OF WHITE CLOTHS ALONG THE EDGES OF THE ROAD. THE ACFT HAD APPARENTLY LANDED ON SCHEDULE BECAUSE AFTER IT CAME TO A STOP NUMEROUS VEHICLES CONVERGED UPON IT.

Brief of Accident (Continued)

File No. - 2415

11/25/83

RED ROCK, AZ

A/C Reg. No. N1445M

Time (Lcl) - 0100 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 FIRE

Phase of Operation STANDING - ENGINE(S) NOT OPERATING

Finding(s)

3. SABOTAGE - INTENTIONAL - OTHER PERSON
-

-----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. - 2413 12/08/83 ST. JOHNS,AZ A/C Reg. No. N66876 Time (Lcl) - 1530 MST

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

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

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

Make/Model - BEECH V35B	Eng Make/Model - CONTINENTAL IO-520-BB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SHOW LOW,AZ	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ALBUQUERQUE,NM	ST. JOHNS MUNI
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 20
Visibility - 60.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3400/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 227
SE LAND	Months Since - 17	Make/Model- 33
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - 2
		Last 30 Days- 3
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 10 MIN AFTER TAKEOFF THE PAX DOOR OPENED & THE PLT ELECTED TO MAKE A PRECAUTIONARY LANDING AT ST. JOHNS. UNAWARE THAT THE WIND WAS CALM, THE PLT SELECTED RWY 20, WHICH IS 3400 FT LONG, RATHER THAN RWY31, WHICH IS 5300 FT LONG, BECAUSE WHEN HE DEPARTED SHOW LOW THE WIND WAS FROM THE SW. DURING APPROACH & TOUCHEDOWN THE PLT HELD ONTO THE UNLATCHED DOOR TO REDUCE THE AERODYNAMIC BUFFETING. AFTER TOUCHDOWN HE RECOGNIZED HE WAS RAPIDLY RUNNING OUT OF RWY. HE DID NOT RETRACT THE FLAPS BUT INCREASED HIS BRAKING EFFORS. THE ACFT RAN OFF THE END OF THE RWY & COLLIDED WITH A CHAIN LINK PERIMETER FENCE.

Brief of Accident (Continued)

File No. - 2413

12/08/83

ST. JOHNS,AZ

A/C Reg. No. N66876

Time (Lc1) - 1530 MST

Occurrence #1 OVERRUN
Phase of Operation

Finding(s)

1. DOOR,PASSENGER - UNLOCKED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. DOOR,PASSENGER - OPEN
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - FENCE

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2552 3/17/83 DOS PALOS, CA A/C Reg. No. N8822Q Time (Lcl) - 1500 PST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire

Crew

Pass

NONE

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

Make/Model - AERO COMMANDER S-2R

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 6000

No. of Seats - 1

Eng Make/Model - P & W R-1340-AN-1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 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- 160/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - 6500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRSTRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - 2125/ 40

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 49

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 12000

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-----

ACCORDING TO THE OPERATOR, THE PLT LANDED WITH A QUARTERING TAILWIND & DIRECTIONAL CONTROL WAS LOST. THE ACFT VEERED OFF THE RWY INTO SOFT MUD & FLIPPED OVER.

Brief of Accident (Continued)

File No. - 2552

3/17/83

DOS PALOS, CA

A/C Reg. No. N8822Q

Time (Lcl) - 1500 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

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

Occurrence #2 NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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. - 2460 5/01/83 CALIFORNIA CITY, CA A/C Reg. No. N21RB Time (Lcl) - 1127 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

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

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

Make/Model - SCHEMPP-HIRTH NIMBUS II
Landing Gear - UNK/NR
Max Gross Wt - 1278
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CALIFORNIA CITY
Runway Ident - 24
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND
GLIDER

Age - 38

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	-	555	Last 24 Hrs	- UNK/NR
Make/Model-	137		Last 30 Days-	5
Instrument-	34		Last 90 Days-	5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES REPORTED THAT DURING TAKEOFF, THE GLIDER WAS BEING TOWED WHEN IT RELEASED AT APRX 300 FT AGL & ENTERED A LEFT TURN. THE TURN CONTINUED, THE BANK ANGLE INCREASED & THE GLIDER SUBSEQUENTLY HIT THE GROUND APRX 1 MILE SOUTHWEST OF THE ARPT. IMPACT OCCURRED IN A STEEP NOSE DOWN, LEFT WING LOW ATTITUDE. WITNESSES REPORTED THAT A RIGHT TURN WAS THE STANDARD PROCEDURE AFTER A RELEASE FROM A TOW. NO EVIDENCE OF A PREIMPACT MALFUNCTION OF THE GLIDER WAS FOUND, BUT ITS TOW HOOK WAS NOT LOCATED. THE TOW ROPE & TOW HOOK ON THE TOW PLANE WERE EXAMINED & NO DISCREPANCIES WERE NOTED. RESULTS OF MEDICAL & TOXICOLOGICAL EXAMS WERE NEGATIVE.

Brief of Accident (Continued)

File No. - 2460

5/01/83

CALIFORNIA CITY, CA

A/C Reg. No. N21RB

Time (Lcl) - 1127 PDT

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

Finding(s)
1. UNDETERMINED

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2472 7/10/83 PORTERVILLE, CA A/C Reg. No. NONE Time (Lcl) - 2025 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire
NONE

Crew
Pass

Fatal
1
0

Injuries

Serious Minor
0 0
0 0

None
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 G25B-1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 22 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PORTERVILLE
Runway Ident - 03
Runway Lth/Wid - 6000/ 146
Runway Surface - ASPHALT
Runway Status - DRY

-----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 - 47
Make/Model- 7
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- 7
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF, THE PLT OF THE ULTRALIGHT VEHICLE CLIMBED TO AN ALTITUDE OF 700 FT AGL IN THE PATTERN & TURNED DOWNWIND. ACCORDING TO THE PLT'S PARTNER, THE ULTRALIGHT BEGAN A DUTCH ROLL TYPE OF MANEUVER, AND AFTER SEVERAL OSCILLATIONS, THE VEHICLE STALLED & ENTERED A SPIN TO THE LEFT. FOUR OTHER WITNESSES ALSO OBSERVED PARTS OF THE SEQUENCE OF EVENTS. ACCORDING TO THEM, THE VEHICLE'S WINGS BEGAN ROCKING ON DOWNWIND, THEN IT ENTERED A SPIN. AN EXAM OF THE WRECKAGE REVEALED NO PREIMPACT PART FAILURE OR MALFUNCTION. THE PLT HAD APRX 40 HRS OF FIXED WING FLT TRAINING ABOUT 9 YRS PREVIOUSLY. ACCORDING TO THE CHIEF PLT FOR MITCHELL ACFT, THE PLT HAD COMPLETED A 1 WEEK GROUND SCHOOL COURSE & HAD 5.3 HRS OF DUAL INSTRUCTION IN A 2 PLACE VERSION OF THE ULTRALIGHT. ON HIS 1ST SOLO FLT, THE PLT DID NOT PERFORM SATISFACTORILY, DUE TO A PANIC REACTION & WAS ADVISED NOT TO FLY SOLO UNTIL AFTER ADDITIONAL DUAL INSTRUCTION.

Brief of Accident (Continued)

File No. - 2472

7/10/83

PORTERVILLE, CA

A/C Reg. No. NONE

Time (Lc1) - 2025 PDT

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

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2448

7/22/83

WATSONVILLE, CA

A/C Reg. No. N5517C

Time (Lcl) - 0905 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 -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -CLIMB

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 260/009 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - 700 FT
Lowest Ceiling - 700 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

WATSONVILLE
Runway Ident - 19
Runway Lth/Wid - 4501/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 46

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7500	Last 24 Hrs -	7
Make/Model-	2800	Last 30 Days-	50
Instrument-	65	Last 90 Days-	150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT, WHO WAS A CONTRACTOR, WAS SCHEDULED TO ATTEND A HEAVY EQUIP'T AUCTION IN SACRAMENTO TO BEGIN A 1000. WITNESSES HEARD NORMAL ENG SOUNDS AS THE ACFT DEPARTED RWY 19 & TURNED TO A LEFT DOWNWIND DEPARTURE TURN. THE ACFT WAS OBSERVED PROCEEDING ON A NE HEADING, PARALLELING HWY 152 AT ABOUT 500 FT AGL GOING STRAIGHT TOWARD WHERE IT ENDED UP ON A HILLSIDE. ANOTHER WITNESS OBSERVED THE ACFT FLYING BENEATH THE CLOUDS & THEN ENTER THE CLOUDS IN A CLIMB NEAR THE BASE OF THE HILL. ARPT BASED PLTS DESCRIBED THE DEPARTURE AS ONE OF TWO "BOOTLEG" IFR CLIMB PROCEDURES COMMONLY USED BY MANY LOCAL PLTS DURING LOW STRATUS CONDITIONS. THE PLT HAD BEEN OBSERVED USING THE "HIGHWAY 152 CLIMB" MANY TIMES DURING THE PRECEEDING YEARS. THERE IS NO RECORD OF THE PLT ATTEMPTING TO OBTAIN A "POP-UP" IFR TO VFR CLEARANCE. THE PLT FLEW AN AVERAGE OF 2 HRS EACH WORKING DAY.

Brief of Accident (Continued)

File No. - 2448

7/22/83

WATSONVILLE, CA

A/C Reg. No. N5517C

Time (Lcl) - 0905 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
4. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
5. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2462 7/28/83 PORTERVILLE, CA A/C Reg. No. N450FH Time (Lcl) - 1203 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire IN FLIGHT

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

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

Make/Model - FAIRCHILD HILLER FH-1100
Landing Gear - SKID
Max Gross Wt - 2750
No. of Seats - 5

Eng Make/Model - ALLISON 250-C18
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 240 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- 220/004 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

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

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

Pilot-In-Command

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

Age - 62

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 14546	Last 24 Hrs	- UNK/NR
Make/Model-	400	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- 7000

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

ON 7/27/83, MILD MAST BUMPING OCCURRED DURING A PUSHOVER MANEUVER WHILE A HILLER FH-1180 WAS ON A FLT TO CERTIFY NEW ROTOR BLADES. PRIOR TO THE INCIDENT, THE HELICOPTER WAS ACCELERATED TO 90 MPH. THIS WAS FOLLOWED BY A PULL-UP & DECELERATION TO 80 MPH, THEN THE PUSHOVER WAS INITIATED. THE HELICOPTER REPORTEDLY ROLLED SHARPLY TO THE RIGHT & PITCHED NOSE DOWN WITH SOME YAW TO THE RIGHT. RECOVERY WAS MADE WITH LEFT CYCLIC; HOWEVER, DIRECTIONAL CONTROL WAS LOST BEFORE RECOVERY & MILD MAST BUMPING. ON 7/28/83, FH-1100, N450FH, A STANDARD PRODUCTION MODEL, WAS FLOWN TO EXPLORE THE PHENOMENON. AFTER 2 PUSHOVERS WITH INCREASING SEVERITY, IN WHICH CONTROL WAS RETAINED, THE PLT ATTEMPTED A REPETITION OF THE PREVIOUS DAY'S MANEUVER. WITNESSES OBSERVED THE HELICOPTER ROLL & YAW TO THE RIGHT & PITCH DOWN AS IT BEGAN TO BREAK UP, THEN BURN & CRASH. AN EXAM REVEALED THE MAIN ROTOR BLADES SEPARATED AFTER MAST BUMPING & MAST FAILURE OCCURRED. THERE WAS EVIDENCE THE PLT MIGHT NOT HAVE BEEN CURRENT IN TEETERING ROTOR SYSTEMS & RECOVERY FROM LOW G ROLLS.

Brief of Accident (Continued)

File No. - 2462

7/28/83 · PORTERVILLE,CA

A/C Reg. No. N450FH

Time (Lc1) - 1203 PDT

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

Finding(s)

1. MANEUVER - PERFORMED - PILOT IN COMMAND
 2. CYCLIC - IMPROPER USE OF - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

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

Finding(s)

5. ROTOR DRIVE SYSTEM, MAIN ROTOR MAST(DRIVE SHAFT) - OVERLOAD
 6. ROTOR SYSTEM - SEPARATION
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2487 8/20/83 TRACY, CA A/C Reg. No. N4756V Time (Lcl) - 0830 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage
DESTROYED

Fire
NONE

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

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

Make/Model - BOEING E75
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2950
No. of Seats - 2

Eng Make/Model - P & W R-985
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 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
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND

Age - 31

Biennial Flight Review

Current - YES
Months Since - 14
Aircraft Type - UNK/NR

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

Total	- 2600	Last 24 Hrs	- UNK/NR
Make/Model-	2100	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-----

WHILE ON A FLT TO DISPENSE ORTHENE, A FILL LINE BEGAN LEAKING INTO THE COCKPIT. AFTER DISPENSING THE LOAD & WHILE RETURNING TO THE LANDING AREA AT ABOUT 30 FT AGL, THE PLT REACHED BELOW THE SEAT TO CHECK THE LEAK. WHILE HE WAS BENDING OVER TO LOCATE THE LEAK, THE ACFT FLEW INTO A BEAN FIELD. HE STATED THAT BEFORE HE LOOKED BACK OUT OF THE ACFT, THE RIGHT WING CAUGHT THE BEAN VINES & PULLED THE PLANE INTO THE FIELD.

Brief of Accident (Continued)

File No. - 2487

8/20/83

TRACY, CA

A/C Reg. No. N4756V

Time (Lcl) - 0830 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

1. SPRAY/DUSTING EQUIPMENT - LEAK
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. TERRAIN CONDITION - HIGH VEGETATION
 5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

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

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

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. - 2442 8/22/83 BERMUDA DUNES,CA A/C Reg. No. N3957X Time (Lc1) - 0955 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 -APPROACH					

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-KIAS	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 - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		BERMUDA DUNES
Basic Weather - VMC	ATC/Airspace	Runway Ident - 29
Wind Dir/Speed- 290/013 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 4030/ 60
Visibility - 75.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Ceiling - NONE	FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1200
SE LAND, ME LAND	Months Since - 22	Make/Model- 48
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 115
		Last 24 Hrs - 2
		Last 30 Days- 8
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT ENCOUNTERED A DOWNDRAFT DURING SHORT FINAL & TOUCHED DOWN IN SANDY TERRAIN A FEW FEET SHORT OF THE RWY. THE RIGHT MAIN LANDING GEAR FAILED AS THE ACFT STRUCK THE END OF THE ASPHALT RWY. THE PLT HAD BEEN ADVISED OVER UNICOM OF A POSSIBLE WIND SHEAR DUE TO THE WIND DIRECTION.

Brief of Accident (Continued)

File No. - 2442

8/22/83

BERMUDA DUNES, CA

A/C Reg. No. N3957X

Time (Lc1) - 0955 PDT

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

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

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

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

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) 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. - 2440

8/23/83

SAN CARLOS, CA

A/C Reg. No. N3737L

Time (Lcl) - 1719 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BEECH F33A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 5

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/011 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PALO ALTO, CA
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

SAN CARLOS
Runway Ident - 30
Runway Lth/Wid - 2600/ 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 - 64
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 412
Last 24 Hrs - 1
Make/Model- 40
Last 30 Days- UNK/NR
Instrument- 9
Last 90 Days- 46
Multi-Eng - 160

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING THE FINAL APPROACH SEQUENCE HE ENCOUNTERED A GUST OF WIND FOLLOWED BY IMMEDIATE SINKING OF THE ACFT, CAUSING THE ACFT TO BOUNCE. DURING THE RECOVERY FROM THE BOUNCED LANDING, THE NOSE GEAR STRUCK THE RWY & COLLAPSED.

Brief of Accident (Continued)

File No. - 2440

8/23/83

SAN CARLOS, CA

A/C Reg. No. N3737L

Time (Lc1) - 1719 PDT

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

Finding(s)

1. LEVEL OFF - MISJUDGED - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

3. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2441

8/23/83

AUBURN, CA

A/C Reg. No. N3SJ

Time (Lcl) - 1054 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-20-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2000
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/010 KTS
Visibility - 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 - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

AUBURN MUNICIPAL
Runway Ident - 25
Runway Lth/Wid - 3100/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 65

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	473	Last 24 Hrs -	1
Make/Model-	186	Last 30 Days-	UNK/NR	
Instrument-	5	Last 90 Days-	24	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED OFF THE RWY INTO A DITCH. WIND WAS GUSTING 15 KTS.

Brief of Accident (Continued)

File No. - 2441

8/23/83

AUBURN, CA

A/C Reg. No. N3SJ

Time (Lc1) - 1054 PDT

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

Finding(s)

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

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

Finding(s)

5. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2438

8/25/83

ANTIOCH,CA

A/C Reg. No. N76112

Time (Lc1) - 1345 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

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

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 85 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- 250/008 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAN JOSE,CA

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

ANTIOCH

Runway Ident - 27

Runway Lth/Wid - 2500/ 27

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 61

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3600

Make/Model- 55

Instrument- 4

Multi-Eng - 520

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AFTER THE ACFT BOUNCED HE TRIED "TO SALVAGE A BAD LANDING." THE ACFT CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 2438

8/25/83

ANTIOCH, CA

A/C Reg. No. N76112

Time (Lc1) - 1345 PDT

Occurrence NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - 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. - 2437 8/27/83 UPLAND, CA A/C Reg. No. N47980 Time (Lc1) - 2027 PDT

-----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	1	1	0

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

Make/Model	- PIPER PA-28-161	Eng Make/Model	- LYCOMING O-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	- 160 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- IN PERSON	ELKO, NV			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	CORONA, CA		CABLE	
Wind Dir/Speed	- 240/005 KTS	ATC/Airspace		Runway Ident	- 24
Visibility	- 10.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 3785/ 75
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(BRIGHT)				

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

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 370	Last 24 Hrs - 6
SE LAND	Months Since - 20	Make/Model - 310	Last 30 Days - 27
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 27

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ACFT HAD AN ALTERNATOR FAILURE IN THE VICINITY OF CAJON PASS. HE REQUESTED & WAS PROVIDED RADAR VECTORS TOWARD THE RIALTO MUNI ARPT. HOWEVER, THE PLT SAW CABLE ARPT, APRX 14 MI WEST OF RIALTO, & THOUGHT IT WAS RIALTO MUNI. REPORTEDLY, THE PLT REDUCED HIS ELECTRICAL LOAD TO CONSERVE BATTERY POWER & HAD THE FRONT SEAT PASSENGER HOLD A FLASHLIGHT ON HIS INSTRUMENTS. DURING HIS APCH TO THE CABLE ARPT (WHICH HE THOUGHT WAS RIALTO MUNI), HE HEARD A CESSNA BROADCASTING THAT HE WAS ON FINAL AT RIALTO. WHEN THE PLT (OF N47980) COULD NOT SEE THE OTHER ACFT, HE DECIDED TO TURN ON THE ANTI-COLLISION LIGHT. HE REPORTED THAT THE FLASHLIGHT BEAM WAS REMOVED FROM HIS AIRSPEED INDICATOR AT A CRITICAL TIME ON FINAL APCH, CAUSING CONFUSION IN THE COCKPIT. SUBSEQUENTLY, THE ACFT WAS LANDED WITH EXCESSIVE AIRSPEED, OVERRAN THE RWY & EXPERIENCED AN ON-GROUND COLLISION WITH TERRAIN.

Brief of Accident (Continued)

File No. - 2437

8/27/83

UPLAND, CA

A/C Reg. No. N47980

Time (Lc1) - 2027 PDT

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

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - INOPERATIVE
2. FLIGHT COMPARTMENT LIGHTS - INOPERATIVE

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

3. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
4. LIGHT CONDITION - NIGHT
5. LANDED AT WRONG AIRPORT - INADVERTENT - PILOT IN COMMAND
6. AIRSPEED - MISJUDGED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
8. DISTANCE - MISJUDGED - PILOT IN COMMAND
9. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT 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) 6,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2471 8/28/83 SOUTH DOS PALOS,CA A/C Reg. No. N6055B Time (Lcl) - 1915 PDT

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

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

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

Make/Model	- CESSNA 182A	Eng Make/Model	- CONTINENTAL O-470-R	ELT Installed/Activated	- UNK/NR
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	Last Departure Point	OFF AIRPORT/STRIP
Method	SOUTH DOS PALOS,CA	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	
Wind Dir/Speed-	ATC/Airspace	Runway Ident
325/005 KTS	Type of Flight Plan	- N/A
Visibility	- NONE	Runway Lth/Wid
- 30.0 SM	Type of Clearance	- N/A
Lowest Sky/Clouds	- NONE	Runway Surface
- 18000 FT SCATTERED	Type Apch/Lndg	- N/A
Lowest Ceiling	- FORCED LANDING	
- 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,CFI	Current	- YES	Total
SE LAND,ME LAND	Months Since	- 23	UNK/NR
	Aircraft Type	- UNK/NR	Make/Model-
			UNK/NR
			Instrument-
			UNK/NR
			Multi-Eng
			UNK/NR
			Rotorcraft
			UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE DESCENDING TOWARD THE ARPT, AFTER 4 PARACHUTE JUMPERS HAD EGRESSED, THE ENG LOSS ALL POWER. THERE WAS INSUFFICIENT ALT TO GLIDE TO THE ARPT, SO THE PLT ELECTED TO LAND IN AN AREA WITH RICE PADDIES. AS THE ACFT TOUCHED DOWN, IT ENCOUNTERED A DIKE & NOSED OVER, AN EXAM REVEALED THAT SOME FUEL WAS REMAINING IN THE FUEL TANKS. ABOUT 1 PINT OF FUEL WAS DRAINED FROM THE FIRE WALL FUEL STRAINER. NO WATER WAS FOUND IN THE FUEL SYS. APRX 25 MI SOUTH AT MERCED, CA, THE TEMP & DEW POINT WERE 87 & 50 DEG, RESPECTIVE. ACCORDING TO ICG PROBABILITY CHARTS, CARB ICE WOULD HAVE BEEN POSSIBLE AT GLIDE POWER; HOWEVER, ICING WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 2471

8/28/83

SOUTH DOW PALOS, CA

A/C Reg. No. N6055B

Time (Lcl) - 1915 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation DESCENT

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)
2. TERRAIN CONDITION - DIRT BANK

Occurrence #4 NOSE OVER
Phase of Operation LANDING

-----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. - 2447 8/29/83 JACKSON, CA A/C Reg. No. N83AX Time (Lcl) - 1001 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	0
Accident Occurred During -APPROACH					

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

Make/Model - CATTO ACRO X	Eng Make/Model - ROTAX 503	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 45 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	WESTOVER FIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 01
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 415
SE LAND	Months Since - 6	Make/Model- 15
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF THE PLT MADE A TURN INTO THE DOWNWIND LEG. AT ABOUT 500 FT AGL WHILE THE PLT ROCKED THE WINGED TO FRIENDS ON THE GROUND, THE CANOPY BLEW OFF & BECAME LODGED IN THE RIGHT WING'S FLYING WIRES. THE ACFT BEGAN TO ROLL TO THE RIGHT & PITCH UPWARDS. THE MAIN RIGHT WING STALLED & THE ACFT BECAME UNCONTROLLABLE. THE PLT BAILED OUT & HIS CHUTE OPENED ABOUT 300 FT AGL. THE PLT LATER STATED THAT HE BELIEVES THE CANOPY LATCH WAS NOT PROPERLY SECURED PRIOR THE TAKEOFF.

Brief of Accident (Continued)

File No. - 2447

8/29/83

JACKSON, CA

A/C Reg. No. N83AX

Time (Lc1) - 1001 FDT

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

Finding(s)

1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - UNLOCKED
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - SEPARATION
-

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

Finding(s)

4. AIRCRAFT PERFORMANCE - DETERIORATED
-

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. - 2407 9/04/83 VENTURA, CA A/C Reg. No. N8500N Time (Lcl) - 0315 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -BUSINESS	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 - HUGHES 369HS	Eng Make/Model - ALLISON 250-C18	ELT Installed/Activated - UNK/NR
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2550	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 317 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SANTA BARBARA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	OXNARD, CA	
Wind Dir/Speed- 240/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - 400 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - WATER-CALM
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 42	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	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 HELICOPTER WAS OBSERVED DESCENDING "STRAIGHT DOWN" & "NOSE FIRST." THE WRECKAGE WAS LOCATED ABOUT 200 YDS OFFSHORE IN ABOUT 30 FT OF WATER. WITNESSES STATED THAT IT WAS DARK & HAZY. THEY WERE ABLE TO SEE THE ACFT LIGHTS, BUT NOT THE STARS. THE PLT DID NOT HOLD A ROTORCRAFT HELICOPTER RATING. ACCORDING TO ACQUAINTANCES, THE NIGHT OVER-WATER FLIGHT WAS HABITUAL FOR THE PLT, WHO FLEW BETWEEN HIS TWO BUSINESSES IN VENTURA, CA & GOLETA, CA.

Brief of Accident (Continued)

File No. - 2407

9/04/83

VENTURA, CA

A/C Reg. No. N8500N

Time (Lc1) - 0315 PDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - HAZE
4. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2484 9/08/83 MARYSVILLE,CA A/C Reg. No. N8211Y Time (Lcl) - 1545 PDT

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

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

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

Make/Model - PIPER PA-30B	Eng Make/Model - LYCOMING IO-320-BA	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3725	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LINCOLN,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	YUBA COUNTY
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6006/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 11106
SE LAND,ME LAND	Months Since - 15	Make/Model- 360
	Aircraft Type - UNK/NR	Instrument- 340
		Multi-Eng - 5800
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BOTH AIRCREW MEMBERS WERE MULTIENGINE RATED. ONE WAS A MULTIENGINE INSTRUCTOR PILOT (CFI) & WAS PROVIDING INSTRUCTION FOR THE OTHER TO BE UPGRADED AS A MULTIENGINE INSTRUCTOR. DURING A LANDING, THE ACFT TOUCHED DOWN WITH THE GEAR RETRACTED. NEITHER PILOT REALIZED THE GEAR WAS IN THE RETRACTED POSITON WHEN THE ACFT WAS TOUCHING DOWN.

Brief of Accident (Continued)

File No. - 2484

9/08/83

MARYSVILLE, CA

A/C Reg. No. N8211Y

Time (Lcl) - 1545 PDT

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

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 2. WHEELS UP LANDING - INADVERTENT - DUAL STUDENT
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2486 9/08/83 QUINCY, CA A/C Reg. No. N619H Time (Lcl) - 1000 PDT

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

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

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

Make/Model - ENSTROM F-28C	Eng Make/Model - LYCOMING HIO-360-E1AD	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 205 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	QUINCY, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
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)
COMMERCIAL	Current - YES	Total - 3310
SE LAND, ME LAND	Months Since - 4	Make/Model- 110
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 90
		Multi-Eng - 200
		Last 24 Hrs - 1
		Last 30 Days- 8
		Last 90 Days- 24
		Rotorcraft - 110

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON A FLT TO A RADIO TRANSMITTER SITE AT ABOUT THE 7000 FT LEVEL IN MOUNTAINOUS TERRAIN. DURING ARRIVAL TO THE HELIPAD, THE PLT NOTICED THAT SEVERAL VEHICLES WERE PARKED ON THE LANDING SURFACE. WHILE IN A HOVER, HE MANEUVERED THE HELICOPTER TO AN ADJACENT ROAD & BEGAN INSPECTING IT FOR SUITABILITY AS A LANDING AREA. HE DECIDED THAT THE ROAD WAS UNSATISFACTORY & APPLIED POWER & COLLECTIVE TO BEGIN A LEFT CLIMBING TURN. ACCORDING TO ALL STATEMENTS, THE ENG'S RESPONSE TO THE POWER DEMAND WAS A GRADUAL POWER FADE UNTIL IT QUIT. SUBSEQUENTLY, THE ACFT LANDED HARD IN A BUSH COVERED AREA & WAS DAMAGED. THE ENG WAS EXAMED & OPERATIONALLY TESTED, BUT NO ABNORMALITIES WERE NOTED. THE DENSITY ALTITUDE WAS CALCULATED TO BE ABOUT 7800 TO 8650 FT. ACCORDING TO THE FLT MANUAL, AT THE ESTIMATED WEIGHT, THE HELICOPTER'S HOVERING CEILING WAS 13,000 FT IN GROUND EFFECT & 8300 FT OUT OF GROUND EFFECT.

Brief of Accident (Continued)

File No. - 2486

9/08/83

QUINCY,CA

A/C Reg. No. N619H

Time (Lc1) - 1000 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. OBJECT - VEHICLE
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UNAVAILABLE
4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
5. CLIMB - INITIATED - PILOT IN COMMAND
6. MANEUVER - INITIATED - PILOT IN COMMAND
7. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2485 9/08/83 HURON,CA A/C Reg. No. N56070 Time (Lcl) - 2100 PDT

-----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

Fire Crew 0
NONE Pass 0

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

Make/Model - PIPER PA-36
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3900
No. of Seats - 1

Eng Make/Model - LYCOMING IO-720-A1B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 285 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- 330/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- DUST
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI
SE LAND,ME LAND

Age - 45

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6576	Last 24 Hrs	- 10
Make/Model-	500	Last 30 Days-	UNK/NR
Instrument-	154	Last 90 Days-	189
Multi-Eng	- 603		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS SPRAYING LETTUCE FIELDS ON A DARK NIGHT. ACCORDING TO HIM, THE WIND WAS BLOWING FROM THE NORTH NORTHWEST & GUSTING TO 12 KTS. HE REPORTED THAT DURING A TURN-AROUND OVER A PLOWED FIELD, THE WIND WAS BLOWING DUST WHICH AFFECTED HIS VISIBILITY & DEPTH PERCEPTION. SUBSEQUENTLY, A WING DRAGGED THE GROUND & THE ACFT CRASHED. THE PLT SAID THE REASON HE WAS NOT INJURED WAS BECAUSE HE WAS WEARING HIS SAFETY HELMET & HAD HIS SAFETY HARNESS TIGHT.

Brief of Accident (Continued)

File No. - 2485

9/08/83

HURON, CA

A/C Reg. No. N56070

Time (Lc1) - 2100 PDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - OBSCURATION
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL DETECTION - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2470 9/10/83 S. LAKE TAHOE, CA A/C Reg. No. N4812D Time (Lcl) - 1950 PDT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/002 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>SOUTH LAKE TAHOE</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 8544/ 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>COMMERCIAL,CFI</p> <p>SE LAND</p>	<p>Age - 33</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 9</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1101</p> <p>Make/Model- 58</p> <p>Instrument- 80</p> <p>Multi-Eng - 3</p> <p>Last 24 Hrs - 6</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 125</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE FLT INSTRUCTOR (CFI), HE & THE STUDENT TOOK OFF WITH 21 GAL OF FUEL ON BOARD. APRX 1.3 HRS. LATER, THE ENG LOST POWER AS THE STUDENT TURNED ONTO FINAL APCH FOR A LANDING. THE CFI TOOK CONTROL OF THE ACFT & MADE A FORCED LANDING ON A RIVER BANK SHORT OF THE RWY. JUST BEFORE TOUCHDOWNM THE ACFT HIT A TREE, THEN AFTER LANDING, IT CAME TO REST IN THE RIVER, NOSE DOWN, IN 1 TO 2 FT OF WATER. NO PREIMPACT/PART FAILURE OR MALFUNCTION WAS FOUND. ACCORDING TO THE PLT'S OPERATING HANDBOOK, THE ENG WOULD CONSUME 12 GAL/HR AT 65% POWER AT 8000 FT. THE STUDENT STATED THAT THE ACFT HAD FLOWN 4 HRS SINCE THE FUEL TANKS WERE TOPPED OFF. THE PLANE HAD A TOTAL USABLE FUEL CAPACITY OF 55 GAL.

Brief of Accident (Continued)

File No. - 2470

9/10/83

S. LAKE TAHOE, CA

A/C Reg. No. N4812D

Time (Lcl) - 1950 PDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

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

Occurrence #4 NOSE DOWN
Phase of Operation LANDING

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2483 9/10/83 SAN DIEGO, CA A/C Reg. No. N2180P Time (Lcl) - 1649 PDT

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

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

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

Make/Model - PIPER PA23-150	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BROWN FIELD
Wind Dir/Speed- 300/009 KTS	ATC/Airspace	Runway Ident - 26R
Visibility - 9.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7999/ 200
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1008
SE LAND,ME LAND	Months Since - 3	Make/Model- 14
	Aircraft Type - UNK/NR	Instrument- 73
		Multi-Eng - 90
		Last 24 Hrs - 1
		Last 30 Days- 15
		Last 90 Days- 49

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT & INSTRUCTOR (CFI) WERE PRACTICING TOUCH & GO LANDINGS. DURING TAKEOFF FROM THE 4TH TOUCH & GO, THE LEFT ENG LOST POWER WHILE CLIMBING THRU ABOUT 200 FT AGL. THE CFI TOOK CONTROL OF THE ACFT. AT ABOUT THE SAME TIME, THE STUDENT SAW OIL COMING FROM THE LEFT ENG. THE CFI FEATHERED THE LEFT ENG, & AT THAT TIME, THE ACFT WAS VIBRATING & INDICATING 100 MPH. THE CFI LOWERED THE NOSE TO MAINTAIN THE BEST SINGLE ENG RATE OF CLIMB SPEED. HOWEVER, AT THAT SPEED, THE ACFT WAS IN A DESCENT. THE CFI CONTINUED OVER ROUGH TERRAIN TOWARD POWER LINES UNTIL HE REALIZED THE ACFT WOULD NOT CONTINUE TO FLY, THEN TURNED TO THE MOST SUITABLE TERRAIN & CRASH LANDED. AN EXAM OF THE LEFT ENG REVEALED A BROKEN OIL COOLER LINE. HOWEVER, 4 QTS OF OIL WAS STILL REMAINING & THERE WAS NO EVIDENCE THAT THE LOSS OF OIL HAD CAUSED THE ENG FAILURE. THE SPARK PLUGS WERE HEAVILY SOOTED, WHICH WAS INDICATIVE OF AN EXTREMELY RICH MIXTURE. ROUGH SPOTS WERE FOUND ON THE CARBURETOR FLOAT CHAMBER NEEDLE VLV, WHICH REPORTEDLY COULD HAVE ALLOWED THE VLV TO STICK OPEN.

Brief of Accident (Continued)

File No. - 2483

9/10/83

SAN DIEGO,CA

A/C Reg. No. N2180P

Time (Lc1) - 1649 PDT

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

Finding(s)

1. UNDETERMINED
2. TOUCH-AND-GO LANDING - PERFORMED - DUAL STUDENT
3. FUEL SYSTEM,CARBURETOR - CORRODED
4. FUEL SYSTEM,CARBURETOR - BINDING(MECHANICAL)
5. ENGINE ASSEMBLY - VIBRATION
6. LUBRICATING SYSTEM,OIL LINE - FAILURE,TOTAL
7. FLUID,OIL - LEAK

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

8. TERRAIN CONDITION - ROUGH/UNEVEN
9. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
10. MANEUVER - PERFORMED - PILOT IN COMMAND
11. TERRAIN CONDITION - NONE SUITABLE

----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) 8,9,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2538 9/13/83 S. LAKE TAHOE, CA A/C Reg. No. N9734T Time (Lc1) - 1636 PDT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 190/010 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAWN</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LAS VEGAS, NV</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</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>S. LAKE TAHOE</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 8544/ 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</p>	<p>Age - 28</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 25</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 163</p> <p>Make/Model- 100</p> <p>Instrument- 6</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 1</p> <p>Last 90 Days- 4</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING LOW ALT TURN FOLLOWING TAKEOFF FROM THE SO. LAKE TAHOE ARPT. THE TOWER CONTROLLER ADVISED THE PLT, AFTER TAKEOFF, THAT HE COULD TURN AND CIRCLE THE VALLEY TO GAIN ALT BEFORE PROCEEDING ON COURSE. THE ACFT MADE ONE 360 DEG TURN AND STARTED ANOTHER. ABOUT HALFWAY THROUGH THE TURN IT BEGAN TO DESCEND AND THE ACFT'S LEFT WING STRUCK THE GROUND. ACCORDING TO WITNESSES THE ENG SOUNDED NORMAL AND "REVVED" UP BEFORE IMPACT. INVESTIGATION REVEALED THAT THE DENSITY ALT AT THE TIME OF ACCIDENT WAS ABOUT 8500 FT MSL. IN ADDITION, ALTHOUGH THE ACFT WAS FOUND WITHIN CG LIMITS, CALCULATIONS REVEALED THAT THE MAXIMUM ALLOWABLE GW LIMITS WERE EXCEEDED BEFORE AND AT THE TIME OF ACCIDENT. NO OTHER AIRCRAFT DISCREPANCIES WERE NOTED ATTRIBUTABLE TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2538

9/13/83

S. LAKE TAHOE, CA

A/C Reg. No. N9734T

Time (Lcl) - 1636 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
4. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
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. - 2482 9/15/83 REDDING,CA A/C Reg. No. N67414 Time (Lcl) - 1001 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	1
Accident Occurred During -LANDING					

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

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-520-BB	ELT Installed/Activated - YES-UNK/NR
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	BERMUDA DUNES	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	REDDING MUNI
Wind Dir/Speed- 360/004 KTS		Runway Ident - 34
Visibility - 60.0 SM	ATC/Airspace	Runway Lth/Wid - 7003/ 150
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 - UNK/NR	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3334
SE LAND, SE SEA	Months Since - 9	Make/Model- 3334
	Aircraft Type - UNK/NR	Instrument- 30
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 31

Instrument Rating(s) - AIRPLANE

-----Narrative-----

REPORTEDLY, DURING THE LANDING ROLL, THE ACFT SETTLED WHILE THE GEAR WAS IN TRANSIT. AT THAT TIME, THE FLAPS WERE IN THE DOWN POSITION & WERE DAMAGED. ACCORDING TO THE PLT, THE GEAR LIGHTS WERE GREEN. LATER, HE SAID THAT SOMETHING MAY HAVE GONE WRONG WITH THE NOSE GEAR, AND WHEN HE INITIATED A GO-AROUND PROCEDURE, HE MAY HAVE RETRACTED THE GEAR INSTEAD OF THE FLAPS. A GEAR RETRACTION TEST WAS PERFORMED & THE GEAR FUNCTIONED PROPERLY.

Brief of Accident (Continued)

File No. - 2482

9/15/83

REDDING, CA

A/C Reg. No. N67414

Time (Lc1) - 1001 PDT

Occurrence GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. GO-AROUND - INITIATED - PILOT IN COMMAND
 2. RAISING OF FLAPS - INITIATED - PILOT IN COMMAND
 3. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2458

9/17/83

FREMONT, CA

A/C Reg. No. N57835

Time (Lcl) - 1315 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -APPROACH

Fire
NONE

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

Make/Model - SCHWEIZER SGS 2-33A

Landing Gear - UNK/NR

Max Gross Wt - 1040

No. of Seats - 2

Eng Make/Model - N/A

Number Engines - N/A

Engine Type - UNK/NR

Rated Power - N/A

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 090/008 KTS

Visibility - 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

SKY

Runway Ident - 28

Runway Lth/Wid - 1840/ 30

Runway Surface - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 16

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 25

Make/Model- 5

Instrument- 0

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE STUDENT PLT, HE HAD FOUND AN AREA OF LIFT AFTER RELEASING FROM THE TOW PLANE & HAD SOARED TO 2100 FT. HOWEVER, WHILE HE WAS RETURNING TO THE ARPT, HE REALIZED THAT HE WOULD BE TOO LOW TO REACH THE RWY. HE ATTEMPTED TO LAND ON A HIGHWAY, BUT THE ACFT STRUCK A BUILDING WITH THE LEFT WING, THEN THE RIGHT WING ENCOUNTERED TELEPHONE LINES. THE GLIDER CAME TO REST WITH THE RIGHT WING SUSPENDED BY THE LINES. REPORTEDLY, ALL OF THE STUDENT'S FLT TIME IN GLIDERS WAS ACCUMULATED ON THE DAY OF THE ACCIDENT. HE ALSO HAD 20 HRS FLT TIME IN SINGLE ENG ACFT.

Brief of Accident (Continued)

File No. - 2458

9/17/83

FREMONT, CA

A/C Reg. No. N57835

Time (Lc1) - 1315 PDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 3. TERRAIN CONDITION - BUILDING(NONRESIDENTIAL)
 4. TERRAIN CONDITION - WIRE, TRANSMISSION
-

-----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. - 2465 9/17/83 SANTA YNEZ,CA A/C Reg. No. N5156X Time (Lcl) - 1430 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	1
Accident Occurred During -LANDING					

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

Make/Model - CHAMPION 7KCAB	Eng Make/Model - LYCOMING IO-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIP-FUEL INJECTED	
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	SANTA YNEZ
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 991
SE LAND	Months Since - 6	Make/Model- 550
	Aircraft Type - UNK/NR	Instrument- 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE HIS APCH TO LAND ON RWY 26 WITH WINDS REPORTEDLY FROM 270 DEG AT 10 GUSTING 15 KTS. DURING THE LANDING, THE ACFT TOUCHED DOWN SHORT OF THE RUNWAY IN AN AREA CONTAINING DEEP FURROWS. SUBSEQUENTLY, THE MAIN GEAR COLLAPSED & THE FUSELAGE & WINGS OF THE ACFT WERE DAMAGED.

Brief of Accident (Continued)

File No. - 2465

9/17/83

SANTA YNEZ, CA

A/C Reg. No. N5156X

Time (Lc1) - 1430 PDT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - GUSTS
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED

Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
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) 2,3

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. - 2469 9/18/83 SAN ANDREAS, CA A/C Reg. No. N19Q Time (Lcl) - 1430 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - FUESLEIN QUICKIE
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 480
No. of Seats - 1

Eng Make/Model - KAWASAKI TA-440A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 38 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- 220/005 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 - STRAIGHT-IN
FULL STOP
PRECAUTIONARY LANDIN

Airport Proximity
ON AIRPORT

Airport Data

CALVAVERAS CO.
Runway Ident - 13
Runway Lth/Wid - 3600/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 48
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

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

Total - 516	Last 24 Hrs - 1
Make/Model- 111	Last 30 Days- 2
Instrument- 8	Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE HOME BUILT ACFT WAS EQUIPPED WITH A KAWASAKI TA-440A ENG & AN UNSPECIFIED PROPELLER, BOTH OF WHICH WERE DIFFERENT THAN THE ORIGINAL PLANS CALLED FOR. THE PLT STATED THAT ON THE 1ST TEST FLT WITH THE NEW ENG & PROP COMBINATION, THE ENG RPM & THRUST WOULD NOT INCREASE SUFFICIENTLY TO CLIMB, EVEN THOUGH THE ENG HAD A HIGHER HORSE POWER RATING THAN THE ONE THAT WAS DESIGNED FOR THIS PLANE. HE TURNED AROUND & TRIED TO LAND BACK ON THE ARPT. HOWEVER, THE PLT STATED THAT THE ACFT ENCOUNTERED A DOWNDRAFT & CONTACTED THE GROUND SHORT OF THE RWY. SUBSEQUENTLY, THE ACFT WAS DAMAGED ON ROCKY TERRAIN. THE PLT REPORTED THAT THE WIND WAS FROM 220 DEG AT 5 GUSTING 10 KTS. ALSO, HE STATED THAT THE TEMP WAS 94 DEG, THE DENSITY ALT WAS ABOUT 4000 FT & THAT HE SHOULD HAVE WAITED UNTIL THE NEXT MORNING TO FLY THE TEST FLT WHEN THE AIR WAS COOL.

Brief of Accident (Continued)

File No. - 2469

9/18/83

SAN ANDREAS, CA

A/C Reg. No. N19Q

Time (Lcl) - 1430 PDT

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

Finding(s)
1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND

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

Finding(s)
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. WEATHER CONDITION - GUSTS
5. WEATHER CONDITION - DOWNDRAFT
6. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2457 9/27/83 LODI, CA A/C Reg. No. N7956S Time (Lcl) - 1720 PDT

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

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

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

Make/Model - BELL 47G-4G	Eng Make/Model - LYCOMING VO-540-B1B3	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 280 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 300/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 15000 FT THIN BKN	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 515
SE LAND	Months Since - 9	Make/Model- 325
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 4
		Multi-Eng - 1
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 26
		Rotorcraft - 325

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE HELICOPTER LOST POWER AFTER CLIMBING APRX 20 FT. THE PLT MADE AN AUTOROTATIVE LANDING, BUT AFTER TOUCHDOWN, THE HELICOPTER SLID DOWN A RIVER BANK, ROLLED OVER & BEGAN BURNING. THE FUEL TANKS DID NOT RUPTURE & STILL CONTAINED FUEL. WHEN FUEL WAS DRAINED FROM EACH TANK, EACH SAMPLE CONTAINED WATER & CONSIDERABLE WATER WAS FOUND IN THE LEFT TANK.

Brief of Accident (Continued)

File No. - 2457

9/27/83

LODI,CA

A/C Reg. No. N7956S

Time (Lcl) - 1720 PDT

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

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 ROLL OVER
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
5. TERRAIN CONDITION - DOWNHILL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2467 10/09/83 HOLTVILLE, CA

A/C Reg. No. N8507V

Time (Lcl) - 1930 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 -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -TAKEOFF

Fire
NONE

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

Make/Model - ROCKWELL S-2R
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6000
No. of Seats - 1

Eng Make/Model - P & W R-1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

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

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

Weather Data

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

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 AIRSTRIPE

Airport Data

AG STRIP
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - DRY
SOFT

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

Pilot-In-Command

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

Age - 45

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 16500	Last 24 Hrs - 2
Make/Model- 3000	Last 30 Days- 33
Instrument- UNK/NR	Last 90 Days- 100
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED TO TAKE OFF WITH 300 GAL OF FUNGICIDE ON BOARD. HE SAID THAT THE RECENTLY RESURFACED DIRT RWY HAD NOT YET BEEN COMPACTED & THIS INCREASED THE ROLLING FRICTION WHICH DID NOT ALLOW THE ACFT TO ACCELERATE PROPERLY. THE PLT WAS UNABLE TO GET THE ACFT TO LIFT OFF. SUBSEQUENTLY, IT CONTINUED OFF THE END OF THE RWY, STRUCK A DITCH & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 2467

10/09/83

HOLTVILLE,CA

A/C Reg. No. N8507V

Time (Lc1) - 1930 PDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

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

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

Finding(s)

3. TERRAIN CONDITION - DITCH

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2418 10/14/83 VICTORVILLE,CA A/C Reg. No. N71130 Time (Lcl) - 1630 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

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

Make/Model - LUSCOMBE 8A	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1260	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MOSS BEACH,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BARSTOW,CA	Runway Ident - N/A
Wind Dir/Speed- 270/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - 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 - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 450
SE LAND	Months Since - 12	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 450
		Last 30 Days- 32
		Instrument- 0
		Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE FLT WAS PROCEEDING SMOOTHLY UNTIL HE VEEERD OFF COURSE TO GO AROUND A RESTRICTED AREA & BECAME SLIGHTLY LOST. WHEN HE WAS 5-1/2 MI SE OF GEORGE AFB & 36 MI SW OF HIS DESTINATION HE NOTICED THAT THE FUEL GAGE WAS READING EMPTY. MOMENTS LATER THE ENG QUIT & A FORCED LANDING WAS MADE IN A DRY SEWAGE POND COLLAPSING BOTH LANDING GEAR.

Brief of Accident (Continued)

File No. - 2418

10/14/83

VICTORVILLE, CA

A/C Reg. No. N71130

Time (Lcl) - 1630 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND

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

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

Finding(s)

5. TERRAIN CONDITION - SOFT
6. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2466 10/15/83 SANTA ANA, CA A/C Reg. No. N49670 Time (Lcl) - 1530 PDT

-----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	-OTHER			0	0	0	1
							0

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

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C20	ELT Installed/Activated	- UNK/NR
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT		
No. of Seats	- 4	Rated Power	- 317 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	SAN DIEGO, CA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		JOHN WAYNE	
Wind Dir/Speed	- 190/010 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 10.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 800 FT	Type of Clearance	- NONE	Runway Surface	- UNK/NR
Lowest Ceiling	- 800 FT BROKEN	Type Apch/Lndg	- TRAFFIC PATTERN	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 88	Last 24 Hrs - 7
SE LAND	Months Since - 2	Make/Model - 26	Last 30 Days - 33
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 88
			Rotorcraft - 88

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RETURNING FROM A FLT, THE HELICOPTER WAS SHUTDOWN & REFUELED, THEN IT WAS MOVED TO A DOLLY. DURING THE MOVING OPERATION, THE LEFT "SHOE" SLIPPED OFF THE PLATFORM & THE HELICOPTER ROCKED BACK & DAMAGED THE TAIL ROTOR AREA.

Brief of Accident (Continued)

File No. - 2466

10/15/83

SANTA ANA, CA

A/C Reg. No. N49670

Time (Lcl) - 1530 PDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation OTHER

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2464 10/20/83 ANACAPA ISLAND,CA A/C Reg. No. N714PR Time (Lcl) - 1200 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

Crew
Pass

Fatal
1
0

Injuries
Serious Minor
0 0
0 0

None
0
0

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

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

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

ELT Installed/Activated - 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- 120/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 1000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TORRANCE,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 - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER-CALM

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

Pilot-In-Command

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

Age - 33

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

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

Total - 1133
Make/Model- 8
Instrument- 26
Multi-Eng - 3
Last 24 Hrs - UNK/NR
Last 30 Days- 2
Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT, THE PLT ESTABLISHED RADIO CONTACT WITH A FISHING BOAT & MADE A LOW PASS NEAR THE BOAT AT AN ESTIMATED ALTITUDE OF 200 FT. THE CAPTAIN OF THE BOAT SAID HE TOLD THE PLT NOT TO FLY LIKE THAT AROUND HIS BOAT AGAIN. HOWEVER, THE PLT MADE ANOTHER LOW PASS AT AN APPARENT SLOWER AIRSPEED. AS THE ACFT PASSED THE BOAT'S PORT SIDE, IT ENTERED A STEEP LEFT BANK & BEGAN TO DESCEND. SHORTLY AFTER THAT, THE ACFT IMPACTED THE WATER WITH ITS LEFT WING & ENG, SIMULTANEOUSLY. AFTER CRASHING, THE ACFT & PLT SANK & WERE NOT RECOVERED. ACCORDING TO WITNESSES, THE ENG SOUNDED NORMAL UNTIL IMPACT.

Brief of Accident (Continued)

File No. - 2464

10/20/83

ANACAPA ISLAND, CA

A/C Reg. No. N714PR

Time (Lcl) - 1200 PDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. LOW PASS - PERFORMED - PILOT IN COMMAND
 3. MANEUVER - PERFORMED - PILOT IN COMMAND
 4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2537 10/22/83 WRIGHTWOOD,CA

A/C Reg. No. N717MD

Time (Lcl) - 1400 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - DELEY STARDUSTER SA-100
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 1

Eng Make/Model - LYCOMING O-290-G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 40
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 - 310
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 CRASHED IN MOUNTAINOUS TERRAIN IN VMC WEATHER. THERE IS NO RECORD OF RADIO COMMUNICATIONS WITH THE ACFT ON THE DAY OF THE ACCIDENT. THE ACFT IMPACTED A 30 DEGREE UPSLOPE IN A 25 DEGREE NOSE DOWN WINGS LEVEL ATTITUDE. TWO WITNESSES SAID THEY OBSERVED THE ACFT FLYING IN A SOUTHEASTERLY DIRECTION. THEY SAID THE ENGINE BEGAN TO SPUTTER AND CUT OUT AND THE ACFT BEGAN A LEFT TURN AS IF TO REVERSE COURSE. THE MOUNTAINS APPEARED HIGHER THAN THE ACFT AT THIS TIME. THE WITNESSES SAID THEY DID NOT SEE THE ACTUAL GROUND IMPACT BUT SAW DIRT FLY UP IN THE AIR. THEY RAN TO THE AREA AND FOUND THE WRECKAGE. THE FUEL TANK AND FUEL LINE WERE BROKEN BUT A COUNTY SHERIFF'S DEPUTY REPORTED SEEING AND SMELLING FUEL LEAKING FROM THE FUEL TANK.

Brief of Accident (Continued)

File No. - 2537

10/22/83

WRIGHTWOOD, CA

A/C Reg. No. N717MD

Time (Lcl) - 1400 PDT

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

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

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) 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. - 2491 10/22/83 SAN DIEGO,CA A/C Reg. No. N5021S Time (Lcl) - 1917 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

-----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-UNK/NR
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 330/006 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 25
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 447
Make/Model- 20
Instrument- 167
Multi-Eng - 167
Last 24 Hrs - UNK/NR
Last 30 Days- 6
Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DEPARTING NORTH ISLAND NAS (NAVAL AIR STATION), THE PLT ATTEMPTED TO CHANGE FREQUENCIES, BUT THE MEGAHERTZ (MHZ) TUNING KNOB CAME OFF AT A SETTING OF 122.1 MHZ. HE COULD STILL USE THE KNOB FOR TUNING TENTHS OF A MHZ, SO HE CONTACTED SAN DIEGO FSS ON 122.1 MHZ & ADVISED OF HIS SITUATION. HE WAS CONCERNED ABOUT VIOLATING THE MEXICAN BORDER & NEARBY CONTROL AREAS & WAS CONCERNED ABOUT HEAVY NAVY JET TRAFFIC AT THE NAS AS WELL. THEREFORE, THE PLT ASKED THE FSS TO OBTAIN CLEARANCE FOR HIM TO RETURN TO NORTH ISLAND FOR LANDING. IN THE MEANTIME, THE PLT FLEW OUT OVER THE OCEAN TO WAIT FOR A CLEARANCE. WHEN THE CLEARANCE WAS RECEIVED, HE TURNED THE ACFT TO PROCEED TOWARD NORTH ISLAND & BEGAN HIS PRELANDING CHECKS. HE ROLLED OUT OF THE TURN WITH THE GEAR DOWN & THE LANDING LIGHT ON. HE FELT CERTAIN THAT HE WAS AT ABOUT 1000 FT ABOVE THE SURFACE, BUT AT ABOUT THAT TIME, THE ACFT CONTACTED THE WATER. THE OCCUPANTS EGRESSSED FROM THE ACFT BEFORE IT SANK & WERE PICKED UP BY A FISHING BOAT, HRS LATER. THERE WAS FOG, HAZE & 2 MI VIS SW OF NORTH ISLAND.

Brief of Accident (Continued)

File No. - 2491

10/22/83

SAN DIEGO, CA

A/C Reg. No. N5021S

Time (Lcl) - 1917 PDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. COMM/NAV EQUIPMENT - OTHER
3. CONTROL TOWER SERVICE - NOT POSSIBLE - PILOT IN COMMAND
4. FSS SERVICE - SELECTED - PILOT IN COMMAND
5. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
6. MANEUVER - PERFORMED - PILOT IN COMMAND
7. WEATHER CONDITION - HAZE
8. WEATHER CONDITION - FOG
9. ALTITUDE - MISJUDGED - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2490 10/23/83 TWENTYNINE PALM,CA A/C Reg. No. N52LL Time (Lcl) - 0830 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
ON GROUND

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

Make/Model - CESSNA 402B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6300
No. of Seats - 2

Eng Make/Model - CONTINENTAL TS10-520
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 - 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
MEXICO,MX
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY
HIGH VEGETATION

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

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

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

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

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT WAS LANDED IN A WESTERLY DIRECTION ON A STATE HIGHWAY. DURING THE LANDING ROLL, THE ACFT'S RIGHT MAIN GEAR WENT OFF THE PAVEMENT ONTO A SOFT, SANDY SHOULDER AREA. SUBSEQUENTLY, THE PLT LOST CONTROL, THE ACFT HIT A BERM & THE GEAR COLLAPSED. THE PLT WAS NOT IDENTIFIED & NO PASSENGERS OR WITNESSES WERE FOUND. THERE WAS EVIDENCE THAT THE CARGO MAY HAVE CONTAINED DRUGS. ALSO, THERE WAS EVIDENCE OF AN EFFORT TO SET THE ACFT ON FIRE AFTER IT CRASH LANDED.

Brief of Accident (Continued)

File No. - 2490

10/23/83

TWENTYNINE PALM, CA

A/C Reg. No. N52LL

Time (Lcl) - 0830 PDT

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. TERRAIN CONDITION - SOFT
5. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

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

Finding(s)

6. TERRAIN CONDITION - DIRT BANK

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR - OVERLOAD

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2456 10/25/83 SAN DIEGO, CA

A/C Reg. No. N3208Q

Time (Lcl) - 2128 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CESSNA 401
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6300
No. of Seats - 8

Eng Make/Model - CONTINENTAL TS10-520-E
Number Engines - 2
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- VARIABLE
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
SAME AS ACC/INC

Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BROWN FIELD
Runway Ident - 26R
Runway Lth/Wid - 8000/ 200
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND

Age - 25

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1820	Last 24 Hrs	- 1
Make/Model-	320	Last 30 Days-	UNK/NR
Instrument-	79	Last 90 Days-	60
Multi-Eng	- 618		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TOUCHDOWN DURING A NIGHT LANDING, THE PLT WAS LOWERING THE NOSEWHEEL TO THE RWY WHEN HE SAW A MEXICAN NATIONAL CROSSING THE RWY. THE PLT SWERVED TO THE LEFT IN AN ATTEMPT TO AVOID A COLLISION; HOWEVER, THE RIGHT WING STRUCK THE PERSON WHICH RESULTED IN FATAL INJURIES. THE ARPT WAS APRX 90% SURROUNDED BY A CHAIN LINK FENCE & THE REMAINDER WAS ENCLOSED WITH A BARBED WIRE FENCE, EXCEPT FOR A DRAINAGE DITCH FULL OF WATER. IT WAS NOT KNOWN HOW THE PERSON, AN ILLEGAL ALIEN, HAD GOTTEN ONTO THE ARPT.

Brief of Accident (Continued)

File No. - 2456

10/25/83

SAN DIEGO, CA

A/C Reg. No. N3208Q

Time (Lc1) - 2128 PDT

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

Finding(s)

1. OBJECT - OTHER PERSON
2. JUDGEMENT - POOR - OTHER PERSON

-----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. - 2489 11/06/83 SAN JOSE, CA A/C Reg. No. N23268 Time (Lcl) - 1333 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor None
0 1 0
0 1 0

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

Make/Model - CESSNA 150H
Landing Gear - UNK/NR
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 - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - 280/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SUTTER CREEK, CA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

REID-HILLVIEW
Runway Ident - N/A
Runway Lth/Wid - 3100/ 75
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 - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 136 Last 24 Hrs - 4
Make/Model - 7 Last 30 Days - 6
Instrument - 1 Last 90 Days - 12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS FLOWN FROM SAN JOSE, CA TO AN ARPT NEAR SUTTER CREEK, CA WHERE THE PLT LANDED. BEFORE TAKING OFF ON THE RETURN FLT, HE VISUALLY CHECKED THE FUEL, AND ACCORDING TO HIM, THE FUEL WAS WITHIN 1/2 INCH FROM THE TOP OF THE TANKS. NO FUEL WAS ADDED BEFORE DEPARTING. DURING ARRIVAL AT SAN JOSE, THE ENG LOST POWER, ABOUT 2 1/4 MI FROM THE DESTINATION ARPT, AND WOULD NOT RESTART. AT THAT TIME, THE PLT NOTICED THAT THE LEFT FUEL GAGE INDICATED NEARLY 1/4 FULL & THE RIGHT GAGE INDICATED 1/8 FULL. DURING A FORCED LANDING, THE ACFT HIT A BERM & WAS DAMAGED. AN EXAM OF THE FUEL TANKS REVEALED THERE WAS LESS THAN 3 GAL OF FUEL REMAINING. THE FUEL CAPACITY OF THE PLANE WAS 26 GAL, OF WHICH, 22.5 GAL WAS CONSIDERED AS USABLE. THE ACFT HAD FLOWN 4 HRS SINCE IT WAS REFUELED. ACCORDING TO THE OWNER'S MANUAL, THE PLANE'S ENDURANCE AT 4000 FT WITH 75% POWER WAS 4 HRS. ALSO, THE MANUAL STATED THAT THIS VALUE COULD VARY 10% OR MORE DUE TO VARIABLES SUCH AS CARB METERING CHARACTERISTICS, ENG & PROP CONDITION, & ATMOSPHERIC CONDITIONS.

Brief of Accident (Continued)

File No. - 2489

11/06/83

SAN JOSE, CA

A/C Reg. No. N23268

Time (Lcl) - 1333 PST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

6. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2416 11/11/83 FREMONT, CA A/C Reg. No. N12395 Time (Lcl) - 1225 PST

-----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	-APPROACH						

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

Make/Model	- SCHWEIZER SGS 2-33A	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- HULL	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 600	Engine Type	- N/A		
No. of Seats	- 2	Rated Power	- N/A		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 360/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	-	Type of Clearance	- N/A
Lowest Ceiling	- 4000 FT BROKEN	Type Apch/Lndg	- NONE
Obstructions to Vision	- NONE		- DIRT
Precipitation	- NONE		Runway Status
Condition of Light	- DAYLIGHT		- N/A

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

Pilot-In-Command	Age - 24	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 14	Last 24 Hrs - 1
	Months Since - N/A	Make/Model- 8	Last 30 Days- 5
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RECEIVING AN AERO TOW TO 3,000 FT MSL & BEING RELEASED 5 MI FROM THE DEPARTURE ARPT, THE PLT THERMALED FOR ABOUT 5 MIN. HE THEN DESCENDED TO 2,300 FT MSL & TURNED BACK TOWARD THE ARPT. HE ENCOUNTERED "HEAVY SINK" HAD INSUFFICIENT ALTITUDE TO REACH THE RWY. HE ATTEMPTED TO STRETCH HIS GLIDE & THE GLIDER STALLED AT 20 FT AGL ABOUT 100 YDS FROM THE ARPT.

Brief of Accident (Continued)

File No. - 2416

11/11/83

FREMONT, CA

A/C Reg. No. N1239S

Time (Lcl) - 1225 PST

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

Finding(s)

1. WEATHER EVALUATION - INADEQUATE - 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 - FINAL APPROACH

----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. - 2414 11/25/83 MONTEREY, CA A/C Reg. No. N3824R Time (Lcl) - 2030 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -CALIFORNIA AVIATION SERVI	SUBSTANTIAL		Fatal	Serious	Minor
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 -STANDING					1
					0

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

Make/Model - BEECH C24R	Eng Make/Model - LYCOMING IO-360-A1B6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - UNK/NR	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	MONTEREY
Wind Dir/Speed- 330/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 5116
SE LAND, ME LAND	Months Since - 4	Make/Model- 21
	Aircraft Type - UNK/NR	Instrument- 370
		Multi-Eng - 1100
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FIRE ERUPTED IN THE ENG COMPARTMENT DURING THE ENG RUN-UP. INVESTIGATION REVEALED THAT 7 OF THE 8 NUTS SECURING THE EXHAUST MANIFOLD TO THE CYLINDERS WERE MISSING. THE ONLY NUT PRESENT WAS LOOSE BUT RETAINED THE #1 CYL EXHAUST TUBE. THE #2 CYL EXHAUST TUBE, THOUGH NOT SECURED, WAS IN PLACE. THE #3 & #4 CYL EXHAUST TUBES WERE UNRESTRAINED & HAD DROPPED DOWN, ALLOWING EXHAUST GASES TO ESCAPE. HEAT DAMAGE ALONG THE LEFT SIDE OF THE ENG WAS MUCH WORSE THAN ON THE RIGHT SIDE, & THE FUEL PUMP FUEL LINE WAS BURNED ENOUGH TO ALLOW FUEL UNDER PRESSURE TO ESCAPE INTO THE ENG COMPARTMENT.

Brief of Accident (Continued)

File No. - 2414

11/25/83

MONTEREY, CA

A/C Reg. No. N3824R

Time (Lc1) - 2030 PST

Occurrence FIRE

Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. EXHAUST SYSTEM, MANIFOLD - IMPROPER
 2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
 3. EXHAUST SYSTEM, MANIFOLD - DISCONNECTED
 4. FUEL SYSTEM, LINE - BURNED
 5. FUEL SYSTEM, LINE - LEAK
 6. FUEL SYSTEM, LINE - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2453 11/25/83 ROCKLIN,CA A/C Reg. No. NONE Time (Lcl) - 0930 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BENSEN B8M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 550
No. of Seats - 1

Eng Make/Model - MCCULLOCH UNKNOWN
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 72 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- 350/004 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LINCOLN,CA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 37
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	-	110	Last 24 Hrs	-	1
Make/Model-	102		Last 30 Days-	UNK/NR	
Instrument-	0		Last 90 Days-	2	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS OPERATING HIS HOME BUILT, NON-REGISTERED GYROCOPTER AS AN ULTRALIGHT VEHICLE. REPORTEDLY, THE ENG LOST POWER DURING FLT, AND SUBSEQUENTLY, THE GYROCOPTER WAS DAMAGED DURING A FORCED LANDING. ACCORDING TO THE PLT, HE ENCOUNTERED CARBURETOR ICING WHICH RESULTED IN THE LOSS OF POWER. THE ENG WAS NOT EQUIPPED WITH A CARBURETOR HEAT SYS. ALSO, THE TEMP & DEW POINT WERE 49 & 41 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, A FLOAT TYPE CARBURETOR COULD ENCOUNTER SERIOUS CARBURETOR ICING CONDITIONS AT THOSE TEMPS.

Brief of Accident (Continued)

File No. - 2453

11/25/83

ROCKLIN,CA

A/C Reg. No. NONE

Time (Lc1) - 0930 PST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 3. CARBURETOR HEAT - NOT POSSIBLE -
 4. FUEL SYSTEM,CARBURETOR - ICE
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2454 11/26/83 TEMECULA, CA A/C Reg. No. N741CB Time (Lcl) - 0835 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

NONE

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

1

Minor

0

0

None

1

3

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

Make/Model - CAMERON A-140
Landing Gear - N/A
Max Gross Wt - 800
No. of Seats - 3

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 350/012 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 25000 FT
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC

Destination

LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

FREE BALLOON

Age - 26

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 350

Make/Model- 115

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 56

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE HAD RECEIVED WX INFO FROM THE TV, BUT NO WX REPORT WAS OBTAINED FROM FLT SERVICE. WHEN HE TOOK OFF ON A SIGHT-SEEING FLT AT 0745 PST, THE WIND WAS CALM. AFTER TAKEOFF, HE FLEW AT LOWER ALTITUDES, THEN CLIMBED & FLEW BETWEEN 1200 & 2200 FT AGL. THE PLT ESTIMATED THAT AT THE LOWER ALTITUDES, THE WIND WAS BLOWING AT 3 TO 4 KTS, AND AT THE HIGHER ALTITUDES, IT INCREASED TO 7 TO 9 KTS. HOWEVER, WHEN HE ELECTED TO LAND AT 0835 PST, THE PLT ESTIMATED THE SURFACE WIND WAS FROM THE NORTH AT 12 GUSTING 14 KTS. BEFORE LANDING, HE "CONTOURED" THE SURFACE UNTIL REACHING A GRASSY MEADOW WITH A SLIGHT DOWNHILL SLOPE. REPORTEDLY, THE BALLOON SKIDDED DURING TOUCHDOWN, BECAME AIRBORNE ABOUT 10 FT AGL, THEN LANDED AGAIN. ONE PASSENGER RECEIVED A FRACTURED ANKLE DURING THE LANDING.

Brief of Accident (Continued)

File No. - 2454

11/26/83

TEMECULA, CA

A/C Reg. No. N741CB

Time (Lc1) - 0835 PST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2452 11/26/83 REDDING,CA A/C Reg. No. N3204Q Time (Lcl) - 0809 PST

-----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 -TAXI					

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

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PORTLAND,OR	REDDING MUNICIPAL
Wind Dir/Speed- 340/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 60.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 72	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1373
SE LAND	Months Since - 4	Make/Model- 403
	Aircraft Type - UNK/NR	Instrument- 25
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT WHEN HE TRIED TO START THE ACFT, THE STARTER WOULD NOT "TURN THE ENG." THINKING THAT THE OIL HAD CONGEALED, HE EXITED THE ACFT & "PULLED THE PROP." AT THAT TIME, THE ENG STARTED & THE PLANE BEGAN TO MOVE. THE PLT JUMPED ON THE RIGHT WING & ATTEMPTED TO GET IN THE COCKPIT TO SHUT DOWN THE ENG; HOWEVER, THE ACFT COLLIDED WITH A PIPER PA-23, N200SA BEFORE HE WAS ABLE TO ENTER THE COCKPIT. THE PLT WAS "KNOCKED OFF" OF THE RIGHT WING & WAS INJURED. AN EXAM REVEALED THAT THE STARTER GEAR WAS EXTENDED, THE RETAINER BUSHING WAS MISSING & CORROSION WAS FOUND ON THE ROTATER SHAFT. ALSO, THE MAGNETO SWITCH WAS FOUND IN THE "BOTH" POSITION, THE FUEL BOOST PUMP WAS FOUND ON "HIGH" & THE THROTTLE WAS 3/4 OPEN.

Brief of Accident (Continued)

File No. - 2452

11/26/83

REDDING, CA

A/C Reg. No. N3204Q

Time (Lc1) - 0809 PST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. ENGINE ACCESSORIES, ENGINE STARTER - CORRODED
 2. ENGINE ACCESSORIES, ENGINE STARTER - INOPERATIVE
 3. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
 4. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
 5. OBJECT - AIRCRAFT PARKED
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2488 12/02/83 PALO ALTO, CA A/C Reg. No. N2103 Time (Lcl) - 1446 PST

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

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

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

Make/Model - SKOV-PAPWORTH QUICKIE 2	Eng Make/Model - CONTINENTAL C-85	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAN JOSE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PALO ALTO
Wind Dir/Speed- 290/008 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 65
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2973
SE LAND	Months Since - 4	Make/Model- 165
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 11
		Rotorcraft - 1493

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING THE LANDING, THE ACFT STALLED WHILE IT WAS OVER THE THRESHOLD OF THE RWY AT ABOUT 4 TO 5 FT AGL. SUBSEQUENTLY, IT LANDED HARD DAMAGING THE RIGHT CANARD & RIGHT MAIN GEAR. THE ACFT THEN SKIDDED OFF THE RWY & CAME TO REST.

Brief of Accident (Continued)

File No. - 2488

12/02/83

PALO ALTO, CA

A/C Reg. No. N2103

Time (Lc1) - 1446 PST

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

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

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

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2529 12/28/83 RAMONA, CA A/C Reg. No. NONE Time (Lcl) - 0945 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - EIPPER MX
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - CUYUNA UNKNOWN
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 32 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 27
Runway Lth/Wid - 1000/ 50
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 39
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 PLT WAS FLYING THE ULTRALIGHT VEHICLE TO CHECK IT OUT BEFORE ALLOWING HIS STUDENT TO SOLO. APRX 15 MIN AFTER THE PLT TOOK OFF, HE WAS FLYING OVER THE ARPT AT ABOUT 400 FT AGL WHEN WITNESSES HEARD A "LOUD NON-METALLIC" SOUND FROM THE VEHICLE. AT ABOUT THAT TIME, IT ENTERED A LEFT DESCENDING TURN. REPORTEDLY, THE VEHICLE MADE ABOUT 3 TURNS, AND DURING EACH TURN, THE BANK ANGLE INCREASED. AT APRX 200 FT AGL, THE PLT RELEASED HIS PARACHUTE, BUT THE CANOPY NEVER BLOSSOMED. THE VEHICLE IMPACTED IN A LEFT WING DOWN, NOSE LOW ATTITUDE. AN EXAM REVEALED THAT THE RIGHT WING FABRIC WAS TORN IN A MANNER THAT WAS CONSISTENT WITH AN IN-FLT SEPARATION. THE OUTBOARD COMPRESSION SUPPORT TUBE WAS FOUND 15 FT FROM THE MAIN WRECKAGE. ONLY REMNANTS OF THE ATTACH BOLT WERE FOUND. FOR VEHICLES MANUFACTURED AFTER OCT 83, THE COMPANY HAD CHANGED THE GRADE OF THE BOLT, BUT HAD NOT ISSUED A SERVICE BULLETIN. HOWEVER, A SERVICE BULLETIN, ALL-8303-A, WAS ISSUED CONCERNING LOOSENING OF COARSE THREAD BOLTS (SIMILAR TO THE ATTACH BOLT) BUT NO EVIDENCE OF COMPLIANCE WAS FOUND.

Brief of Accident (Continued)

File No. - 2529

12/28/83

RAMONA, CA

A/C Reg. No. NONE

Time (Lcl) - 0945 PST

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

Finding(s)

1. WING, BRACING STRUT - DISCONNECTED
-

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. - 2424

6/26/83

VERNON, CO

A/C Reg. No. N43344

Time (Lcl) - 0800 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

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

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

Make/Model - TAYLORCRAFT BC12D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 360/005 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 3000 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRAVEL

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 22

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 - 217

Make/Model- 217

Instrument- 0

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 90

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A MAILBOX DURING TAKEOFF FROM A GRAVEL ROAD.

Brief of Accident (Continued)

File No. - 2424

6/26/83

VERNON, CO

A/C Reg. No. N43344

Time (Lcl) - 0800 MDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2505 7/27/83 PITKIN,CO A/C Reg. No. N9378W Time (Lc1) - 1400 MDT

-----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 3	0	0	0
Accident Occurred During -MANEUVERING					

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

Make/Model - PIPER PA-28-235C	Eng Make/Model - LYCOMING O-540-A4B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MONTROSE,CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OSHKOSH,WI	Runway Ident - N/A
Wind Dir/Speed- 260/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 309
SE LAND	Months Since - 24	Make/Model- 299
	Aircraft Type - UNK/NR	Instrument- 28
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ON A X-COUNTRY FLT FROM CAMARILLO, CA TO OSHKOSH, WI. THE PLT LANDED AT ABOUT NOON AT MONTROSE, CO, WHERE THE ACFT WAS REFUELED & THE OCCUPANTS WENT TO A RESTAURANT TO EAT. AFTER DEPARTING MONTROSE, THE ACFT WAS SEEN FLYING LOW OVER RISING, MOUNTAINOUS TERRAIN, HEADING TOWARD WILLIAMS PASS. SUBSEQUENTLY, IT COLLIDED WITH TREES & CRASHED ON THE SOUTH SLOPE OF A VALLEY NEAR WILLIAMS PASS, APRX 92 MI ENE OF MONTROSE. THE WITNESSES DID NOT SEE OR HEAR THE ACFT CRASH. AT THE TIME, THEY THOUGHT THE PLT MAY HAVE TURNED OR SOMEHOW CONTINUED OVER THE PASS. LATER, THE ACFT WAS FOUND AFTER A WITNESS LEARNED THERE WAS A MISSING PLANE & NOTIFIED AUTHORITIES. NO EVIDENCE OF A PREIMPACT, MECHANICAL MALFUNCTION OR FAILURE WAS FOUND. THE DENSITY ALTITUDE WAS ESTIMATED TO BE 14,400 FT. THE PLT'S LAST BIENNIAL FLT REVIEW WAS ON 7/24/81.

Brief of Accident (Continued)

File No. - 2505

7/27/83

PITKIN,CO

A/C Reg. No. N9378W

Time (Lcl) - 1400 MDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. TERRAIN CONDITION - RISING
 4. ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
 5. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2409 9/30/83 SALIDA, CO A/C Reg. No. N5492D Time (Lcl) - 1640 MDT

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

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

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

Make/Model - BEECH H35	Eng Make/Model - CONTINENTAL O-470-G	ELT Installed/Activated - YES-UNK/NR
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 - 240 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	OKLAHOMA CITY, OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HARRIET ALEXANDER
Wind Dir/Speed- VARIABLE/003 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6065/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 560
SE LAND	Months Since - 5	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 108
		Last 30 Days- UNK/NR
		Instrument- 76
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT TOUCHED DOWN ABOUT 1/2 WAY DOWN THE RWY, LEFT OF CENTERLINE. THE ACFT THEN STRUCK A SMALL RIDGE OF DIRT & ROCKS & CAME TO REST WITH THE LEFT LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2409

9/30/83

SALIDA, CO

A/C Reg. No. N5492D

Time (Lcl) - 1640 MDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

2. TERRAIN CONDITION - DIRT BANK

Occurrence #3 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2423 10/27/83 PARKER, CO A/C Reg. No. N29037 Time (Lcl) - 1730 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

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

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

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

Eng Make/Model - CONTINENTAL A-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/010 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

EVERITT
Runway Ident - 36
Runway Lth/Wid - 2000/ 20
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 16
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	18
Make/Model-	18
Instrument-	0
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF PORTION OF A TOUCH & GO, THE ENG WENT TO IDLE 15 FT AGL. THE PLT MADE A LEFT TURN & LANDED IN A FIELD COLLAPSING THE LANDING GEAR. INVESTIGATION OF THE WRECKAGE REVEALED THAT THE CARBURETOR WAS HANGING IN PLACE BY THE THROTTLE & MIXTURE CONTROL CABLES. THE MIXTURE CONTROL LEVER ARM ON THE CARB WAS FOUND IN THE FULL LEAN POSITION. THE CARBURETOR MIXTURE CONTROL WAS SUPPOSE TO BE WIRED TO THE FULL RICH POSITIVE. HOWEVER, THE SAFETY WIRE WAS FOUND CONNECTED ONLY TO THE BOLTS THAT HOLD THE MIXTURE CONTROL PLATE COVER IN PLACE. IT COULD NOT BE DETERMINED IF THE MIXTURE CONTROL WAS MOVED TO THE FULL LEAN POSITION BEFORE OR DURING THE ACCIDENT SEQUENCE.

Brief of Accident (Continued)

File No. - 2423

10/27/83

PARKER,CO

A/C Reg. No. N29037

Time (Lc1) - 1730 MDT

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

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
 2. MIXTURE CONTROL, LINKAGE - INCORRECT
 3. MAINTENANCE, SERVICE BULLETINS - NOT FOLLOWED - OTHER MAINTENANCE PSNL
 4. UNDETERMINED
-

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

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

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 5.. LANDING GEAR, MAIN GEAR - OVERLOAD
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2451 12/22/83 EAGLE, CO

A/C Reg. No. N300PL

Time (Lcl) - 1540 MST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -EXECUTIVE/CORPORATE
Flight Conducted Under -14 CFR 91D
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 1
1 3

None
1
0

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

Make/Model - GATES LEAR JET 25D
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 15500
No. of Seats - 10

Eng Make/Model - GE CJ-610-8A
Number Engines - 2
Engine Type - TURBOJET
Rated Power - 2950 LBS THRUST

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ST. LOUIS, MO
Destination
ASPEN, CO

Airport Proximity
ON AIRPORT

Airport Data

EAGLE COUNTY
Runway Ident - 26
Runway Lth/Wid - 5013/ 60
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP
PRECAUTIONARY LANDIN

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

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

Age - 41
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 8376 Last 24 Hrs - 9
Make/Model- 735 Last 30 Days- 25
Instrument- 508 Last 90 Days- 99
Multi-Eng - 6957

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE, THE AIRCREW ENCOUNTERED STRONGER HEADWINDS THAN EXPECTED. THEY REALIZED THERE WOULD NOT BE ENOUGH FUEL RESERVED FOR AN IFR FLT TO ASPEN, SO THE ELECTED TO DIVERT TO EAGLE, CO. HOWEVER, THEIR LANDING AT ENGLE WAS DELAYED DUE TO A SNOWPLOW (WITH NO RADIO) ON THE RWY. AFTER CIRCLING & REENTERING FINAL APCH, THE AIRCREW NOTED THAT THE SNOWPLOW WAS STILL ON THE RWY, HEADED IN THEIR DIRECTION. THEY CONTINUED THEIR APCH & THE SNOWPLOW CLEARED THE RWY. ACCORDING TO THE SNOWPLOW OPERATOR, THE ACFT WAS 100 TO 200 FT AGL WHEN IT CROSSED THE THRESHOLD. A FSS SPECIALIST NOTED THAT THE ACFT WAS STILL AIRBORNE WHEN IT PASSED THE 2ND TURNOFF, APRX 2300 FT FROM THE THRESHOLD. AFTER TOUCHING DOWN ON THE SNOW COVERED RWY, THE PLT DEPLOYED THE SPOILERS & IMMEDIATELY APPLIED BRAKING ACTION, BUT WAS UNABLE TO STOP ON THE REMAINING RWY. THE ACFT CONTINUED OFF THE END OF THE RWY, WENT DOWN A 15 FT BANK & RAN INTO A SMALL RAVINE. THE RWY GRADIENT WAS 1.4% DOWNHILL, ELEV 6538 FT. DRAG CHUTE NOT DEPLOYED, 600 LBS FUEL RMNG.

Brief of Accident (Continued)

File No. - 2451

12/22/83

EAGLE, CO

A/C Reg. No. N300PL

Time (Lcl) - 1540 MST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - HIGH WIND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

3. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
5. AIRPORT SNOW REMOVAL - PERFORMED -
6. PRECAUTIONARY LANDING - CONTINUED - PILOT IN COMMAND
7. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
8. FLUID, FUEL - LOW LEVEL
9. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
10. MISCELLANEOUS EQUIPMENT - NOT USED - PILOT IN COMMAND
11. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DOWNHILL

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

Finding(s)

12. TERRAIN CONDITION - DOWNHILL
13. TERRAIN CONDITION - DITCH

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,4,8,10,11,12,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2587 8/17/83 WILMINGTON, DE A/C Reg. No. N108PA Time (Lcl) - 0724 EDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-NORTHEAST JET CO.	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

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

Make/Model	- GATES LEARJET 25B	Eng Make/Model	- GE C5610-6	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 15000	Engine Type	- TURBOJET		
No. of Seats	- 7	Rated Power	- 2950 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DANVILLE, VA	GREATER WILMINGTON
Wind Dir/Speed- 280/004 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 68.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7165/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4304
ME LAND	Months Since - 2	Make/Model- 1420
	Aircraft Type - UNK/NR	Instrument- 88
		Multi-Eng - 3245
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 130

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LIFT-OFF A FLOCK OF BIRDS APPROACHED FROM LEFT TO RIGHT AT ABOUT 400 FT. THE PLT MANEUVERED THE ACFT BEHIND & ABOVE THE BIRDS IN AN ATTEMPT TO AVOID THEM. BOTH ENGS FLAMED OUT & THE ACFT MDE A FORCED LANDING ON A ROAD. GROUND WITNESSES DESCRIBED THE CLIMBOUT AS "...VERY STEEP..." & "...A STEEP ANGLE, BETWEEN 40 AND 45 DEGREES." THERE WAS SOME BIRD RESIDUE ON THE ENGS.

Brief of Accident (Continued)

File No. - 2587

8/17/83

WILMINGTON, DE

A/C Reg. No. N108PA

Time (Lcl) - 0724 EDT

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

Finding(s)

1. MANEUVER - PERFORMED - PILOT IN COMMAND
2. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

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

Finding(s)

4. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE

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

Finding(s)

5. OBJECT - BIRD(S)

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

Occurrence #5 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2497 4/05/83 TAMPA, FL A/C Reg. No. N6079R Time (Lcl) - 1753 EST

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

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

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

Make/Model	- PIPER PA-60-601P	Eng Make/Model	- LYCOMING IO-540-S1A5	ELT Installed/Activated	- YES/NO
Landing Gear	- UNK/NR	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 290 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	OCEAN REEF, FL	TAMPA
Wind Dir/Speed	- 249/009 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 27
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Clearance	- 7000/ 150
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- UNK/NR		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total	- 6893
SE LAND,ME LAND,SE SEA	Months Since - 3	Make/Model	- 186
	Aircraft Type - UNK/NR	Instrument	- 869
		Multi-Eng	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT DEPARTED RUNWAY 18L AT TAMPA INTL AIRPORT. SHORTLY AFTER TAKEOFF THE PILOT REPORTED TO THE CONTROL TOWER THAT THE MAIN CABIN DOOR WAS OPEN AND REQUESTED LANDING INSTRUCTIONS. THE PILOT STATED HE WAS HOLDING THE DOOR AND TRYING TO FLY THE AIRCRAFT WHILE ON SHORT FINAL APPROACH TO RUNWAY 27. THE PILOT LOST CONTROL OF THE AIRCRAFT AND COLLIDED WITH THE GROUND APPROX 200 FT SHORT OF RUNWAY 27. EXAMINATION OF THE LOCKING MECHANISM SHOWED NO EVIDENCE OF MALFUNCTION OR FAILURE. AIRCRAFT FLIGHT MANUAL STATES: "SHOULD THE CABIN DOOR INADVERTENTLY OPEN IN FLIGHT, REDUCE AIRSPEED AND LAND AS SOON AS POSSIBLE. DO NOT ATTEMPT TO MANUALLY CLOSE (OR HOLD CLOSED) THE DOOR IN FLIGHT DUE TO THE POSSIBILITY OF INJURY CAUSED BY THE PROPELLER OR BY AIR LOADS ON THE DOOR."

Brief of Accident (Continued)

File No. - 2497

4/05/83

TAMPA, FL

A/C Reg. No. N6079R

Time (Lc1) - 1753 EST

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

Finding(s)

1. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
2. DOOR - OPEN
3. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - GROUND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2405 4/16/83 VERO BEACH, FL A/C Reg. No. N8602F Time (Lcl) - 1200 EST

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

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

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

Make/Model	- HUGHES 300C	Eng Make/Model	- LYCOMING HIO-360-D1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2050	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 3	Rated Power	- 190 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	Runway Ident
Wind Dir/Speed	ATC/Airspace	Runway Lth/Wid
Visibility	Type of Flight Plan	Runway Surface
Lowest Sky/Clouds	Type of Clearance	Runway Status
Lowest Ceiling	Type Apch/Lndg	
Obstructions to Vision		
Precipitation		
Condition of Light		

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

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total	- 6486
SE LAND,ME LAND	Months Since - 6	Make/Model	- 500
HELICOPTER	Aircraft Type - UNK/NR	Instrument	- 475
		Multi-Eng	- 1386
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 130
		Rotorcraft	- 3843

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER LANDED HARD DURING A PRACTICE AUTOROTATION.

Brief of Accident (Continued)

File No. - 2405

4/16/83

VERO BEACH, FL

A/C Reg. No. N8602F

Time (Lcl) - 1200 EST

Occurrence #1 HARD LANDING
Phase of Operation MANEUVERING

Finding(s)

1. AUTOROTATION - SIMULATED - PILOT IN COMMAND(CFI)
 2. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

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. - 2411 4/16/83 WILLISTON,FL A/C Reg. No. N84107 Time (Lcl) - 1345 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	1	0
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 152 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	CROSSWIND FARMS
Wind Dir/Speed- 350/011 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
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 - 89
SE LAND	Months Since - 9	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 5
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SPOT LANDING CONTEST THE ACFT BOUNCED AFTER TOUCHDOWN & STARTED DRIFTING OFF THE RWY. THE PLT ADDED POWER TO AVOID ANOTHER ACFT TAXIING IN THE OPPOSITE DIRECTION ADJACENT TO THE RWY & AT ABOUT 25 FT AGL THE PLT LOST CONTROL OF THE ACFT.

Brief of Accident (Continued)

File No. - 2411

4/16/83

WILLISTON, FL

A/C Reg. No. N84107

Time (Lcl) - 1345 EST

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

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
 4. GO-AROUND - INITIATED - PILOT IN COMMAND
 5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2435 5/01/83 MOORE HAVEN, FL A/C Reg. No. N6286L Time (Lcl) - 1320 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 -TAKEOFF					

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

Make/Model - GULFSTREAM AMERICAN AA1B	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 108 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	Airport Data
Method - N/A	Destination PALM BEACH, FL	CALUSE LODGE
Completeness - N/A	ATC/Airspace	Runway Ident - UNK/NR
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 50
Wind Dir/Speed- 080/006 KTS	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Visibility - 15.0 SM	Type Apch/Lndg - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 224
SE LAND	Months Since - 12	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 64
		Instrument- 33
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT HE COLLIDED WITH A LARGE ANT HILL DURING THE TAKEOFF ROLL, LOST DIRECTIONAL CONTROL, & VEEED OFF THE RWY INTO TREES.

Brief of Accident (Continued)

File No. - 2435

5/01/83

MOORE HAVEN, FL

A/C Reg. No. N6286L

Time (Lc1) - 1320 EDT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - UNCONTROLLED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND 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) 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. - 2412 5/02/83 CLEWISTON, FL A/C Reg. No. N8573H Time (Lcl) - 1630 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	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 -MANEUVERING			0	0	0	0

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

Make/Model - GRUMMAN G-164A	Eng Make/Model - P & W R-985-14B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
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 - 210/012 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 3000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point 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 AIRGLADES Runway Ident - UNK/NR Runway Lth/Wid - 3000 -UNK/NR Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 25 Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 3307 Make/Model - 3307 Instrument - 0 Last 24 Hrs - 11 Last 30 Days - UNK/NR Last 90 Days - 125
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD JUST WASHED THE ACFT & WENT FOR A SHORT LOCAL FLT TO DRY IT. HE MADE A LOW PASS AT THE ARPT & THE ACFT STALLED DURING THE PULL-UP.

Brief of Accident (Continued)

File No. - 2412

5/02/83

CLEWISTON, FL

A/C Reg. No. N8573H

Time (Lc1) - 1630 EDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. 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) 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. - 2528 5/22/83 TAVARES, FL A/C Reg. No. NONE Time (Lcl) - 1052 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - PARSON BENSEN
Landing Gear - FLOAT
Max Gross Wt - 308
No. of Seats - 1

Eng Make/Model - MCCULLOCH 100-1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 72 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 30
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total	- 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 GYROCOPTER DESCENDED TO THE LAKE IN AN UNCONTROLLED MANEUVER AND CRASHED. THE PLT WAS ON HIS 2ND FLT IN THE ACFT AND HAD BEEN TOLD TO LIMIT HIS CLIMB TO 10-15 FT AGL BY THE BUILDER OF THE GYROCOPTER. THE PLT CLIMBED TO ABOUT 400 FT AGL AND THE ACFT STARTED TO PORPOISE. DURING THE 3RD OSCILLATION THE GYRO TURNED OVER AND FELL INTO THE LAKE. WITNESSES HEARD THE ENGINE OPERATING UNTIL IMPACT. THE ACFT IMPACTED THE WATER AT A HIGH ANGLE OF DESCENT WHILE IN A LEFT TURN. THE PROPELLER BLADES WERE SHREDDED UPON IMPACT. WRECKAGE EXAMINATION REVEALED NO EVIDENCE OF FAILURE OR MALFUNCTION PRIOR TO IMPACT.

Brief of Accident (Continued)

File No. - 2528

5/22/83

TAVARES,FL

A/C Reg. No. NONE

Time (Lc1) - 1052 EDT

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
 3. MANEUVER - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - WATER, GLASSY
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2421 5/26/83 AVON PARK, FL A/C Reg. No. N6190N Time (Lcl) - 0035 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
DESTROYED
Fire
NONE

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

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

Make/Model - CESSNA 210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4016
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-R
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- 190/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
NAPLES, FL
Destination
ORLANDO, FL

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

AVON PARK
Runway Ident - 22
Runway Lth/Wid - 3550/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
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 - 1855
Last 24 Hrs - 3
Make/Model- 4
Last 30 Days- UNK/NR
Instrument- 99
Last 90 Days- 15
Multi-Eng - 130

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 40 MIN AFTER TAKEOFF THE PLT REPORTED HE WAS HAVING ENG PROBLEMS & REQUESTED RADAR VECTORS TO THE NEAREST ARPT. HE WAS GIVEN A 215 DEG VECTOR TO AVON PARK ARPT, LOCATED ABOUT 11 MI SW. THE PLT STATED HE HAD THE ARPT IN SIGHT. DURING THE APPROACH THE ACFT HIT TREE TOPS AT ABOUT 45 AGL & 700 FT NE OF THE APPROACH END OF RWY 4. NO FUEL WAS FOUND IN THE ACFT'S FUEL SYSTEM. ACCORDING TO THE PLT, HE CALCULATED TO HAVE AT LEAST 23 GALS OF FUEL REMAINING AT THE TIME THE FLT EXPERIENCED FUEL EXHAUSTION.

Brief of Accident (Continued)

File No. - 2421

5/26/83

AVON PARK, FL

A/C Reg. No. N6190N

Time (Lcl) - 0035 EST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

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

----Probable Cause----

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

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. - 2525 5/31/83 FT. LAUDERDALE, FL A/C Reg. No. N6103Y Time (Lcl) - 1911 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

4

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model - PIPER PA-23C-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-C4B5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 170/013 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 6000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

FREEPORT

ATC/Airspace

Type of Flight Plan - VFR/IFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FT. LAUDERDALE

Runway Ident - 09R

Runway Lth/Wid - 5316/ 100

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 25

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1205

Make/Model- 562

Instrument- 10

Multi-Eng - 936

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED SHORTLY AFTER TAKEOFF. ACCORDING TO WITNESSES, THE ACFT VEERED TO THE LEFT LOSING ALTITUDE AND SUDDENLY FLIPPED TO THE LEFT CRASHING ABOUT 1/2 MILE FROM THE ARPT IN A STEEP LEFT BANK. THE LANDING GEAR WAS REPORTED IN A DOWN POSITION. AN AIRLINE PLT REPORTED THAT THE ACFT APPEARED TO BE IN DIFFICULTY AFTER TAKEOFF AS IT BEGAN TO PORPOISE. APPARENTLY THE GEAR WAS NOT RETRACTED AS THE PLT FOUGHT THE ACFT AND AS HE BEGAN A TURN TO THE LEFT. HE OBSERVED THE ACFT TURN COMPLETELY UPSIDE DOWN, POINT NEARLY STRAIGHT DOWN AND EXPLODE ON CONTACT. ONE WITNESS REPORTED "THE LEFT ENGINE WAS ON FIRE AND I COULD SEE SMOKE ALSO." THE MAXIMUM ALT ATTAINED BY THE ACFT WAS ESTIMATED AS 55 FT. THE POST ACCIDENT EXAMINATION REVEALED NO EVIDENCE OF POWER PLANT FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 2525

5/31/83

FT. LAUDERDALE, FL

A/C Reg. No. N6103Y

Time (Lc1) - 1911 EDT

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

Finding(s)

1. UNDETERMINED

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2433 6/21/83 WILLISTON, FL A/C Reg. No. NONE Time (Lcl) - 1902 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire NONE
Crew Pass

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

Make/Model - EIPPER QUICKSILVER MX
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 200
No. of Seats - 1

Eng Make/Model - CUYUNA 430
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 35 HP

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

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

Weather Data

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

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

Flight Time (Hours)

Total	- 200	Last 24 Hrs	- 1
Make/Model-	200	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	50

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF THE ULTRALIGHT VEHICLE TOOK OFF FROM AN OPEN FIELD NEAR HIS RESIDENCE. WITNESSES NEAR THE CRASH SITE STATED THAT THEY OBSERVED THE ULTRALIGHT APPROACH AN OPEN FIELD FOR A LANDING. AS THE PLT WAS IN A LEFT DESCENDING TURN TO THE FIELD, THE ULTRALIGHT COLLIDED WITH A POWER LINE. AFTER THE VEHICLE HAD HIT THE POWER LINE, THE PILOT ADDED POWER TO GO AROUND. HOWEVER, A BROKEN WIRE HAD WRAPPED AROUND A WING, AND WHEN THE WIRE HAD REACHED ITS MAXIMUM LENGTH, THE VEHICLE'S FORWARD MOVEMENT WAS STOPPED & IT CRASHED STRAIGHT DOWN.

Brief of Accident (Continued)

File No. - 2433

6/21/83

WILLISTON, FL

A/C Reg. No. NONE

Time (Lcl) - 1902 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

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

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2496

7/01/83

ALTHA, FL

A/C Reg. No. N6531K

Time (Lcl) - 1500 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Fatal	Injuries			None
	Serious	Minor		
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 - GRUMMAN G-164B

Eng Make/Model - P & W R-985-14B

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

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 - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

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 - 4434 Last 24 Hrs - 5

Make/Model- 3902 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 70

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE ENG BEGAN LOSING POWER DURING AN AERIAL APPLICATION MISSION. SUBSEQUENTLY, HE LANDED IN A MUDDY FIELD & THE ACFT NOSED OVER. HE STATED THAT THE INDUPARTIAL LOSS OF POWER.

Brief of Accident (Continued)

File No. - 2496

7/01/83

ALTHA, FL

A/C Reg. No. N6531K

Time (Lc1) - 1500 CDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2502 7/02/83 BROOKSVILLE, FL A/C Reg. No. N9103A Time (Lcl) - 1800 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
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

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

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/004 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

HERNANDO COUNTY
Runway Ident - 20
Runway Lth/Wid - 5000 -UNK/NR
Runway Surface - CONCRETE
Runway Status - DRY

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

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

Age - 21
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 - 8
Make/Model- 8
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE DURING AN ABORTED TAKEOFF WHEN THE PLT REALIZED THAT THE AIRSPEED WAS NOT REGISTERING. DURING THE ABORT, DIRECTIONAL CONTROL WAS LOST AND THE ACFT VEER TO THE LEFT. INSPECTION REVEALED THE AIRSPEED INDICATOR MALFUNCTIONED DUE TO A WASP NEST INSIDE THE PITOT TUBE WHICH WAS NOT READILY APPARENT TO INSPECTION.

Brief of Accident (Continued)

File No. - 2502

7/02/83

BROOKSVILLE, FL

A/C Reg. No. N9103A

Time (Lc1) - 1800 EDT

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

Finding(s)

1. FLIGHT/NAV INSTRUMENTS, AIRSPEED INDICATOR - INOPERATIVE
2. PITOT/STATIC SYSTEM - BLOCKED(TOTAL)
3. 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2530 7/11/83 ISLAMORADA, FL A/C Reg. No. N6207J Time (Lc1) - 0630 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	0	1	0	0
Accident Occurred During	-LANDING	NONE	0	1	0	0
		Crew				
		Pass				

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

Make/Model	- PIPER PA-32R-300	Eng Make/Model	- LYCOMING IO-540-K1G5D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 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	UNK/NR
Method	- N/A	MIAMI, FL	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	MARATHON, FL	
Wind Dir/Speed	- UNK/NR		Runway Ident
Visibility	- 8.0 SM	ATC/Airspace	- UNK/NR
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Flight Plan	- UNK/NR
Lowest Ceiling	- NONE	Type of Clearance	- UNK/NR
Obstructions to Vision	- NONE	Type Apch/Lndg	- UNK/NR
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 2055	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 9	Make/Model - 3	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 143	Last 90 Days - 22
		Multi-Eng - 255	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DITCHED IN THE FLORIDA BAY AFTER THE ENGINE MALFUNCTIONED. ACCORDING TO THE PLT, THE ENG STARTED TO RUN ROUGH AND HE DITCHED THE ACFT AT ABOUT 0600 EDT. HOWEVER, THE ACFT CLOCK WAS STOPPED AT 0345 AND A COMMERCIAL FISHERMAN SAID HE SAW A LOW FLYING ACFT AT ABOUT 0400 HOURS GOING IN THE DIRECTION OF THE CRASH WITH NO LIGHTS ON. THE ACFT WAS FOUND IN ABOUT 4 FT OF WATER IN AN UPRIGHT POSITION WITH THE LANDING GEAR DOWN ABOUT 200 YARDS WEST OF THE CALUSA KEY. THE ACFT WAS EQUIPPED WITH AN UNAPPROVED CABIN FUEL TANK TRANSFER HOSE PLUMBED TO THE ACFT'S LEFT FUEL TANK. TWO OF THE ACFT SEATS HAD BEEN REMOVED. THE ACFT OWNERS ADDRESS ON THE REGISTRATION BELONGS TO A BUSINESS THAT RENTS MAIL BOXES TO PEOPLE WHO WISH TO REMAIN UNKNOWN. THE PLT SAID HE DID NOT KNOW THE PASSENGER; THE PASSENGER SAID HE HAD JUST MET THE PILOT. THE EXAMINATION OF THE ACFT REVEALED NO EVIDENCE OF FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 2530

7/11/83

ISLAMORADA, FL

A/C Reg. No. N6207J

Time (Lcl) - 0630 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. TERRAIN CONDITION - WATER, GLASSY

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2536 8/09/83 PAHOKEE, FL A/C Reg. No. N7447S Time (Lcl) - 1951 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
5

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

Make/Model - AEROSTAR 600
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5500
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-S1A5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 HP

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 12.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

FORT PIERCE, FL

Destination

KEY WEST, FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1250

Make/Model- 425

Instrument- 40

Multi-Eng - 425

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DEPARTED FT. PIERCE, FL ON A VFR FLIGHT TO KEY WEST, FL, AND DITCHED IN LAKE OKEECHOBEE. WHILE CLIMBING THROUGH 5000 FT THE LEFT ENGINE LOST POWER AND STARTED SURGING, THE OIL TEMPERATURE GAUGE FAILED AND SMOKE CAME FROM UNDER THE INSTRUMENT PANEL. THE PLT REDUCED POWER ON THE LEFT ENGINE AND REQUESTED VECTORS TO THE NEAREST ARPT. HE THOUGHT THE ENGINE WAS PRODUCING POWER SO HE DID NOT FEATHER. WHEN HE REALIZED THE ARPT WOULD NOT BE MADE HE SET UP FOR A DITCHING IN THE LAKE. BEFORE TOUCHDOWN, POWER WAS CUT AND BOTH PROPS FEATHERED, BUT THE LEFT PROP DID NOT FEATHER. INSPECTION OF THE LEFT ENGINE AFTER ACFT RECOVERY SHOWED THE OIL TEMPERATURE AND IGNITION WIRES RAN IN A BUNDLE OF 5 WIRES INCORRECTLY ROUTED WITHIN A QUARTER INCH OF THE TURBOCHARGER EXHAUST WHICH BURNED THROUGH ALL WIRES AND GROUNDED OUT THE IGNITION. THE LEFT ENGINE DID NOT FEATHER DUE TO LOW RPM. ONE HR BEFORE THE ACCIDENT, THE NUMBER 1, 4, 5 AND 6 CYLINDERS WERE CHANGED, WHICH REQUIRED REMOVING THE ENG FROM THE ACFT.

Brief of Accident (Continued)

File No. - 2536

8/09/83

PAHOKEE, FL

A/C Reg. No. N7447S

Time (Lcl) - 1951 EDT

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

Finding(s)

1. IGNITION SYSTEM,IGNITION LEAD - IMPROPER
2. MAINTENANCE,MODIFICATION - IMPROPER - OTHER MAINTENANCE PSNL
3. IGNITION SYSTEM,SPARK PLUG - LOOSE
4. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - WATER,GLASSY
6. LIGHT CONDITION - DUSK

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2535 10/01/83 TITUSVILLE, FL A/C Reg. No. N31339 Time (Lcl) - 1500 EDT

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

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-BUSINESS	Fire	Crew	Fatal	0	Serious	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	Minor	0
Accident Occurred During	-MANEUVERING						None
							1
							8

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

Make/Model	- DEHAVILLAND DHC2	Eng Make/Model	- P & W R-985-39	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 5100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- UNK/NR	Rated Power	- 400 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		ARTHUR DUNN	
Wind Dir/Speed	- 040/009 KTS	ATC/Airspace		Runway Ident	- 33
Visibility	- 10.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 3000/ 50
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 48	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 2000	Last 24 Hrs - 3
SE LAND	Months Since - UNK/NR	Make/Model - 500	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 50
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TRUCK WHILE TAKING OFF BUT MANAGED TO STAY AIRBORNE, FLY A MISSION AND RETURN TO A NORMAL LANDING. THE PRIVATE PLT WAS REPORTEDLY CARRYING 8 PASSENGERS FOR A PARACHUTE DROP. HE WOULD NOT ADMIT HE WAS CARRYING PASSENGERS AND NONE OF THE PASSENGERS WOULD GIVE A WRITTEN STATEMENT. ONE OF THE JUMPERS STATED THAT DURING TAKEOFF THE PLT FLEW THE ACFT TO THE LEFT SIDE OF THE RWY WHERE THE GROUND CREW TRUCK WAS PARKED. THE TAIL WHEEL OF THE ACFT HIT THE ROOF OF THE TRUCK. ONE OF THE JUMPERS SAID THAT THE PRIVATE PLT WAS PAID TO FLY THEM. THE PILOT'S ASSESSMENT OF THE DAMAGE WAS LOOSENED BRACKETS ON THE TAIL WHEEL ATTACHMENT. NO ONE WAS REPORTED AS INJURED.

Brief of Accident (Continued)

File No. - 2535

10/01/83

TITUSVILLE, FL

A/C Reg. No. N31339

Time (Lcl) - 1500 EDT

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

Finding(s)

1. OBJECT - VEHICLE
2. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. PROPER ALIGNMENT - 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. - 2534 10/04/83 UNKNOWN,FL A/C Reg. No. N2284R Time (Lcl) - UNK/NR

-----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	-CRUISE - NORMAL	UNK/NR	Pass 2	0	0	0

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

Make/Model	- CESSNA T-210-J	Eng Make/Model	- CONTINENTAL TS10-520-H	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 285 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - ACFT RADIO</p> <p>Completeness - PARTIAL,LMTD BY PILOT</p> <p>Basic Weather - UNK/NR</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - UNK/NR</p> <p>Condition of Light - UNK/NR</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">ANDROS TOWN</p> <p>Destination</p> <p style="text-align: center;">FORT PIERCE,FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="text-align: center;">UNK/NR</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 45</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 19</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p style="text-align: center;">Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 130</td> <td>Last 24 Hrs</td> <td>- 2</td> </tr> <tr> <td>Make/Model-</td> <td>62</td> <td>Last 30 Days-</td> <td>20</td> </tr> <tr> <td>Instrument-</td> <td>3</td> <td>Last 90 Days-</td> <td>20</td> </tr> </table>	Total	- 130	Last 24 Hrs	- 2	Make/Model-	62	Last 30 Days-	20	Instrument-	3	Last 90 Days-	20
Total	- 130	Last 24 Hrs	- 2											
Make/Model-	62	Last 30 Days-	20											
Instrument-	3	Last 90 Days-	20											

Instrument Rating(s) - NONE

-----Narrative-----

THIS ACFT IS MISSING ON A FLT FROM ANDROS TOWN, BAHAMAS TO FT. PIERCE, FL. AFTER DEPARTURE THE ACFT CONTACTED NASSAU TO FILE A VFR CLEARANCE AND CALLED MIAMI FSS TO REPORT 60 DME EAST OF FT. LAUDERDALE IN HEAVY RAIN. THE PLT REQUESTED INFORMATION ON HOW TO GET AROUND THE RAIN AREA AND WAS TOLD TO WORK ITS WAY OVER TO THE FLORIDA COAST. THE ACFT WAS NOT HEARD FROM AGAIN AFTER THIS CONVERSATION AND IT FAILED TO ARRIVE AT FT. PIERCE. A SEARCH WAS CONDUCTED UNTIL 10/7/83. THE PLT AND PASSENGERS ARE PRESUMED FATAL AND THE ACFT IS PRESUMED DESTROYED.

Brief of Accident (Continued)

File No. - 2534

10/04/83

UNKNOWN, FL

A/C Reg. No. N2284R

Time (Lcl) - UNK/NR

Occurrence MISSING AIRCRAFT

Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2533 10/08/83 ST. AUGUSTINE, FL A/C Reg. No. N1778X Time (Lc1) - 1145 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	4

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

Make/Model - CESSNA 210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - UNK/NR

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

ELT Installed/Activated - UNK/NR
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- 010/007 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ST. AUGUSTINE
Runway Ident - 03
Runway Lth/Wid - 7000/ 150
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 - 24
Aircraft Type - UNK/NR

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

Total	- 491	Last 24 Hrs	- 3
Make/Model	- 151	Last 30 Days	- UNK/NR
Instrument	- 38	Last 90 Days	- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED GEAR UP AFTER THE LANDING GEAR COULD BE EXTENDED IN FLIGHT. THE PLT STATED DURING THE APP TO ST. AUGUSTINE ATTEMPTS TO LOWER THE GEAR WERE UNSUCCESSFUL. THE GEAR DOORS WOULD OPEN AND THE HYDRAULIC PUMP WAS WORKING BUT THE GEAR WOULD NOT EXTEND. ATTEMPTS TO MANUALLY HAND PUMP IT DOWN WERE ALSO UNSUCCESSFUL. POST CRASH INVESTIGATION SHOWED THAT THE HYDRAULIC SYSTEM HAD EVIDENCE OF WATER AND THE FLOW CONTROL MANIFOLD ASSEMBLY VALVE HAD RUSTED CAUSING THE GEAR DOORS TO OPERATE IMPROPERLY.

Brief of Accident (Continued)

File No. - 2533

10/08/83

ST. AUGUSTINE, FL

A/C Reg. No. N1778X

Time (Lc1) - 1145 CDT

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

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, TOTAL

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

Finding(s)

2. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
4. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2436 10/27/83 ORMOND BEACH, FL A/C Reg. No. N8459K Time (Lcl) - 1250 EDT

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

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

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

Make/Model - TWIN CAT G-164B	Eng Make/Model - LYCOMING TIO-540	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ORMOND BEACH
Wind Dir/Speed- 010/013 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 - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2298
SE LAND, ME LAND	Months Since - 7	Make/Model- 15
	Aircraft Type - UNK/NR	Instrument- 53
		Multi-Eng - 27
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT IS A TWIN-ENGINE CONVERSION OF THE GRUMMAN G-164B. THE PLT WAS ON A LOCAL TEST FLT WITH THE HOPPER FILLED WITH WATER TO SIMULATE FLT CONDITIONS NEAR THE OPERATING GROSS WEIGHT OF THE ACFT. AFTER LIFT-OFF A PARTIAL POWER LOSS WAS EXPERIENCED ON THE #2 ENG. THE PLT EXECUTED A LEFT TURN & BEGAN DUMPING THE LOAD, AT WHICH TIME THE #1 ENG ALSO EXPERIENCE A POWER LOSS. THE ACFT STALLED, BUT THE PLT WAS ABLE TO REGAIN A LEVEL ATTITUDE BEFORE IMPACT. THE ACFT INCORPORATED A COMMON FUEL & FUEL VENT SYSTEM FOR BOTH ENGS, BUT EACH ENG HAD A FUEL SHUTOFF VALVE, FUEL FILTER & FUEL PUMP. EXAMINATION SHOWED A PARTIAL RESTRICTION IN THE FUEL VENT SYSTEM WHEN THE VENT LINE WAS DISCONNECTED. DUE TO IMPACT DAMAGE TO THE FUEL VENT SYSTEM, THE PRECISE NATURE OF THE RESTRICTION THAT WAS FOUND WHEN THE FUEL VENT LINE WAS DISCONNECTED COULD NOT BE DETERMINED. THE PLT LATER RECOMMENDED, HOWEVER, INSTALLATION OF AN AIR PRESSURE OPERATED VANE ON THE FUEL VENT OPENINGS.

Brief of Accident (Continued)

File No. - 2436

10/27/83

ORMOND BEACH, FL

A/C Reg. No. N8459K

Time (Lc1) - 1250 EDT

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

Finding(s)
1. FUEL SYSTEM, VENT - BLOCKED(PARTIAL)

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

Finding(s)
2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

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

Finding(s)
3. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2532 11/06/83 PUNTA GORDA, FL A/C Reg. No. N76932 Time (Lcl) - 1400 EST

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

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

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

Make/Model - CESSNA 120	Eng Make/Model - CONTINENTAL C-85-12F	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CHARLOTTE COUNTY
Wind Dir/Speed- 310/007 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - 3500 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 - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 91
SE LAND	Months Since - 7	Make/Model- 9
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DEPARTED THE RWY WHEN THE RIGHT MAIN LANDING GEAR FAILED DURING LANDING. THE PLT STATED THAT AFTER LANDING THE ACFT PULLED TO THE RIGHT, HE CORRECTED TO THE LEFT AND THE ACFT GROUND LOOPED. INSPECTION OF THE ACFT REVEALED THAT THE RIGHT MAIN TIRE AND WHEEL ASSEMBLY HAD FAILED. INSPECTION REVEALED THAT THE WHEEL FAILED FROM OVERLOAD AND SHOWED BENDING CONSISTENT WITH A SIDE LOADING.

Brief of Accident (Continued)

File No. - 2532

11/06/83

PUNTA GORDA, FL

A/C Reg. No. N76932

Time (Lc1) - 1400 EST

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND

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

Finding(s)

2. LANDING GEAR, MAIN GEAR - OVERLOAD

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2531 11/17/83 GAINESVILLE,FL A/C Reg. No. N7318H Time (Lcl) - 0859 EST

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

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

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

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	GAINESVILLE REGIONAL APRT
Wind Dir/Speed- 340/007 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6503/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 969
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 5	Make/Model- 64
	Aircraft Type - UNK/NR	Instrument- 71
		Multi-Eng - 29
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING LANDING WHILE ON AN INSTRUCTIONAL FLT. THE INSTRUCTOR PLT WAS DEMONSTRATING A TOUCH AND GO LANDING AT THE TIME OF THE ACCIDENT. THE LANDING WAS MADE ON RWY 28 WITH THE WIND FROM 340 DEGREES AT 7 KTS. THE INSTRUCTOR STATED THAT DURING LANDING ROLLOUT THE ACFT TURNED INTO THE WIND, THE LEFT WING HIT THE RWY AND THE ACFT NOSE OVER.

Brief of Accident (Continued)

File No. - 2531

11/17/83

GAINESVILLE, FL

A/C Reg. No. N7318H

Time (Lcl) - 0859 EST

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(CFI)
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND(CFI)
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2518 11/23/83 MIAMI, FL A/C Reg. No. N24097 Time (Lcl) - 1043 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
					2
					2

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

Make/Model - CESSNA 402	Eng Make/Model - CONTINENTAL TS10-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - UNK/NR	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	OPA LOCKA
Wind Dir/Speed- 140/010 KTS	ATC/Airspace	Runway Ident - 27R
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8002/ 200
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
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)
COMMERCIAL	Current - YES	Total - UNK/NR
SE LAND, ME LAND	Months Since - 8	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT IN COMMAND RELATED THAT HE HAD NO EXPERIENCE IN THE CESSNA 402 ACFT. HE REPORTED THAT WHILE ON A LOCAL TEST FLT WITH THE SECOND PLT, WHO WAS EXPERIENCED FLYING THE ACFT, THE RIGHT ENG MALFUNCTIONED. THE CO-PLT CLIMBED THE ACFT TO 500 FT AGL AND THE TOWER CLEARED THE FLT FOR A LANDING ON RUNWAY 27R. HE STATED THE FLT EXPERIENCED NO DIFFICULTY DURING THE LANDING APPROACH BUT THE SECOND PLT ROUNDED OUT TOO SOON AND THE ACCIDENT OCCURRED WHEN THE ACFT STALLED ONTO THE RUNWAY. DURING AN INTERVIEW THE SECOND PLT STATED THAT THE PLT IN COMMAND WAS AT THE CONTROLS AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2518

11/23/83

MIAMI, FL

A/C Reg. No. N24097

Time (Lcl) - 1043 EST

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. FLIGHT CONTROLS - IMPROPER USE OF - COPILOT
3. FLARE - MISJUDGED - COPILOT
4. STALL - NOT CORRECTED - COPILOT
5. CREW/GROUP COORDINATION - INADEQUATE -

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) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2449 12/01/83 CROSS CITY, FL A/C Reg. No. N9682B Time (Lcl) - 1912 EST

-----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

Crew
Pass

Fatal
1
0

Injuries
Serious
0
0

Minor
0
0

None
0
0

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

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F1A6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
CRYSTAL RIVER, FL
Destination
DOTHAN, AL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI
SE LAND,ME LAND
GLIDER

Age - 73

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 10094
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 94
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN THE VICINITY OF CROSS CITY THE PLT REQUESTED VFR FLT FOLLOWING FROM JACKSONVILLE ARTCC. WHILE HE WAS IN RADIO & RADAR CONTACT, THE CONTROLLER SUDDENLY LOST RADAR CONTACT WITH THE FLT. RADAR INDICATED THAT THE ACFT MADE A RAPID DESCENT FROM THE CRUISE ALTITUDE OF 4,500 FT MSL.

Brief of Accident (Continued)

File No. - 2449

12/01/83

CROSS CITY, FL

A/C Reg. No. N9682B

Time (Lc1) - 1912 EST

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

Finding(s)
1. UNDETERMINED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2506 12/15/83 LAKE CITY, FL A/C Reg. No. N444D Time (Lcl) - 1425 EST

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

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

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

Make/Model	- BEECH 35	Eng Make/Model	- CONTINENTAL E-185	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 185 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	ON AIRPORT
Method - N/A		MCALPIN, FL	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		SAME AS ACC/INC	LAKE CITY
Wind Dir/Speed- 060/007 KTS			Runway Ident - 05
Visibility - 15.0 SM		ATC/Airspace	Runway Lth/Wid - 6005/ 200
Lowest Sky/Clouds - 6000 FT SCATTERED		Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN		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 - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1200
SE LAND	Months Since - 7	Make/Model- 900
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED WITH THE NOSE GEAR PARTIALLY EXTENDED. THE PLT REPORTED THAT HE HEARD A CRACK WHILE THE LANDING GEAR WAS RETRACTING AFTER TAKEOFF. HE PUT THE GEAR HANDLE BACK DOWN AND CONTINUED TO LAKE CITY. AFTER FLYING SEVERAL LOW PASSES, THE CONTROL TOWER CONFIRMED THAT THE NOSE GEAR WAS ONLY PARTIALLY EXTENDED. ALL EFFORTS TO EXTEND THE GEAR FAILED AND THE NOSE GEAR COLLAPSED DURING LANDING ROLL. AFTER THE ACCIDENT, MAINTENANCE PERSONNEL CONFIRMED THAT THE EXTENSION SYSTEM HAD FAILED PREVENTING NORMAL EXTENSION OF THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 2506

12/15/83

LAKE CITY, FL

A/C Reg. No. N444D

Time (Lcl) - 1425 EST

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

Finding(s)

1. LANDING GEAR, NOSE GEAR - FAILURE, PARTIAL
2. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
3. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, PARTIAL
4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2504 12/22/83 FT. LAUDERDALE, FL A/C Reg. No. N7510H Time (Lcl) - 1451 PST

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

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

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

Make/Model	- PIPER PA-12	Eng Make/Model	- LYCOMING O-320-A2B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1750	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- 140/007 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - 2000 FT SCATTERED</p> <p>Lowest Ceiling - 20000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>EXECUTIVE</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 - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1524
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 9	Make/Model- 605
	Aircraft Type - UNK/NR	Instrument- 54
		Multi-Eng - 29
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED ON THE ARPT IN A STEEP NOSE DOWN ATTITUDE AFTER DROPPING A BANNER IT WAS TOWING. THE PLT WAVED TO THE GROUND PERSONNEL AND TURNED IN A 60 DEGREE BANK NOSE HIGH TURN. AFTER 180 DEGREES OF TURN THE ACFT STALLED, THE NOSE FELL THROUGH AND THE ACFT DOVE TO THE GROUND FROM ABOUT 150 FT AGL. THE ACFT CAME TO REST 60 FT FROM INITIAL IMPACT POINT WITH THE AFT FUSELAGE AND EMPENNAGE EXTENDING UPWARD ABOUT 40 DEGREES FROM HORIZONTAL. THE EMPLOYER OF THE PLT HAD DISCUSSED HIS STEEP TURNS AND ASKED HIM TO WIDEN HIS PATTERN FOR SAFETY ONLY A FEW DAYS BEFORE THE ACCIDENT. EXAMINATION OF THE WRECKAGE REVEALED NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2504

12/22/83

FT. LAUDERDALE, FL

A/C Reg. No. N7510H

Time (Lcl) - 1451 PST

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

Finding(s)

1. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
 2. MANEUVER - IMPROPER - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
 4. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2522 3/16/83 WAVERLY,GA A/C Reg. No. N8855V Time (Lcl) - 2330 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CHAMBLEE,GA	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	SAINT SIMONS ID,GA	MALCOLM MC KINNON
Wind Dir/Speed- 040/014 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 3.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5466/ 150
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - ASPHALT
Obstructions to Vision- FOG	Type Apch/Lndg - VOR/TVOR	Runway Status - WET
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)
COMMERCIAL,CFI	Current - YES	Total - 5101
SE LAND,ME LAND	Months Since - 17	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- 35
		Instrument- 180
		Last 90 Days- 89
		Multi-Eng - 431
		Rotorcraft - 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO TREES DURING AN INSTRUMENT APPROACH AT NIGHT IN STORMY WEATHER. BOTH THE CFI, SEATED IN THE FRONT LEFT SEAT, & THE NEW OWNER OF THE ACFT, WERE FATALLY INJURED. AN IFR FLT PLAN WAS FILED & THE CFI HAD OBTAINED 2 WX BRIEFINGS PRIOR TO DEPARTURE. THE ACFT HAD JUST RECEIVED AN ANNUAL INSPECTION AS A PART OF THE SALES CONTRACT. AT 2313 BRUNSWICK FSS ADVISED JACKSONVILLE CENTER THAT N8855V WAS CLEARED FOR APPROACH & WAS INBOUND. JACKSONVILLE GAVE FSS THE MISSED APPROACH PROCEDURES. AT 2321 FSS ADVISED JACKSONVILLE THAT COMMUNICATIONS HAD BEEN LOST. INVESTIGATION REVEALED THAT ALTHOUGH THE ACFT HAD RECEIVED AN ANNUAL INSPECTION ON 03-15-83, A DISCREPANCY LIST, DATED 03-16-83, FOUND IN THE A CFT SHOWED THE #2 VOR WAS UNRELIABLE; THE DIRECTIONAL GYRO PRECESSED; THE COMPASS NEEDED TO BE CALIBRATED; THE FUEL GAUGES WERE UNRELIABLE; & THE ALTERNATOR OUTPUT WAS SUSPECT IN HIGH LOAD SITUATIONS. THE ALTIMETER, PITOT STATIC SYSTEM & TRANSPONDER HAD NOT BEEN RECERTIFIED SINCE 1978. ALSO, NO RECORD OF VOR ACCURACY CHECKS WERE FOUND DURING THE INVEST.

Brief of Accident (Continued)

File No. - 2522

3/16/83

WAVERLY,GA

A/C Reg. No. N8855V

Time (Lc1) - 2330 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND(CFI)
3. WEATHER CONDITION - THUNDERSTORM
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND(CFI)
5. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
6. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
7. WEATHER CONDITION - LIGHTNING

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

8. OBJECT - TREE(S)
9. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND(CFI)
10. ALTITUDE - BELOW - PILOT IN COMMAND(CFI)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,9,10

Factor(s) relating to this accident is/are finding(s) 1,3,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2593 8/07/83 ATLANTA,GA A/C Reg. No. N7507V Time (Lcl) - 1638 EDT

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

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

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

Make/Model - CESSNA 177RGII	Eng Make/Model - LYCOMING IO-360-A1B6P	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	FULTON COUNTY
Wind Dir/Speed- 220/015 KTS	ATC/Airspace	Runway Ident - 08R
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5796/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Lowest Ceiling - 3500 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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4057
SE LAND	Months Since - 5	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 62
		Instrument- 88
		Last 30 Days- UNK/NR
		Last 90 Days- 316

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST BEFORE ROTATION & DURING CLIMBOUT FROM RWY 26L THE ENG STARTED SURGING. THE ACFT MADE A LEFT TURN, INTO THE WIND, & THE STUDENT PLT ATTEMPTED TO LAND ON RWY 8R. THE ACFT BECAME MISALIGNED, OVERSHOT THE RWY, & MADE A HARD LANDING IN THE GRASS ABOUT 200 FT NORTH OF RWY 8R. NO ENG MALF WERE FOUND. HOWEVER, THE ACFT WAS REJECTED BY ANOTHER PLT THE DAY PRIOR TO THE ACCIDENT. THE PLT INDICATED THAT THE ACFT WAS NOT ACCELERATING PROPERLY, BUT DID NOT WRITE UP THE DISCREPANCY. A MECHANIC REPORTEDLY RAN THE ENG FOR THE OPERATOR BUT COULD NOT DUPLICATE THE PROBLEM. THERE WAS NO MENTION OF THE INCIDENT OR ANY CORRECTIVE ACTION IN THE ENG LOG OR OTHER OPERATOR MAINTENANCE RECORDS. THE ACFT WAS 62 LBS OVER MAX GROSS WEIGHT.

Brief of Accident (Continued)

File No. - 2593

8/07/83

ATLANTA,GA

A/C Reg. No. N7507V

Time (Lc1) - 1638 EDT

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

Finding(s)
1. UNDETERMINED

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

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

Finding(s)
2. PROPER ALIGNMENT - MISJUDGED - DUAL STUDENT
3. PROPER ALIGNMENT - NOT CORRECTED - PILOT IN COMMAND(CFI)
4. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #4 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. PROPER DESCENT RATE - NOT OBTAINED - DUAL STUDENT
6. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #5 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
7. LANDING GEAR,MAIN GEAR - OVERLOAD
8. LANDING GEAR,NOSE GEAR - OVERLOAD

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2429 9/05/83 PINEHURST,GA A/C Reg. No. N8715L Time (Lcl) - 1800 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 - 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 ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination	Airport Data WRIGHTS
Completeness - N/A	LOCAL	Runway Ident - 33
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2000/ 75
Wind Dir/Speed- 090/005 KTS	Type of Flight Plan - NONE	Runway Surface - DIRT
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - NONE	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 28800
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 12000
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 2000
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 300
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT ALL THREE SHOCK CORDS ON THE LEFT MAIN LANDING GEAR BROKE DURING THE LANDING ROLL ALLOWING THE GEAR TO COLLAPSE. THE ACFT VEERED OFF THE RWY & CROSSED A DRAINAGE DITCH, AT WHICH TIME ALL THREE SHOCK CORDS ON THE RIGHT MAIN LANDING GEAR BROKE. ACCORDING TO THE PLT, THE CORDS WERE FOUND TO BE ROTTED. THEY HAD BEEN INSTALLED ON THE ACFT ABOUT 2 YEARS. THE PIPER PA-25-235 INSPECTION SHEET STATES THAT THE SHOCK CORDS SHOULD BE INSPECTED FOR WEAKNESS, FRAYING & WEAK ATTACHMENTS. IT DOES NOT STATE A SPECIFIC REPLACEMENT TIME FOR THE SHOCK CORDS.

Brief of Accident (Continued)

File No. - 2429

9/05/83

PINEHURST,GA

A/C Reg. No. N8715L

Time (Lc1) - 1800 EDT

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

Finding(s)

1. LANDING GEAR,MAIN GEAR SHOCK ABSORBING STRUT - DETERIORATED
 2. LANDING GEAR,MAIN GEAR SHOCK ABSORBING STRUT - FAILURE,TOTAL
 3. LANDING GEAR,MAIN GEAR - OVERLOAD
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2576 10/30/83 BRUNSWICK,GA A/C Reg. No. N5236F Time (Lcl) - 1930 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 172F	Eng Make/Model - CONTINENTAL O-300D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ATLANTA,GA	GLYNCO JETPORT
Wind Dir/Speed- 010/010 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 6.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 8001/ 200
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - MACADAM
Lowest Ceiling - 1000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 319
SE LAND	Months Since - 10	Make/Model- 200
	Aircraft Type - UNK/NR	Instrument- 15
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED ENTERING A CLOUD LAYER ABOUT 500 FT AGL AFTER TAKEOFF. ANOTHER WITNESS OBSERVED THE ACFT'S NAVIGATIONAL LIGHTS IN A CIRCLING MOTION AS THE ACFT PLUNGED TO THE GROUND.

Brief of Accident (Continued)

File No. - 2576

10/30/83

BRUNSWICK,GA

A/C Reg. No. N5236F

Time (Lc1) - 1930 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. WEATHER CONDITION - LOW CEILING
 3. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
 5. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
 7. 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) 3,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2431 11/12/83 WADLEY,GA A/C Reg. No. N7275F Time (Lc1) - 1530 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
					0

-----Aircraft Information-----

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85-12F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SWANSBORO,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WADLEY,GA	BOBICH STRIP
Wind Dir/Speed- VARIABLE/003 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1500 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 29
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 29
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE LANDED TOO FAST ON THE GRASS STRIP, & WHEN HE ATTEMPTED TO TURN OFF THE RWY ONTO A TAXIWAY, THE ACFT GROUNDLOOPED.

Brief of Accident (Continued)

File No. - 2431

11/12/83

WADLEY, GA

A/C Reg. No. N7275F

Time (Lc1) - 1530 EST

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2463 10/22/83 KAILUA-KONA, HI A/C Reg. No. N9044Q Time (Lcl) - 0825 HST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-DESCENT	NONE	Pass 0	0	0	1

-----Aircraft Information-----

Make/Model	- ROBINSON R22	Eng Make/Model	- LYCOMING O-320-A2C	ELT Installed/Activated	- NO -N/A
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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 210/006 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>KAILUA-KONA, HI</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - DRY</p> <p>HIGH VEGETATION</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p> <p>HELICOPTER</p>	<p>Age - 49</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 16</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 328</p> <p>Make/Model- 260</p> <p>Instrument- 5</p>	<p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 8</p> <p>Rotorcraft - 276</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS TRANSPORTING A PHOTOGRAPHER FOR THE PURPOSE OF PHOTOGRAPHING A SPORTS EVENT. WHILE HOVERING AT AN UNSPECIFIED LOW ALTITUDE, THE PLT BECAME DISTRACTED AND ALLOWED THE ROTOR RPM TO DECREASE. AFTER THE LOW RPM WARNING HORN SOUNDED, THE PLT TRIED TO RECOVER, BUT REPORTEDLY, HE WAS UNABLE TO LOWER THE COLLECTIVE SUFFICIENTLY TO REGAIN CONTROL. A WITNESS REPORTED THAT THE HELICOPTER BEGAN TO SPIN SLOWLY AROUND. THE PLT APPLIED LEFT PEDAL TO PARTIALLY REDUCE A CLOCK-WISE ROTATION. THE HELICOPTER CONTINUED TO DESCEND UNTIL IT COLLIDED WITH LAVA ROCK, THEN IT ROLLED OVER. THE PLT REPORTED THERE WAS NO MECHANICAL FAILURE OR POWER LOSS.

Brief of Accident (Continued)

File No. - 2463

10/22/83

KAILUA-KONA, HI

A/C Reg. No. N9044Q

Time (Lc1) - 0825 HST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

1. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. DESCENT - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

5. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4 ROLL OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2507 12/30/83 GRIMES,IA A/C Reg. No. N9225S Time (Lcl) - 1928 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING			0	0	1
					None

-----Aircraft Information-----

Make/Model - BEECH BE-23	Eng Make/Model - LYCOMING O-360-A4G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	RIVER FALLS,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DES MOINES,IA	Runway Ident - UNK/NR
Wind Dir/Speed- 180/016 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - UNK/NR	Runway Surface - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - UNK/NR	Runway Status - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 339
SE LAND	Months Since - 15	Make/Model- 146
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A FORCED LANDING AFTER ENGINE FAILURE DURING A NIGHT X-COUNTRY. THE LANDING GEAR COLLAPSED DURING THE LANDING. THE PLT REPORTED THAT THE FUEL PRESSURE WENT TO ZERO AND THE ENGINE QUIT AS HE APPROACHED DES MOINES. ATTEMPTS TO RESTART THE ENGINE FAILED AND THE ACFT WAS LANDED IN AN OPEN FIELD. POST ACCIDENT INVESTIGATION SHOWED NO SIGNS OF FAILURE OR MALFUNCTION TO THE ACFT. THE ACFT HAD ADEQUATE FUEL ABOARD FOR CONTINUED FLT.

Brief of Accident (Continued)

File No. - 2507

12/30/83

GRIMES,IA

A/C Reg. No. N9225S

Time (Lcl) - 1928 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - STARVATION
 2. UNDETERMINED
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR,MAIN GEAR - OVERLOAD
 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) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2581 1/13/83 GLENVIEW, IL A/C Reg. No. N6347W Time (Lcl) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor None
0 0 0

1
1

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
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 - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 210/005 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VALPARISO, IN
Destination
CHICAGO, IL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 128
Make/Model- 14
Instrument- 2
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LONG FINAL APPROACH TO O'HARE INTL ARPT THE ENG QUIT AT 1,900 FT MSL. THE PLT WAS OVER A RESIDENTIAL AREA BUT FOUND A SHORT FIELD IN WHICH TO LAND. THE LEFT MAIN LANDING GEAR SEPARATED & THEN THE LEFT WING SEPARATED. THE FUEL SELECTOR WAS FOUND POSITIONED TO THE EMPTY RIGHT TANK. THE PLT STATED THE ONLY RESTART ACTION HE ATTEMPTED WAS TO MOMENTARILY DEPRESS THE STARTER BUTTON.

Brief of Accident (Continued)

File No. - 2581

1/13/83

GLENVIEW, IL

A/C Reg. No. N6347W

Time (Lc1) - 1530 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
4. FUEL TANK SELECTOR POSITION - DISREGARDED - 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

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2492 1/26/83 WEST CHICAGO, IL A/C Reg. No. N77HJ Time (Lcl) - 1545 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-TEST FLIGHT	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model - OBRYON MUSTANG II	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 030/010 KTS</p> <p>Visibility - 12.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 12000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">DUPAGE COUNTY</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 3400/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 985
SE LAND	Months Since - 6	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 7
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HOME BUILT ACFT WAS ON ITS 1ST FLT AFTER BEING CONSTRUCTED. THE TAKEOFF WAS INITIATED ON RWY 33 WITH THE WIND FROM 030 DEG AT 10 KTS. THE PLT REPORTED THAT DURING THE TAKEOFF, THE RIGHT WING LIFTED, BUT THE LEFT WING WOULD NOT COME UP. WHEN CONTROL BECAME DIFFICULT, HE ABORTED THE TAKEOFF; HOWEVER, THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY. THE LEFT WING OF THE ACFT HIT POSTS & WAS DAMAGED. AN INVESTIGATION REVEALED THAT THE TRAILING EDGE OF THE RIGHT WING HAD BEEN "WASHED DOWN" ABOUT 1 INCH DURING CONSTRUCTION. THIS PROVIDED IT WITH A CONSIDERABLY GREATER ANGLE OF ATTACK.

Brief of Accident (Continued)

File No. - 2492

1/26/83

WEST CHICAGO, IL

A/C Reg. No. N77HJ

Time (Lc1) - 1545 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WING - INCORRECT
 2. MAINTENANCE - INADEQUATE - MANUFACTURER
 3. MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) - MANUFACTURER
 4. WEATHER CONDITION - CROSSWIND
 5. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
 6. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
 7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2549 3/01/83 HARVARD,IL A/C Reg. No. N11D Time (Lcl) - 1140 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AEROBATICS	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - DODD PITTS S1S	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WONDER LAKE,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 15200
SE LAND,ME LAND	Months Since - 4	Make/Model- 12
	Aircraft Type - UNK/NR	Instrument- 65
		Multi-Eng - 15000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 185

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO AN OPEN FIELD LEAVING NO GROUND SCARS OTHER THAN THE PRINCIPAL IMPACT. ONE WITNESS SAW THE ACFT STALL AT THE TOP OF A LOOP AND GO INTO A SPIN (TAIL-DOWN). HE STATED THE ACFT ROTATED 6-8 TIMES PRIOR TO IMPACT WITH THE ENGINE RUNNING. THE ACFT OWNER STATED THAT "IF THE PLANE GOES INTO A VERY FLAT SPIN INVERTED, THE ONLY WAY OUT IS TO CUT THE POWER."

Brief of Accident (Continued)

File No. - 2549

3/01/83

HARVARD,IL

A/C Reg. No. N11D

Time (Lcl) - 1140 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
 4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2403 7/30/83 EAST ST LOUIS,IL A/C Reg. No. N6032K Time (Lcl) - 0930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	0	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	2
Accident Occurred During - TAKEOFF		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	BI-STATE PARKS
Wind Dir/Speed- 260/006 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2799/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1100
SE LAND,ME LAND	Months Since - 21	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 50
		Last 90 Days- 150
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI NOTICED THE ACFT WAS NOT CLIMBING & THE AIRSPEED WAS NOT INCREASING. HE TOOK CONTROL OF THE ACFT & LANDED IN A BEAN FIELD. HE LATER STATED THAT THE FLAPS WERE NOT RETRACTED BY THE STUDENT AFTER TAKEOFF.

Brief of Accident (Continued)

File No. - 2403

7/30/83

EAST ST LOUIS,IL

A/C Reg. No. N6032K

Time (Lcl) - 0930 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. RAISING OF FLAPS - NOT PERFORMED - DUAL STUDENT
 2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2477 8/07/83 WHEELING,IL A/C Reg. No. N35083 Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	NONE					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During -STANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 177B	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	UNK/NR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	UNK/NR	PAL-WAUKEE
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 2.000 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
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,CFI	Current - UNK/NR	Total - 656
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 11
		Instrument- 96
		Last 30 Days- UNK/NR
		Last 90 Days- 16
		Multi-Eng - 38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS UNABLE TO START THE ENG USING NORMAL PROCEDURES. HE OBTAINED THE USE OF AN APU & STILL COULD NOT MAKE AN ELECTRICAL START. HE STATED THAT HE TURNED THE MAGNETO & MASTER SWITCHES OFF & ROTATED THE PROPELLER (PROP) BACKWARDS 1/2 TURN (TO CHECK FOR BINDING) BUT NO BINDING WAS NOTED. ANOTHER APU START WAS ATTEMPTED, BUT TO NO AVAIL. ACCORDING TO THE PLT, HE TURNED THE MAGNETO & MASTER SWITCHES OFF AGAIN & INTENDED TO TURN THE PROP FORWARD ABOUT 5 DEG. HE STATED THAT "UPON TOUCHING THE PROP, ENG FIRED & PROP HIT RIGHT ARM CAUSING COMPOUND, MULTIPLE FRACTURE." THE LINE CHIEF STATED THAT HE & THE PLT VERIFIED THAT THE SWITCHES WERE IN THE OFF POSITION. HOWEVER, LATER, WHEN THE IGNITION SYS WAS CHECKED, NO DISCREPANCIES WERE FOUND. ALSO, AN AD HAD BEEN COMPLIED WITH TO PREVENT IGNITION WHEN THE SWITCH WAS IN THE OFF POSITION. ADDITIONALLY, THE STARTER WAS FOUND TO HAVE FAILED (BURNED OUT).

Brief of Accident (Continued)

File No. - 2477

8/07/83

WHEELING, IL

A/C Reg. No. N35083

Time (Lc1) - 0900 CDT

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. ENGINE ACCESSORIES, ENGINE STARTER - INOPERATIVE
2. UNSAFE/HAZARDOUS CONDITION - INATTENTIVE - 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. - 2402 8/15/83 BLUE ISLAND, IL A/C Reg. No. N2527N Time (Lcl) - 1145 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During - TAKEOFF			0	0	0	1
						4

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	HOWELL
Wind Dir/Speed- 200/008 KTS	ATC/Airspace	Runway Ident - 18R
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2577/ 30
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 177
SE LAND	Months Since - 16	Make/Model- 6
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 7
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT RAN OFF SIDE OF RWY & THE LEFT WING COLLIDED WITH CORN STALKS CAUSING THE ACFT TO SPIN 180 DEG.

Brief of Accident (Continued)

File No. - 2402

8/15/83

BLUE ISLAND,IL

A/C Reg. No. N2527N

Time (Lc1) - 1145 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. TERRAIN CONDITION - CROP

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2401 8/17/83 JOLIET, IL A/C Reg. No. N1388S Time (Lcl) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/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- 225/008 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAVANNA, IL
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

JOLIET PARK DISTRICT
Runway Ident - 30
Runway Lth/Wid - 2970/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 47
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	266	Last 24 Hrs	-	4
Make/Model-	17		Last 30 Days-	UNK/NR	
Instrument-	14		Last 90 Days-	5	

Instrument Rating(s) - NONE

-----Narrative-----

ACFT LANDED LONG & RAN OFF THE END OF THE RWY. THE LEFT TIRE BLEW PRIOR TO DEPARTING THE RWY, & AFTER DEPARTING THE RWY THE ACFT COLLIDED WITH AN ARPT WARNING SIGN. A 3,452 FT TURF RWY, 4/22, WAS AVAILABLE.

Brief of Accident (Continued)

File No. - 2401

8/17/83

JOLIET, IL

A/C Reg. No. N1388S

Time (Lc1) - 1630 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
 4. GO-AROUND - NOT SELECTED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2589 10/01/83 EAST PEORIA, IL A/C Reg. No. N2347E Time (Lcl) - 1815 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			0	0	0
					1
					1

-----Aircraft Information-----

Make/Model - 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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	GRIMM
Wind Dir/Speed- 240/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1926/ 70
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	Runway Status - UNK/NR
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 332
SE LAND	Months Since - 24	Make/Model- 76
	Aircraft Type - UNK/NR	Instrument- 34
		Multi-Eng - 14
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 42

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 10 FT AGL A 300-400 RPM DECREASE IN POWER OCCURRED. THE PLT ELECTED TO LAND STRAIGHT AHEAD INTO A CUT BEAN FIELD. HE TOUCHED DOWN ABOUT 400 FT FROM THE END OF THE RWY, TRAVELED ABOUT 500 FT FURTHER WHERE A LARGE RUT WAS STRUCK. ABOUT 10 FLT HOURS BEFORE THE ACCIDENT A TIMING ADJUSTMENT HAD BEEN MADE TO THE ENG.

Brief of Accident (Continued)

File No. - 2589

10/01/83

EAST PEORIA,IL

A/C Reg. No. N2347E

Time (Lc1) - 1815 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED
 2. MAINTENANCE,ADJUSTMENT - PERFORMED - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Occurrence #4 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2478 8/04/83 LIGONIER,IN A/C Reg. No. N330D Time (Lcl) - 1630 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540-K1G5
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 - ACFT RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 260/014 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 3300 FT
Lowest Ceiling - 3300 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NAPPANEE,IN
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

LIGONIER
Runway Ident - UNK/NR
Runway Lth/Wid - 2640/ 200
Runway Surface - GRASS/TURF
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1168	Last 24 Hrs	- UNK/NR
Make/Model-	755	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	38
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORT THAT WHEN HE LANDED ON A WET, GRASS RWY, THE ACFT SLID OFF THE WET SOD & HIT A DITCH WHILE ON THE LANDING ROLL. NO MECHANICAL MALFUNCTIONS WERE REPORTED.

Brief of Accident (Continued)

File No. - 2478

8/04/83

LIGONIER,IN

A/C Reg. No. N330D

Time (Lc1) - 1630 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2476 8/13/83 FRANKFORT, IN A/C Reg. No. N68668 Time (Lcl) - 1250 EST

-----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	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-J	ELT Installed/Activated - NO -N/A
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 - 225 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	FRANKFORT MUNI
Wind Dir/Speed- 045/005 KTS	ATC/Airspace	Runway Ident - 03
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 - GRASS/TURF
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 - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 347
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 21
		Instrument- 33
		Multi-Eng - 11
		Last 30 Days- UNK/NR
		Last 90 Days- 103

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLT WAS TO TRANSPORT 3 STUDENT PARACHUTE JUMPERS. AFTER THE JUMPERS EGRESSSED, THE PLT & JUMPMASER RETURNED TO THE ARPT. DURING THE LANDING, THE ACFT HIT A RIDGE ON THE GRASS RWY & BOUNCED IN THE AIR. THE ACFT THEN TOUCHED DOWN IN A CRAB, SLID SIDWAYS & THE LEFT MAIN GEAR COLLAPSED. ACCORDING TO THE PLT, THE WIND WAS FROM THE NORTHEAST AT 5 GUSTING 10 KTS.

Brief of Accident (Continued)

File No. - 2476

8/13/83

FRANKFORT, IN

A/C Reg. No. N68668

Time (Lc1) - 1250 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
3. LIFT-OFF - INADVERTENT - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - INITIATED - 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) 5

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2555 5/29/83 WICHITA,KS A/C Reg. No. N9284L Time (Lcl) - 2152 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 - GULFSTREAM AMERICAN AA1A	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1465	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	OLATHE,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WICHITA,KS	COL. JAMES JABARA
Wind Dir/Speed- 010/005 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE	STRAIGHT-IN	
Precipitation - NONE	FORCED LANDING	
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 107
SE LAND	Months Since - 10	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 107
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO THE FLT TO WICHITA, THE PLT RECEIVED A LOCAL NIGHT CHECKOUT WITH A CFI AT OLATHE. THE FLT THEN DEPARTED OLTHE A 2030. AS THE PLT BEGAN HIS DESCENT FOR A LANDING AT WITCHITA MID-CONTINENT ARPT THE ENG QUIT. HE WAS GIVEN A VECTOR TO COL. JAMES JABARA ARPT. WHEN IT APPEARED HE WOULD NOT REACH Rwy 2 THE PLT SELECTED A ROAD FOR THE FORCED LANDING. THE ACFT STALLED & LANDED HARD ON THE ROAD AS THE PLT ATTEMPTED TO LAND BETWEEN MOTOR VEHICLES. THE LEFT FUEL TANK WAS FOUND EMPTY & DISPLAYED NO EVIDENCE OF LEAKAGE. THE RIGHT TANK WAS RUPTURED & LEAKING FUEL. THE LEFT FUEL TANK WAS SELECTED WHEN THE ENG WAS INITIALLY STARTED & USED CONTINUOUSLY THROUGHOUT THE FLTS. THE PLT STATED HE DID NOT ATTEMPT TO RESTART THE ENG AFTER IT QUIT.

Brief of Accident (Continued)

File No. - 2555

5/29/83

WICHITA,KS

A/C Reg. No. N9284L

Time (Lc1) - 2152 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
 3. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LIGHT CONDITION - NIGHT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2508 9/24/83 OBERLIN,KS A/C Reg. No. N797CC Time (Lcl) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation	-PERSONAL	Fire	Crew	0	Serious	0	Minor
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	None
Accident Occurred During	-LANDING						1
							0

-----Aircraft Information-----

Make/Model	- BEECH A36	Eng Make/Model	- CONTINENTAL IO-520-BA	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 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	OFF AIRPORT/STRIP
Method	- N/A	OBERLIN,KS	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	OBERLIN MUNI
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- N/A
Condition of Light	- DAYLIGHT		

FORCED LANDING

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - NO	Total	- 96
SE LAND	Months Since - UNK/NR	Make/Model	- 96
	Aircraft Type - UNK/NR	Instrument	- 3
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE WAS FLYING NEAR HIS RELATIVES' HOUSE WHEN HE SWITCHED FUEL TANKS AND THE ENG BEGAN RUNNING ROUGH. THE PLT SUSPECTED THE MAGNETOS SINCE THEY HAD RECENTLY BEEN SERVICED. THE PLT SWITCHED FUEL TANKS AGAIN WITH THE BOOST PUMPS ON AND THE ENGINE BEGAN RUNNING SMOOTHLY. HE DECIDED TO MAKE A PRECAUTIONARY LANDING TO CHECK THE MAGS ON THE GROUND. DURING THE OPEN FIELD LANDING THE MAIN GEAR CAUGHT IN A RUT AND COLLAPSED. THE ACFT ALSO HIT A FENCEPOST DURING THE ATTEMPT TO TURN AND STOP.

Brief of Accident (Continued)

File No. - 2508

9/24/83

OBERLIN,KS

A/C Reg. No. N797CC

Time (Lcl) - 1730 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR,MAIN GEAR - OVERLOAD
-

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2527 12/26/83 OLATHE,KS A/C Reg. No. N2123R 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 -STANDING

Aircraft Damage

NONE

Fire

NONE

Fatal

0

Crew

0

Pass

Injuries

Serious

1

Minor

0

None

0

1

0

-----Aircraft Information-----

Make/Model - CESSNA 182G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 180/012 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 25000 FT OVERCAST
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 - NONE
Type of Clearance - UNK/NR
Type Apch/Lndg - UNK/NR

Airport Proximity

UNK/NR

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 400
Make/Model- 400
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 20
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS STRUCK ON THE LEG BY THE ACFT PROPELLER AS HE PULLED THE PROPELLER THROUGH DURING PREFLIGHT. THE ENG HAD BEEN PREHEATED IN AN ENCLOSED HANGER DUE TO THE FRIGID TEMPERATURES. THE PLT STATED HE PRIMED THE ENGINE AND PUT THE KEY IN THE IGNITION PRIOR TO THE PULL THROUGH OF THE PROPELLER. THE PLTS SON, HELPING HIM, ALSO RECIVED A BRUISED ARM FROM BEING HIT BY THE PROPELLER.

Brief of Accident (Continued)

File No. - 2527

12/26/83

OLATHE,KS

A/C Reg. No. N2123R

Time (Lc1) - 1330 CST

Occurrence PROPELLER/ROTOR CONTACT

Phase of Operation STANDING - PRE-FLIGHT

Finding(s)

1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2427 9/13/83 LOUISVILLE, KY A/C Reg. No. N5360G Time (Lcl) - 2048 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation	-BUSINESS	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- BEECH D45(T-34)	Eng Make/Model	- CONTINENTAL O-470-4	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2750	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 220 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point	ON AIRPORT	
Method	- UNK/NR	BARDSTOWN, KY		
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	BOWMAN FIELD	
Wind Dir/Speed	- 360/003 KTS		Runway Ident	- 01
Visibility	- 7.0 SM	ATC/Airspace	Runway Lth/Wid	- 3677/ 100
Lowest Sky/Clouds	-	Type of Flight Plan	Runway Surface	- CONCRETE
Lowest Ceiling	- 10000 FT BROKEN	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- NIGHT(DARK)			

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 1276
SE LAND	Months Since - 4	Make/Model	- 48
	Aircraft Type - UNK/NR	Instrument	- 0
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 25

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 5 MI OUT, TOWER APPROVED A STRAIGHT-IN FOR RWY 1. AFTER THE PLT EXTENDED THE LANDING GEAR, THE TOWER THEN SUGGESTED RWY 6. THE PLT RETRACTED THE GEAR & BEGAN TO SET UP FOR RWY 6. HOWEVER, SINCE ANOTHER ACFT WAS BEGINNING TO SET UP FOR RWY 19, THE PLT DECIDED TO LAND ON RWY 1. THE PLT STATED HE SIMPLY FORGOT TO RELOWER THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 2427

9/13/83

LOUISVILLE, KY

A/C Reg. No. N5360G

Time (Lc1) - 2048 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. GEAR EXTENSION - INADVERTENT - PILOT IN COMMAND
 3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2432 10/15/83 BARDSTOWN,KY A/C Reg. No. N4006X Time (Lcl) - 1055 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	2	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - AERO COMMANDER 100-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A2F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/004 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - WET
HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	1072	Last 24 Hrs	-	3
Make/Model	-	189	Last 30 Days	-	UNK/NR
Instrument	-	77	Last 90 Days	-	187
Multi-Eng	-	19			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI STATED THAT THE STUDENT PREFLIGHTED THE ACFT. THEY CLIMBED TO 3,000 FT & WERE PRACTICING BASIC INSTRUMENT MANEUVERS WHEN A POWER LOSS OCCURRED. AFTER MANEUVERING TO CLEAR OBSTRUCTIONS, THEN S-TURNING TO DISSIPATE ALTITUDE, THE CFI STALLED THE ACFT ABOUT 15 FT AGL & SHORT OF THE INTENDED FIELD. AFTER THE ACCIDENT THE CFI COLLECTED NEARLY A QUART OF WATER FROM THE LEFT FUEL TANK. THE CFI STATED THAT THE ACFT HAD A HISTORY OF COLLECTING WATER IN THE (USUALLY LEFT) FUEL TANK. THE ACFT WAS LAST REFUELED ABOUT 1 WEEK BEFORE THE ACCIDENT, & HAD BEEN OUTSIDE EXPOSED TO SEVERAL INCHES OF RAIN IN THE INTERIM. DESPITE THE HISTORY OF WATER-IN-FUEL PROBLEMS WITH THE ACFT, THE CFI DID NOT CHECK THE TANKS FOR WATER AFTER THE HEAVY RAIN. THE ACFT'S TYPE-CERTIFICATE HOLDER REPORTED THAT THE TOP OF THE FILLER NECK, WHICH IS ABOVE THE WING SURFACE, SHOULD PRECLUDE FLUID IN THE SCUPPER FROM ENTERING THE FILLER NECK. THE BOTTOM OF THE FILLER NECK, HOWEVER, IS ATTACHED TO THE FUEL TANK TOP BY 6 BOLTS & SEALED WITH A GASKET AT THE ATTACHMENT POINT.

Brief of Accident (Continued)

File No. - 2432

10/15/83

BARDSTOWN, KY

A/C Reg. No. N4006X

Time (Lcl) - 1055 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - DUAL STUDENT
2. FLUID, FUEL - WATER
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. PLANNED APPROACH - POOR - PILOT IN COMMAND(CFI)
6. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND(CFI)
7. STALL - INADVERTENT - PILOT IN COMMAND(CFI)

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) 2,3,6

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2430 10/16/83 ALBANY, KY

A/C Reg. No. N2949H

Time (Lcl) - 1000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 220/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BOWLING GREEN, KY
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

SPRING CREEK
Runway Ident - 17
Runway Lth/Wid - 2300/ 52
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- UNK/NR
Last 24 Hrs	- UNK/NR
Last 30 Days	- UNK/NR
Last 90 Days	- UNK/NR
Rotorcraft	- UNK/NR

Make/Model- 415
Instrument- 12
Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT JUST PRIOR TO TOUCHDOWN THE ACFT ENCOUNTERED AN UPDRAFT WHICH LIFTED THE ACFT FROM 2 OR 3 FT ABOVE THE RWY TO ABOUT 20 FT WHERE THE ACFT STALLED & FELL TO THE RWY. A WITNESS STATED THAT THE ACFT WAS 40 FT ABOVE THE RWY BEFORE IT DROPPED.

Brief of Accident (Continued)

File No. - 2430

10/16/83

ALBANY, KY

A/C Reg. No. N2949H

Time (Lc1) - 1000 EDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. STALL - 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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2541 10/28/83 LITTLETON, MA A/C Reg. No. N6586V Time (Lcl) - 1535 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Injuries				
Fatal	Serious	Minor	None	
2	0	0	0	
0	0	0	0	

-----Aircraft Information-----

Make/Model - BELLANCA 17-31 ATC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3325
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-K1E5
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- 220/015 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

Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND, ME LAND
GLIDER

Age - 58
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4510
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-----

GROUND WITNESSES OBSERVED THE RIGHT WING SEPARATE IN FLIGHT, THE ACFT BANK SHARPLY TO THE RIGHT ENTERED A SPIRAL DIVE AND CRASHED INTO A WOODED LOT IN A RESIDENTIAL AREA. INVESTIGATION REVEALED THAT THE RIGHT WING SEPARATION OCCURRED WHEN THE FRONT SPAR LOWER WING ATTACH FITTING PULLED FREE OF THE WING SPAR. THE FAILURE WAS THE RESULT OF WOOD DETERIORATION IN THE LOWER ROOT END SECTION OF THE RIGHT WING FRONT SPAR.

Brief of Accident (Continued)

File No. - 2541

10/28/83

LITTLETON, MA

A/C Reg. No. N6586V

Time (Lc1) - 1535 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WING, SPAR - DETERIORATED
 2. WING, SPAR - SEPARATION
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2493 11/13/83 FITCHBURG,MA A/C Reg. No. N26445 Time (Lcl) - 1620 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	1	2	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91

Fire NONE
Crew 0
Pass 0

Accident Occurred During -DESCENT - EMERGENCY

-----Aircraft Information-----

Make/Model - GRUMMAN AA-5A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2000
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 320/007 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
STOW,MA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - MILITARY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FITCHBURG
Runway Ident - 32
Runway Lth/Wid - 4500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE

Age - 36
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 93
Make/Model- 92
Instrument- 1
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 47
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT'S ENGINE LOST POWER ON TAKEOFF AND THE PILOT ELECTED TO MAKE AN EMERGENCY LANDING IN A RESIDENTIAL AREA. THE PILOT MANEUVERED THE AIRCRAFT BETWEEN TWO HOMES AND CRASHED INTO A TREE. THE AIRCRAFT ROLLED TO THE LEFT AND FELL TO THE GROUND. EXAMINATION OF THE ENGINE DID NOT DISCLOSE ANY MALFUNCTIONS; HOWEVER, THE SWAGE FOR THE CONDUIT IN THE VERNIER THROTTLE CONTROL DID NOT HOLD THE CONDUIT IN PLACE. THE THROTTLE HAD BEEN INSTALLED IN THE AIRCRAFT APPROX 12 HOURS PRIOR TO THE ACCIDENT. THE CONTROL WAS NOT APPROVED FOR INSTALLATION BY THE FAA.

Brief of Accident (Continued)

File No. - 2493

11/13/83

FITCHBURG,MA

A/C Reg. No. N26445

Time (Lc1) - 1620 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. THROTTLE/POWER LEVER,CABLE - FAILURE,PARTIAL
 2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 4. OBJECT - TREE(S)
 5. TERRAIN CONDITION - GROUND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2428 7/14/83 BRANDYWINE, MD A/C Reg. No. N582H Time (Lcl) - 1415 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - ENSTROM F28C
Landing Gear - SKID
Max Gross Wt - 2350
No. of Seats - 2

Eng Make/Model - LYCOMING HIO-360-E1AD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 205 HP

ELT Installed/Activated - UNK/NR
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 - 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
WALDORF, MD
Destination
CLINTON, MD

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 2037	Last 24 Hrs	- UNK/NR
Make/Model	- 37	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- 1000	Rotorcraft	- 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

IN LEVEL CRUISE FLT THE PLT EXPERIENCED A SEVERE VIBRATION FOLLOWED BY UNCONTROLLABLE ROTATION TO THE RIGHT. THE PLT WAS UNABLE TO REGAIN DIRECTIONAL CONTROL & CRASHED INTO TREES. INVESTIGATION REVEALED THAT THE REAR T/R DRIVE COUPLING, PN28-13609, HAD FAILED FROM EXCESSIVE WEAR DUE TO INADEQUATE LUBRICATION. SERVICE BULLETIN 0065, DATED 8/19/83, WAS ISSUED DIRECTING INSPECTION OF THE COUPLING BEFORE THE NEXT FLT. AD83-18-04, AMENDMENT 39-4721, WAS ALSO ISSUED TO PRECLUDE FURTHER FAILURES.

Brief of Accident (Continued)

File No. - 2428

7/14/83

BRANDYWINE, MD

A/C Reg. No. N582H

Time (Lcl) - 1415 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - FAILURE, TOTAL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2558 11/18/83 MIDDLE RIVER, MD A/C Reg. No. N64816 Time (Lc1) - 1523 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	2
Accident Occurred During	-HOVER	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - BELL 47-G	Eng Make/Model - FRANKLIN 6V	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - PATWAS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 230/008 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">GLENN L. MARTIN STATE</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL,CFI</p> <p style="padding-left: 20px;">SE LAND,ME LAND</p> <p style="padding-left: 20px;">HELICOPTER</p>	<p>Age - 46</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 2</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 3942</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 200</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 134</td> <td>Last 90 Days- 89</td> </tr> <tr> <td>Multi-Eng - 68</td> <td>Rotorcraft - 2791</td> </tr> </table>	Total - 3942	Last 24 Hrs - UNK/NR	Make/Model- 200	Last 30 Days- UNK/NR	Instrument- 134	Last 90 Days- 89	Multi-Eng - 68	Rotorcraft - 2791
Total - 3942	Last 24 Hrs - UNK/NR									
Make/Model- 200	Last 30 Days- UNK/NR									
Instrument- 134	Last 90 Days- 89									
Multi-Eng - 68	Rotorcraft - 2791									

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

WHILE PRACTICING HOVERING ABOUT 2 FT AGL THE STUDENT ALLOWED THE HELICOPTER TO START DRIFTING AFT & RIGHT. THE RIGHT SKID HEEL CONTACTED THE GROUND & THE HELICOPTER ROLL ONTO ITS RIGHT SIDE.

Brief of Accident (Continued)

File No. - 2558

11/18/83

MIDDLE RIVER, MD

A/C Reg. No. N64816

Time (Lc1) - 1523 EST

Occurrence ROLL OVER
Phase of Operation HOVER

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - 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. - 2426 7/11/83 ABBOT VILLAGE, ME A/C Reg. No. N42847 Time (Lc1) - 1900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER J3C-65S
Landing Gear - FLOAT
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 210/006 KTS
Visibility - 15.0 SM

Lowest Sky/Clouds -
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, SE SEA

Age - 40

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	- 625	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 WAS OBSERVED TO DEPART A POND TO THE SOUTH & CLIMB OVER TREES WHEN THE ENG LOST POWER. THE ACFT STARTED A RIGHT BANK AS IF TO RETURN TO THE POND & STALLED INTO THE TREES. ONE WITNESS HEARD THE ENG RESTART JUST BEFORE THE CRASH. THE LAST ANNUAL RECORDED IN THE ACFT'S LOGBOOK WAS ON 6/6/82. ANALYSIS OF A FUEL SAMPLE SHOWED THAT THE FUEL MORE CLOSELY RESEMBLED AUTOMOTIVE GASOLINE THAN AVGAS. THE SAMPLE ALSO SHOWED AN EXISTENT GUM OF 91.5 MG/100ML WHICH WAS OILY IN NATURE. 10 MG/100ML IS THE SPECIFICATION LIMIT.

Brief of Accident (Continued)

File No. - 2426

7/11/83

ABBOT VILLAGE, ME

A/C Reg. No. N42847

Time (Lcl) - 1900 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED - PILOT IN COMMAND
2. FLUID, FUEL GRADE - IMPROPER
3. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2404 6/22/83 KALAMAZOO, MI A/C Reg. No. N801RB Time (Lc1) - 1056 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage

MINOR

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

-----Aircraft Information-----

Make/Model - BOEING A75
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2717
No. of Seats - 2

Eng Make/Model - LYCOMING R-680-17
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 140/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

KALAMAZOO MUNI.
Runway Ident - 17
Runway Lth/Wid - 6500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2460 Last 24 Hrs - 1
Make/Model- 448 Last 30 Days- UNK/NR
Instrument- 11 Last 90 Days- 153

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCREW OF A CESSNA 152, N93407, LANDED ON RWY 17 & TURNED OFF ON TAXIWAY E. THEY WERE INSTRUCTED TO HOLD SHORT OF RWY 23 & THEY COMPLIED. SHORTLY AFTER THE CESSNA LANDED, THE PLT OF A BOEING A75 STEARMAN, N801RB, ALSO LANDED ON RWY 17 & TURNED OFF ON THE SAME TAXIWAY. THE A75 PLT WAS ALSO TOLD TO HOLD SHORT OF RWY 23. THE A75 PLT STATED THAT AFTER HE TURNED OFF ON TAXIWAY E, HE STARTED S-TURNING ON THE TAXIWAY WHEN THE A75 COLLIDED WITH THE CESSNA 152. THE PLT OF THE TAIL WHEEL EQUIPPED A75 DID NOT SEE THE CESSNA PRIOR TO THE COLLISION.

Brief of Accident (Continued)

File No. - 2404

6/22/83

KALAMAZOO,MI

A/C Reg. No. N801RB

Time (Lc1) - 1056 EDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - AIRCRAFT PARKED

2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

-----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. - 2404 6/22/83 KALAMAZOO,MI A/C Reg. No. N93407 Time (Lcl) - 1056 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	2
Pass	0	0	0	0	0

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 141
Accident Occurred During -STANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed - 140/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

KALAMAZOO
Runway Ident - 17
Runway Lth/Wid - 6500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 7100 Last 24 Hrs - 5
Make/Model- 200 Last 30 Days- UNK/NR
Instrument- 40 Last 90 Days- 175
Multi-Eng - 2500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCREW OF A CESSNA 152, N93407, LANDED ON RWY 17 & TURNED OFF ON TAXIWAY E. THEY WERE INSTRUCTED TO HOLD SHORT OF RWY 23 & THEY COMPLIED. SHORTLY AFTER THE CESSNA LANDED, THE PLT OF A BOEING A75 STEARMAN, N801RB, ALSO LANDED ON RWY 17 & TURNED OFF ON THE SAME TAXIWAY. THE A75 PLT WAS ALSO TOLD TO HOLD SHORT OF RWY 23. THE A75 PLT STATED THAT AFTER HE TURNED OFF ON TAXIWAY E, HE STARTED S-TURING ON THE TAXIWAY WHEN THE A75 COLLIDED WITH THE CESSNA 152. THE PLT OF THE TAIL WHEEL EQUIPPED A75 DID NOT SEE THE CESSNA PRIOR TO THE COLLISION.

Brief of Accident (Continued)

File No. - 2404

6/22/83

KALAMAZOO, MI

A/C Reg. No. N93407

Time (Lc1) - 1056 EDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND

2. 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) 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. - 2592 8/28/83 PORT HURON, MI A/C Reg. No. N3944C Time (Lcl) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
1
0

None
0
0

-----Aircraft Information-----

Make/Model - CARTER MONNETT-MONI
Landing Gear - UNK/NR
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - KFM 107
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 25 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- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ST. CLAIR INTERNATIONAL
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 34
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total - 42 Last 24 Hrs - UNK/NR
Make/Model- 5 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TURNING CROSSWIND AFTER TAKEOFF THE ENG QUIT. THE PLT WAS UNABLE TO RESTART THE ENG & THE ACFT COLLIDED WITH TREES. THE PLT STATED THE ACFT'S IGNITION SYSTEM WAS THE CAUSE OF THE ENG FAILURE.

Brief of Accident (Continued)

File No. - 2592

8/28/83

PORT HURON, MI

A/C Reg. No. N3944C

Time (Lcl) - 1600 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. IGNITION SYSTEM - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2591 8/30/83 CASSOPOLIS, MI A/C Reg. No. N88AX Time (Lc1) - 1045 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	1	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH 58P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6240
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-WB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 325 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KALAMAZOO, MI
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
UNK/NR

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, ATP, CFI
SE LAND, ME LAND

Age - 59
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 6385 Last 24 Hrs - 2
Make/Model- 425 Last 30 Days- 38
Instrument- 175 Last 90 Days- 63
Multi-Eng - 1292

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT ENTERED A FLAT SPIN WHILE PRACTICING VMC MANEUVERS. THE RIGHT FUEL VALVE WAS IN THE OFF POSITION.

Brief of Accident (Continued)

File No. - 2591

8/30/83

CASSOPOLIS,MI

A/C Reg. No. N88AX

Time (Lc1) - 1045 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2524 11/06/83 DECATUR, MI A/C Reg. No. N5528L Time (Lcl) - 1845 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
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152 II
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1675
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 118 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELETYPE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - .500 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 200 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
WAUKEGAN, IL
Destination
WAYLAND, MI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 239	Last 24 Hrs	- 2
Make/Model-	193	Last 30 Days-	4
Instrument-	0	Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT IMPACTED TREES AND THE GROUND DURING A NIGHT X-COUNTRY IN DETEROTIATED WEATHER ABOUT 3/4 OF A MI SSW OF KEELER, MI, VOR. WITNESSES HEARD THE ACFT CIRCLING AT LOW ALT BUT DID SEE THE ACFT DUE TO CLOUDS, DRIZZLE AND FOG. THE SOUND OF THE ENG WAS CONTINUOUS UNTIL CRACKING TREES AND AN EXPLOSION WERE HEARD. THE PLTS LOG SHOWED HE HAD NO NIGHT FLYING EXPERIENCE OR INST FLIGHT TIME AND ONLY 4.3 HOURS OF INST HOOD TIME LOGED IN NOV, 1980. THE PLT HAD RECEIVED A WEATHER BRIEFING BUT HAD NOT FILED A FLT PLAN OR MADE ANY RADIO CALLS WHILE ENROUTE.

Brief of Accident (Continued)

File No. - 2524

11/06/83

DECATUR,MI

A/C Reg. No. N5528L

Time (Lc1) - 1845 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

7. SPIRAL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2588 12/17/83 HARBOR SPRINGS,MI A/C Reg. No. N7557Q Time (Lcl) - 1715 EST

-----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 -TAKEOFF

Fire Crew Pass
NONE 0 0

-----Aircraft Information-----

Make/Model - CESSNA 421
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6800
No. of Seats - 8

Eng Make/Model - CONTINENTAL GTS10-520-H
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 375 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 330/008 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds -
Lowest Ceiling - 2500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - SNOW SHOWER
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LANSING,MI

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

HARBOR SPRINGS
Runway Ident - 28
Runway Lth/Wid - 3915/ 60
Runway Surface - ASPHALT
Runway Status - ICE COVERED
SNOW - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND
HELICOPTER

Age - 31

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT AN OVERBOOST OCCURRED ON THE RIGHT ENG DURING THE TAKEOFF ROLL. HE PULLED OFF POWER ON BOTH ENGS BUT THE ACFT SLID OFF THE RWY INTO A SNOWBANK.

Brief of Accident (Continued)

File No. - 2588

12/17/83

HARBOR SPRINGS, MI

A/C Reg. No. N7557Q

Time (Lc1) - 1715 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF

Finding(s)

1. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

6. TERRAIN CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2568 6/01/83 ST LOUIS,MO A/C Reg. No. N36600 Time (Lc1) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - AERONCA 65CA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1150
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-7
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/004 KTS
Visibility - 15.0 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
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

ARROWHEAD
Runway Ident - 20
Runway Lth/Wid - 2715/ 49
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 113 Last 24 Hrs - 1
Make/Model- 43 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING HIS 4TH FULL STOP LANDING THE ACFT VEERED LEFT OFF THE RWY INTO A FLOODED AREA & NOSED OVER.

Brief of Accident (Continued)

File No. - 2568

6/01/83

ST LOUIS, MO

A/C Reg. No. N36600

Time (Lcl) - 1400 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

Occurrence #2 NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - WET
4. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 2540 6/10/83 GRAIN VALLEY, MO A/C Reg. No. N82YL Time (Lcl) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - QUICKIE Q2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - UNKNOWN UNKNOWN
Number Engines - 1
Engine Type - UNK/NR
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KANSAS CITY, MO
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

EAST KANSAS CITY
Runway Ident - 09
Runway Lth/Wid - 3800/ 45
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 46
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3863
Make/Model- 23
Instrument- 385
Multi-Eng - 420
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RAN OFF THE RIGHT SIDE OF THE RWY AND NOSED OVER DURING LANDING. THE PLT STATED THAT AFTER A WHEEL LANDING HE LOWERED THE TAIL WHEEL TO THE RWY AND APPLIED THE HAND BRAKE LEVER. THE RIGHT BRAKE GRABBED AND THE ACFT TURNED RIGHT, ROLLING AND SKIDDING OFF THE RWY AND NOSED OVER. INVESTIGATION REVEALED EVIDENCE OF SKIDMARKS FROM THE RIGHT TIRE ON THE RWY WHERE THE ACFT DEPARTED THE RWY. AN INSPECTION OF THE BRAKE ASSEMBLY BY AN FAA AIRWORTHINESS INSPECTOR DID NOT SHOW ANY EVIDENCE OF A FAILURE OF MALFUNCTION IN THE BRAKE SYSTEM.

Brief of Accident (Continued)

File No. - 2540

6/10/83

GRAIN VALLEY, MO

A/C Reg. No. N82YL

Time (Lc1) - 1000 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - ASYMMETRICAL
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2570 9/27/83 KANSAS CITY,MO A/C Reg. No. N21662 Time (Lcl) - 1715 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAXI			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	MANHATTAN,KS	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	KANSAS CITY INTERNATIONAL
Wind Dir/Speed- 170/009 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 12.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 400
SE LAND,ME LAND	Months Since - 5	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 100
		Instrument- 43
		Multi-Eng - 115
		Last 30 Days- UNK/NR
		Last 90 Days- 27

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING OFF TEMPORARY RWY 22 THE PLT PREMATURELY TAXIED INTO THE TAXIWAY LEADING TO THE AIR CARGO RAMP. IN AN EFFORT TO REACH THE GENERAL AVIATION RAMP HE TURNED ONTO A VEHICLE ACCESS ROAD & THE LEFT WING STRUCK A VEHICULAR TRAFFIC WARNING SIGN.

Brief of Accident (Continued)

File No. - 2570

9/27/83

KANSAS CITY, MO

A/C Reg. No. N21662

Time (Lc1) - 1715 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2569 9/29/83 WARRENSBURG,MO A/C Reg. No. N7776S Time (Lcl) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	NONE	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	1	0	0

-----Aircraft Information-----

Make/Model	- SCHWEIZER SGS-2-33A	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 1040	Engine Type	- N/A		
No. of Seats	- 2	Rated Power	- N/A		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">SKYHAVEN</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2000 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
--	--	--

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2000
SE LAND	Months Since - 6	Make/Model- 7
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 7
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER LANDED SHORT OF THE RWY HITTING A ROUGH HUMP WHICH WAS AN OLD FENCE LINE. THE GLIDER BOUNCED & LANDED HARD ON THE RWY. THE PAX WAS HOSPITALIZED FOR 4 DAYS FOR OBSERVATION & TREATMENT.

Brief of Accident (Continued)

File No. - 2569

9/29/83

WARRENSBURG, MO

A/C Reg. No. N7776S

Time (Lc1) - 1200 CDT

Occurrence UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2481 8/05/83 BILLINGS,MT A/C Reg. No. N363VA Time (Lc1) - 1405 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	5
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER 601P	Eng Make/Model - LYCOMING IO-540-S1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 6000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 290 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination KALISPELL,MT	Airport Data BIL
Completeness - N/A	ATC/Airspace	Runway Ident - 27R
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 10500/ 150
Wind Dir/Speed- 070/005 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 50.0 SM	Type Apch/Lndg - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
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 - YES	Total - 667
SE LAND,ME LAND	Months Since - 19	Make/Model- 129
	Aircraft Type - UNK/NR	Instrument- 62
		Multi-Eng - 532
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 58

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE STARTING THE FLT, THE ACFT WAS LOADED WITH FULL FUEL, 5 ADULT PASSENGERS & APRX 45 LBS OF BAGGAGE. THE ELEVATION & TEMP AT THE ARPT WERE 3606 FT & 93 DEG. THE PLT SAID HE DID NOT CALCULATE THE WEIGHT & BALANCE OR DENSITY ALTITUDE LIMITS FOR THIS FLT BECAUSE HE HAD PREVIOUSLY FLOWN THIS ACFT UNDER SIMILAR CONDITIONS & HAD NOT ENCOUNTERED ANY PROBLEMS. THE PLT INITIATED A NO FLAP TAKEOFF, AS WAS REQUIRED. HE REPORTED THAT THE ACFT WAS SLOW TO ACCELERATE DURING THE TAKEOFF ROLL. AFTER LIFT-OFF, HE RETRACTED THE LANDING GEAR, BUT THE ACFT WOULD NOT CLIMB & BEGAN TO DECELERATE. TO THE PLT, THERE APPEARED TO BE INSUFFICIENT RWY REMAINING FOR A WHEEL LANDING, SO HE ELECTED TO LAND WITH THE GEAR UP. AN INVESTIGATION REVEALED THE ACFT WAS ABOUT 400 LBS OVER ITS CERTIFICATED MAX GROSS WEIGHT LIMIT & THE DENSITY ALT WAS 6528 FT. ALSO, THE PLT STATED THAT THE ENGS & ALL SYSTEMS APPEARED TO BE WORKING WELL. THE WIND WAS VARIABLE & GUSTING FROM CALM TO 5 KTS. JUST BEFORE STARTING TAKEOFF, THE WIND WAS REPORTED FROM 070 DEG AT 5 KTS.

Brief of Accident (Continued)

File No. - 2481

8/05/83

BILLINGS, MT

A/C Reg. No. N363VA

Time (Lcl) - 1405 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 4. PROPER CLIMB RATE - NOT POSSIBLE -
 5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2520 9/10/83 MT. HOLLY, NC A/C Reg. No. N2084Q Time (Lcl) - 1000 EDT

-----Basic Information-----

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage						
		DESTROYED						
Type of Operation	-PERSONAL	Fire		Crew	Fatal		Injuries	
Flight Conducted Under	-14 CFR 91	NONE		Pass	1	0	Serious	Minor
Accident Occurred During	-DESCENT				0	0	0	None

-----Aircraft Information-----

Make/Model	- PTERODACTYL/LAMBERT NONE	Eng Make/Model	- CUYUNA DEVEL. NONE	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 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	HUNTERSVILLE, NC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	CHARLOTTE, NC		Runway Ident	- N/A
Wind Dir/Speed	- 310/005 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 5.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE		
Obstructions to Vision	- HAZE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
	Current - N/A	Total - 700	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model - 700	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A X-COUNTRY ACCOMPANIED BY A PLT IN ANOTHER ULTRALIGHT VEHICLE. THE ACCIDENT ACFT WAS FASTER, SO THE PLT MANEUVERED AROUND WHILE EN ROUTE. DURING A TURN, THE ACCIDENT VEHICLE GOT OUT OF SIGHT FROM THE PLT OF THE OTHER VEHICLE & BECAME PERMANENTLY SEPARATED. AT 0957 EDT, A BOEING 727 CREW REPORTED A NEAR MISS WITH 2 ULTRALIGHTS IN THAT VICINITY. THE CAPTAIN ESTIMATED A SEPARATION OF APRX 100 FT. HOWEVER, HE OBSERVED THE ULTRALIGHTS AGAIN ABOUT 10 TO 15 SEC LATER & SAW NO EVIDENCE OF AN UPSET. AT ABOUT 1000 EDT, WITNESSES SAW THE LEFT WING OF THE ACCIDENT ACFT FOLD UPWARD, THEN HEARD A LOUD POP & SAW THE ULTRALIGHT FALL VERTICALLY TO THE GROUND. AN EXAM OF THE WRECKAGE REVEALED ONLY OVERLOAD FAILURES. REPORTEDLY, THE ULTRALIGHT WAS INVOLVED IN SOME TYPE OF MISHAP ON THE PREVIOUS DAY. THE CIRCUMSTANCES WERE NOT VERIFIED, BUT THE PROP & THE AXLE OF THE MAIN WHEELS REQUIRED REPLACING. DURING CONSTRUCTION, THE BUILDER HAD MADE MODIFICATIONS TO THE ACFT.

Brief of Accident (Continued)

File No. - 2520

9/10/83

MT. HOLLY, NC

A/C Reg. No. N2084Q

Time (Lc1) - 1000 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED
2. WING - OVERLOAD

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation UNKNOWN

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2526 9/24/83 BATTLEBORO,NC A/C Reg. No. N124M Time (Lcl) - 1635 EDT

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage						
		SUBSTANTIAL						
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 91	NONE	Pass	1	Serious	Minor	None	
Accident Occurred During	-DESCENT			0	0	0	0	

-----Aircraft Information-----

Make/Model	- SCHWEIZER SGS 1-23	Eng Make/Model	- N/A	ELT Installed/Activated	- NO	-N/A
Landing Gear	- UNK/NR	Number Engines	- N/A	Stall Warning System	- NO	
Max Gross Wt	- 750	Engine Type	- N/A			
No. of Seats	- 1	Rated Power	- N/A			

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	BATTLEBORO,NC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		PVT	
Wind Dir/Speed	- 360/008 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 7.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 578	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 12	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 42	Last 90 Days - 14
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SPUN INTO THE GROUND SHORT OF THE RWY ON FINAL APPROACH. THIS GLIDER WAS TOWED ALOFT AND FLEW IN THE LOCAL AREA FOR OVER AN HOUR PRIOR TO THE ACCIDENT. A WITNESS OBSERVED THE GLIDER ENTER THE TRAFFIC PATTERN, TURN BASE AND OVERSHOOT THE TURN TO FINAL. THE ACFT ENTERED A STEEP LEFT TURN FOLLOWED BY A SPIN FROM ABOUT 150 AGL. THIS WAS THE FIRST GLIDER FLT FOR THE PLT IN OVER 6 MONTHS. THE ACFT IMPACTED ON THE NOSE AND LEFT WING. A SHOULDER HARNESS WAS AVAILABLE BUT WAS NOT USED.

Brief of Accident (Continued)

File No. - 2526

9/24/83

BATTLEBORO, NC

A/C Reg. No. N124M

Time (Lcl) - 1635 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2557 10/03/83 DENVER, NC

A/C Reg. No. N700M

Time (Lcl) - 1354 EDT

-----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 -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - BEECH E18S
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 10100
No. of Seats - 2

Eng Make/Model - P AND W R-985-AN14B
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 - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 120/005 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
SCRANTON, PA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

LITTLE MOUNTAIN AIRPORT
Runway Ident - 03
Runway Lth/Wid - 3200/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, ATP, CFI
SE LAND, ME LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 2030	Last 24 Hrs	- UNK/NR
Make/Model-	765	Last 30 Days-	UNK/NR
Instrument-	80	Last 90 Days-	271
Multi-Eng	- 895		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAXIING ONTO THE RWY THE PLT RAN THE ENGS UP TO TAKEOFF POWER OF 36" MP & BEGAN THE TAKEOFF ROLL. SHORTLY THEREAFTER SHE REDUCED POWER TO ABOUT 25"-30" MP BECAUSE THE ACFT APPEARED TO ACCELERATE SLOWLY. AFTER A QUICK SCAN OF THE INSTRUMENTS WHICH REVEALED NOTHING UNUSUAL, SHE AGAIN PUSHED FORWARD ON THE THROTTLE. ANOTHER CHECK OF THE INSTRUMENTS INDICATED THAT SHE WAS ONLY UP TO 30"-33" MP, SO SHE PUSHED THE THROTTLES FORWARD MORE TO GET 36" MP. BY THIS TIME THE ACFT STARTED A DRIFT TO THE RIGHT WHICH SHE WAS UNABLE TO CORRECT. THE ACFT VEERED OFF THE RWY INTO TREES. THE ACFT WAS FOUND TO HAVE 10 DEGS OF FLAPS DOWN.

Brief of Accident (Continued)

File No. - 2557

10/03/83

DENVER, NC

A/C Reg. No. N700M

Time (Lcl) - 1354 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - DETERIORATED
 3. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

7. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2574 11/05/83 BANNER ELK, NC A/C Reg. No. N761VK Time (Lcl) - 0800 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	NONE		Fatal	Injuries	
Type of Operation - PERSONAL	Fire	Crew	1	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	4	0	0
Accident Occurred During -DESCENT				0	0

-----Aircraft Information-----

Make/Model - CESSNA T210M	Eng Make/Model - CONTINENTAL TS10 520-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BANNER ELK, NC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	AUBURN, AL	ELK RIVER
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 00
Visibility - 7.0 SM	Type of Flight Plan - MILITARY (VFR)	Runway Lth/Wid - 4600/ 75
Lowest Sky/Clouds - 2500 FT THIN OVC	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2500 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 498
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 176
		Instrument- 3
		Last 30 Days- 16
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE TAKEOFF, THE PLT OBTAINED WX FOR ASHVILLE & HICKORY, NC & FOR THE TRI-CITY ARPT, ALL OF WHICH WERE 30 TO 54 MI FROM BANNER ELK, NC. AT THAT TIME, HE TOLD THE BRIEFER THAT THERE WERE CLOUDS AT BANNER ELK, BUT HE THOUGHT HE COULD GET OUT ALL RIGHT. THE ACFT DEPARTED TO THE NORTHWEST, BUT CRASHED A SHORT TIME LATER, ABOUT 1/2 MI WEST FROM THE DEPARTURE END OF THE RWY. IMPACT OCCURRED ON DOWNHILL TERRAIN WHILE IN A STEEP DIVE ON A HEADING OF 160 DEG. ELEVATION OF THE CRASH SITE WAS ESTIMATED TO BE 3833 FT. SOME WITNESSES STATED THAT THE ENG SURGED 2 OR 3 TIMES, THEN SPEEDED UP & WAS RUNNING AT IMPACT. ANOTHER WITNESS, A STUDENT PLT, STATED THAT THE ENG SOUNDED NORMAL THRU-OUT THE FLT. ALL WITNESSES AGREED THAT THE ACFT WAS IN THE CLOUDS PRIOR TO THE CRASH. ACCORDING TO AN NTSB WX STUDY, THE CLOUD BASES WOULD HAVE BEEN AT ABOUT THE 4000 FT LEVEL. WITNESSES STATED THAT AN OVERCAST WAS APRX "HALFWAY DOWN THE MOUNTAIN," OBSCURING THE PEAKS. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FOUND. STUDENT PLT NOT ENDORSED FOR X-COUNTRY.

Brief of Accident (Continued)

File No. - 2574

11/05/83

BANNER ELK, NC

A/C Reg. No. N761VK

Time (Lcl) - 0800 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - OBSCURATION
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
4. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT (CARBON MONOXIDE) - PILOT IN COMMAND
8. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
9. 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) 2,3,4,5,6,7,8,9

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2410 10/11/83 FULLERTON,ND A/C Reg. No. N37286 Time (Lcl) - 1745 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - ARTIC S-1A CADET
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1300
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-75-9
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 75 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- 295/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FULLERTON,ND
Destination
BATTLE LAKE,MN

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)		
Total	- 509	Last 24 Hrs - UNK/NR
Make/Model-	17	Last 30 Days- UNK/NR
Instrument-	30	Last 90 Days- 17
Multi-Eng -	6	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING A TAKEOFF FROM AN OPEN OAT FIELD.

Brief of Accident (Continued)

File No. - 2410

10/11/83

FULLERTON,ND

A/C Reg. No. N37286

Time (Lcl) - 1745 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - TREE(S)
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2553

6/19/83

BENKELMAN,NE

A/C Reg. No. N54582

Time (Lcl) - 1230 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	0	1

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - BOEING A75N1

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2717

No. of Seats - 2

Eng Make/Model - CONTINENTAL W-670-6A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 220 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- 100/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 2000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 36

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5650 Last 24 Hrs - 10

Make/Model- 370 Last 30 Days- UNK/NR

Instrument- 5 Last 90 Days- 185

Multi-Eng - 325

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE WAS FLYING AT A LOW ALTITUDE ALONG A RIVER WHEN THE ENG FAILED.

Brief of Accident (Continued)

File No. - 2553

6/19/83

BENKELMAN,NE

A/C Reg. No. N54582

Time (Lc1) - 1230 MDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
2. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2554 7/10/83 SCOTTSBLUFF,NE A/C Reg. No. N25718 Time (Lcl) - 1643 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/011 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 9000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

SCOTTSBLUFF COUNTY
Runway Ident - 30
Runway Lth/Wid - 8280/ 150
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-WAIVERS/LIMIT

Flight Time (Hours)

Total - 16 Last 24 Hrs - UNK/NR
Make/Model- 16 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE STUDENT PLT WAS MAKING HIS FIRST SUPERVISED SOLD LANDING, THE ACFT VEERED LEFT AT TOUCHDOWN. THE PLT APPLIED POWER FOR A GO AROUND & THE LEFT WING CONTACTED THE GROUND OFF THE RWY SPINNING THE ACFT AROUND.

Brief of Accident (Continued)

File No. - 2554

7/10/83

SCOTTSBLUFF, NE

A/C Reg. No. N25718

Time (Lc1) - 1643 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

3. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INITIATED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2523 4/03/83 LIBERTY CORNER,NJ A/C Reg. No. N2574L Time (Lcl) - 1920 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	1	0	0
Pass	0	0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300D6
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 - IN PERSON
Completeness - FULL
Basic Weather - IMC

Wind Dir/Speed- 080/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 300 FT BROKEN
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
CALDWELL,NJ
Destination
MYERSTOWN,PA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data.

ESSEX CO.
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 57
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1660	Last 24 Hrs	- 1
Make/Model-	UNK/NR	Last 30 Days-	7
Instrument-	38	Last 90 Days-	14
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

INVESTIGATION REVEALED THAT THE PLT AND PASSENGER ARRIVED AT THE AIRPORT AT APPROXIMATELY 1820 EST, REQUESTED A SPECIAL VFR CLEARANCE AND WHEN THAT CLEARANCE COULD NOT BE APPROVED REQUESTED AN IFR FLIGHT PLAN. ATTEMPTS TO ACTIVATE THE IFR FLIGHT PLAN WERE UNSUCCESSFUL DUE TO COMMUNICATION LINE PROBLEMS. THE PLT SUBSEQUENTLY DECIDED NOT TO FILE THE FLIGHT PLAN AND STATED THAT BASED ON FORECASTS OF IMPROVING CONDITIONS TO THE WEST AND VISIBILITIES OF THREE TO FIVE MILES FROM THE TOWER SHE PLANNED TO PROCEED VFR FOLLOWING THE INTERSTATE HIGHWAY TO THE SOUTH AND THEN TO THE WEST. THE PLT STATED SHE FLEW BELOW THE CLOUD BASES, WHICH SHE ESTIMATED WERE AT 800 TO 900 FEET. PRIOR TO REACHING INTERSTATE 22 AND WHILE IN STRAIGHT AND LEVEL FLIGHT THE ACFT UNEXPECTEDLY IMPACTED TREES.

Brief of Accident (Continued)

File No. - 2523

4/03/83

LIBERTY CORNER,NJ

A/C Reg. No. N2574L

Time (Lc1) - 1920 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

1. OBJECT - TREE(S)
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. TERRAIN CONDITION - HIGH TERRAIN
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 6. WEATHER CONDITION - LOW CEILING
 7. WEATHER CONDITION - FOG
 8. WEATHER CONDITION - DARK NIGHT
-

-----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) 6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2585 7/21/83 FAIRTON, NJ A/C Reg. No. N8398T Time (Lcl) - 2100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		1	0	0	0
Flight Conducted Under	-14 CFR 91	NONE		3	0	0	0
Accident Occurred During	-DESCENT						

-----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	- 2400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	ATLANTIC CITY, NJ	
Completeness	Destination	Airport Data
Basic Weather	WOODBIDGE, VA	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- VFR	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Runway Surface
Precipitation	Type Apch/Lndg	- N/A
Condition of Light	- NONE	

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 230
SE LAND	Months Since - 4	Make/Model	- 20
	Aircraft Type - UNK/NR	Instrument	- 4
		Last 24 Hrs	- 2
		Last 30 Days	- 2
		Last 90 Days	- 13

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO DEPARTURE THE PLT RECEIVED A WX BRIEFING WHICH WAS CONCLUDED WITH A SEVERE WX WARNING. THE PLT STATED HE WOULD TRY ANYWAY & IF THE WX GOT TOO BAD HE WOULD RETURN. ABOUT 16 MIN LATER THE PLT REQUESTED UPDATED WX CONDITIONS. HE WAS ADVISED OF A CONVECTIVE SIGMET, SEVERE WX WATCH, & ACTIVE THUNDERSTORMS THROUGHOUT THE AREA. HE WAS ALSO ADVISED VFR FLT WAS NOT RECOMMENDED. THE FLT CONTINUED ON ITS WAY. 12 MIN LATER THE FLT CONTACTED DOVER APPROACH CONTROL & REQUESTED IMMEDIATE RADAR VECTORS TO THE NEAREST LIGHTED ARPT. THE TARGET WAS EVENTUALLY LOST. THE ACFT HAD DESCENDED INTO A MARSH AREA IN AN EXTREME NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 2585

7/21/83

FAIRTON,NJ

A/C Reg. No. N8398T

Time (Lcl) - 2100 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
 2. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
 3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
 5. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

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. - 2420 7/01/83 ELKO,NV A/C Reg. No. N601MM Time (Lcl) - 1432 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - PERSONAL	Fire NONE	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91		Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	4

-----Aircraft Information-----

Make/Model - SMITH AEROSTAR 601B	Eng Make/Model - LYCOMING IO-540-P1A5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5700	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 290 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SACRAMENTO,CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	HAILEY,ID	
Wind Dir/Speed- 190/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 15000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 3700
SE LAND,ME LAND	Months Since - 13	Make/Model- 80
	Aircraft Type - UNK/NR	Instrument- 63
		Multi-Eng - 2200
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 64
		Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ENROUTE AT 14,000 FT MSL THE PLT OBSERVED THE RIGHT ENG OIL PRESS GAGE DECREASE TO ZERO. THE PLT SHUT DOWN THE RIGHT ENG & RECEIVED RADAR VECTORS TO ELKO MUNI ARPT. AT 6,000 FT THE PLT ATTEMPTED TO LEVEL-OFF THE ACFT BUT THE ACFT WOULD NOT MAINTAIN ALTITUDE. THE PLT ELECTED TO LAND THE ACFT GEAR UP IN AN OPEN FIELD. THE RIGHT ENG HAD RUN OUT OF OIL DUE TO A CHAFED HOLE IN AN OIL COOLER LINE. THE LEFT ENG FORWARD UPPER OIL COOLER HOSE ALSO EXHIBITED EXTENSIVE CHAFING

SIGNATURES.

Brief of Accident (Continued)

File No. - 2420

7/01/83

ELK0,NV

A/C Reg. No. N601MM

Time (Lc1) - 1432 PST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM,OIL HOSE - CHAFED
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. FLUID,OIL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2446

8/26/83

ARDEN, NV

A/C Reg. No. N628A

Time (Lcl) - 1445 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

1

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-22

Eng Make/Model - LYCOMING O-290-D

ELT Installed/Activated - NO -N/A

Landing Gear - UNK/NR

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1800

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 125 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 060/012 KTS

Visibility - 75.0 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

HENDERSON, NV

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 06

Runway Lth/Wid - 2000/ 40

Runway Surface - GRAVEL

Runway Status - DRY

HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 39

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 304

Make/Model- 11

Instrument- 51

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 1

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

BETWEEN 50-100 FT AGL AFTER TAKEOFF THE ENG QUIT. EXAMINATION REVEALED THAT THE FUEL SUPPLY LINE BETWEEN THE LEFT WING FUEL TANK & THE FUSELAGE HAD FAILED.

Brief of Accident (Continued)

File No. - 2446

8/26/83

ARDEN,NV

A/C Reg. No. N628A

Time (Lc1) - 1445 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,LINE - FAILURE,TOTAL
 2. FLUID,FUEL - STARVATION
-

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. - 2450 9/17/83 SUN VALLEY, NV A/C Reg. No. N301LS Time (Lcl) - 1115 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-AIR RACE	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	0	1	0
Accident Occurred During	-MANEUVERING	NONE	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- MORTENSEN LOMBARD DILLEY-68	Eng Make/Model	- LYCOMING IO-320-A2B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1297	Engine Type	- RECIP-FUEL INJECTED		
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- 240/020 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p>RENO-STEAD</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP,CFI</p> <p>SE LAND,ME LAND,SE SEA</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 18</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1944</p> <p>Make/Model- 250</p> <p>Instrument- 2</p> <p>Multi-Eng - 124</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 20</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ONE OF SEVERAL COMPETING IN A PYLON AIR RACE DURING THE RENO NATIONAL AIR RACES. THE ACFT WERE APPROACHING THE FIRST PYLON IN A STEEP LEFT BANK. ACCORDING TO THE PLT, ANOTHER ACFT PULLED IN FRONT OF HIM, & WHILE ATTEMPTING TO AVOID A COLLISION AT ABOUT 200 MPH, & WITH ONLY 35 FT OF ALTITUDE, THE ACFT STALLED & CRASHED.

Brief of Accident (Continued)

File No. - 2450

9/17/83

SUN VALLEY,NV

A/C Reg. No. N301LS

Time (Lc1) - 1115 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2501

4/30/83

FARMINGDALE, NY

A/C Reg. No. N258OL

Time (Lcl) - 0756 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -INSTRUCTIONAL

Fire

Crew

2

0

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

0

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - PIPER PA-38-112

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 112 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 200/016 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - SCATTERED

Lowest Ceiling - 10000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

PRECAUTIONARY LANDING

Airport Proximity

ON AIRPORT

Airport Data

REPUBLIC

Runway Ident - 19

Runway Lth/Wid - 5151/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 0

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1074

Last 24 Hrs - 5

Make/Model- 500

Last 30 Days- UNK/NR

Instrument- 35

Last 90 Days- 221

Multi-Eng - 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE THE ACFT TOOK OFF, THE TOWER RECEIVED A RADIO CALL FROM THE PLANE REQUESTING "IS THERE ANYWAY WE CAN GET A SIMULATED ENG FAILURE AFTER TAKEOFF & LAND DOWNWIND." THE AIRCREW INDICATED THEY WOULD CLIMB TO 600 FT, THEN BEGIN THE SIMULATED EMERGENCY. THE REQUEST WAS APPROVED. AFTER TAKING OFF ON RWY 19, THE ACFT WAS OBSERVED TO ENTER A LEFT TURN, THEN ENTER A STEEP DIVE, CRASH & BURN. AN EXAM OF THE WRECKAGE REVEALED NO PREIMPACT, MECHANICAL MALFUNCTION OR FAILURE. THE PROPELLER BLADES WERE BENT & 1 BLADE WAS TWISTED.

Brief of Accident (Continued)

File No. - 2501

4/30/83

FARMINGDALE, NY

A/C Reg. No. N2580L

Time (Lc1) - 0756 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
2. WEATHER CONDITION - HIGH WIND
3. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
4. PRECAUTIONARY LANDING - INITIATED - DUAL STUDENT
5. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
7. STALL - INADVERTENT -

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) 1,5,6,7

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2509 7/07/83 NORTHVILLE,NY A/C Reg. No. N3703D Time (Lc1) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - LYCOMING O-470L	ELT Installed/Activated - UNK/NR
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 ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point NORTHVILLE,NY	
Method - N/A	Destination LOCAL	Airport Data SKY RANCH
Completeness - N/A	ATC/Airspace	Runway Ident - UNK/NR
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Wind Dir/Speed- UNK/NR	Type of Clearance - NONE	Runway Surface - UNK/NR
Visibility - 10.0 SM	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 12	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT LANDED SHORT OF THE RWY DURING A PRACTICE SHORT FIELD LANDING. THERE WERE 4 PERSONS ABOARD THE ACFT. NONE WERE INJURED. DURING THE LANDING THE WINGS, PROPELLER, ENGINE MOUNTS AND LANDING GEAR WERE DAMAGED.

Brief of Accident (Continued)

File No. - 2509

7/07/83

NORTHVILLE, NY

A/C Reg. No. N3703D

Time (Lcl) - 1100 EDT

Occurrence UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2425 7/12/83 FLUSHING,NY A/C Reg. No. N9000F Time (Lc1) - 1633 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-EXECUTIVE/CORPORATE	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91D	NONE	Crew 0	0	0	2
Accident Occurred During	-LANDING		Pass 0	0	0	3

-----Aircraft Information-----

Make/Model	- ROCKWELL INTL NA-265-65	Eng Make/Model	- AIRESEARCH TFE-731-3R-1D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 24000	Engine Type	- TURBOFAN		
No. of Seats	- 10	Rated Power	- 3700 LBS THRUST		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELETYPE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 280/009 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 5000 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 ASHLAND,KY</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-COMPLETE STRAIGHT-IN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>LA GUARDIA</p> <p>Runway Ident - 22</p> <p>Runway Lth/Wid - 7000/ 150</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 9497
SE LAND,ME LAND	Months Since - 4	Make/Model- 3790
	Aircraft Type - UNK/NR	Instrument- 172
		Multi-Eng - 8550
		Last 24 Hrs - 6
		Last 30 Days- 33
		Last 90 Days- 122

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED TO LAND FAST & LONG. TIRE MARKS ON THE RWY REVEALED THAT THE ACFT STARTED TO VEER LEFT FROM THE RWY CENTERLINE ABOUT 5,475 FT DOWN THE RWY. AT ABOUT 6,150 FT DOWN THE RWY THE ACFT EXITED THE LEFT SIDE OF THE RWY & COLLIDED WITH A CHAIN LINK FENCE. THE LEFT MAIN WHEEL TIRE MARKS WERE DARKER THAN THE RIGHT. THE ACFT'S ANTI-SKID SYSTEM CHECKED OKAY. WHEN THE ANTI-SKID SYSTEM IS ACTIVELY MODULATING BRAKE PRESSURE, A PLT MUST REDUCE METERED PRESSURE ON THE SIDE OPPOSITE TO WHICH THE TURN OR HEADING CORRECTION IS DESIRED. THE SPOILERS WERE STOWED & THE NOSEWHEEL STEERING WAS NOT ENGAGED. AT THE TIME OF THE ACCIDENT THE PIC WAS TAKING MEDICATION TO ARREST HIGH BLOOD PRESSURE.

Brief of Accident (Continued)

File No. - 2425

7/12/83

FLUSHING, NY

A/C Reg. No. N9000F

Time (Lc1) - 1633 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - COPILOT
2. SPOILER EXTENSION - NOT SELECTED - PILOT IN COMMAND
3. BRAKES(NORMAL) - IMPROPER USE OF - COPILOT
4. DIRECTIONAL CONTROL - NOT MAINTAINED - COPILOT
5. GROUND LOOP/SWERVE - INADVERTENT - COPILOT
6. NOSEWHEEL STEERING - NOT USED - PILOT IN COMMAND
7. SUPERVISION - INADEQUATE - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

9. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2583 7/28/83 BAYPORT, NY A/C Reg. No. N6878S Time (Lcl) - 1515 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED		Fatal	Serious	Minor
Type of Operation - FERRY	Fire	Crew	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	1	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - NORTH AMERICAN ROCKWELL 680	Eng Make/Model - LYCOMING GSO-480-B1AC	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 340 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	ISLIP, NY	BAYPORT
Wind Dir/Speed- 180/013 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2740/ 120
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 4000
SE LAND, ME 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-----

AT ABOUT 60 FT AGL BLACK SMOKE WAS OBSERVED COMING FROM THE LEFT ENG. THE ACFT CONTINUED A CLIMB IN A NOSE HIGH ATTITUDE & THE NOSE PITCHED DOWN & THE ACFT ROLLED INVERTED. ENG TEARDOWN REVEALED EXTENSIVE DAMAGE TO THE SUPERCHARGER ASSEMBLY. THE IMPELLER SHAFT WAS BENT & ITS ASSOCIATED BEARING DAMAGED. THE ACFT HAD NOT FLOWN FOR ABOUT 14 YRS. ENG SERVICE INSTRUCTIONS DESCRIBE PRE-OILING OF THE SUPERCHARGER DRIVE SHAFT BEARING AFTER ANY PROLONGED PERIOD OF INACTIVITY. THE OWNER, A PARAPLEGIC, WAS SEATED IN THE LEFT SEAT. THE PLT SEATED IN THE RIGHT SEAT HAD A HISTORY OF HEART & PULMONARY DISEASE. THE GEAR & FLAPS WERE IN THE DOWN POSITION. PRIOR TO DEPARTURE, A WITNESS ASKED THE OWNER "ARE YOU DOING THE ELEVATORS AND AILERONS AND IS HE YOUR RUDDERS." THE OWNER RESPONDED WITH "WE HAVE AN ARRANGEMENT."

Brief of Accident (Continued)

File No. - 2583

7/28/83

BAYPORT,NY

A/C Reg. No. N6878S

Time (Lc1) - 1515 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MAINTENANCE,SERVICE BULLETINS - NOT FOLLOWED - COMPANY MAINTENANCE PSNL
2. ENGINE ASSEMBLY,BLOWER/IMPELLER - FAILURE,TOTAL
3. MAINTENANCE,LUBRICATION - NOT PERFORMED - COMPANY MAINTENANCE PSNL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INCAPACITATION(OTHER CARDIOVASCULAR) - PILOT IN COMMAND
6. AIRSPEED(VMC) - NOT POSSIBLE - UNQUALIFIED PERSON

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) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2494 8/29/83 WEST BLOOMFIELD,NY A/C Reg. No. N5185Z Time (Lc1) - 1930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-22
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 - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
W. BLOOMFIELD,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 - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - 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-----

REPORTEDLY, THE PLT WAS RETURNING TO THE DEPARTURE ARPT TO LAND WHEN THE ENG LOST POWER. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING A FORCED LANDING IN A CORN FIELD. AN EXAM OF THE ENG REVEALED EXCESSIVE CARBON IN THE EXHAUST STACK. ALSO, THE PRIMER WAS FOUND NOT FULLY CLOSED. REPORTEDLY, THE ENG WAS RUNNING RICH WITH PRIMER IN THAT POSITION.

Brief of Accident (Continued)

File No. - 2494

8/29/83

WEST BLOOMFIELD,NY

A/C Reg. No. N5185Z

Time (Lc1) - 1930 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. FUEL SYSTEM,PRIMER SYSTEM - UNLOCKED
2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
4. TERRAIN CONDITION - SOFT
5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2586 9/20/83 MASSENA, NY A/C Reg. No. N780A Time (Lc1) - 0800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	6
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - GATES LEARJET 35A	Eng Make/Model - GARRETT TFE-731-2-2B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 17000	Engine Type - TURBOJET	
No. of Seats - 8	Rated Power - 3500 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	WEST MIFFLIN, PA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	RICHARDS FIELD
Wind Dir/Speed- 210/007 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5001/ 120
Lowest Sky/Clouds - SCATTERED	Type of Clearance - IFR	Runway Surface - MACADAM
Lowest Ceiling - NONE	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 7365
SE LAND, ME LAND	Months Since - 11	Make/Model- 890
	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-----

PASSENGERS DESCRIBED TOUCHDOWN AS FAST & LONG WITH NO ENG NOISE ASSOCIATED WITH REVERSE THRUST IMMEDIATELY AFTER TOUCHDOWN. THE ACFT RAN OFF THE END OF THE RWY & THE NOSE GEAR SEPARATED. ACCORDING TO THE CREW THE PLT INITIATED THE THRUST REVERSERS AFTER TOUCHDOWN, HOWEVER, THE PINS DID NOT REMOVE & THE THRUST LEVERS WERE RESTORED. AS BRAKING WAS EMPLOYED, THE THRUST REVERSERS WERE RE-INITIATED. THE PINS REMOVED & FULL REVERSE WAS APPLIED. BY THIS TIME THERE WAS INSUFFICIENT RWY REMAINING TO INITIATE A GO-AROUND. THE SQUAT SWITCH RELAY PANEL PREVENTS OPERATION OF THE THRUST REVERSER SYSTEM UNTIL THE SQUAT SWITCHES ARE IN THE GROUND MODE. THE GROUND SPOILERS WERE NOT DEPLOYED.

Brief of Accident (Continued)

File No. - 2586

9/20/83

MASSENA, NY

A/C Reg. No. N780A

Time (Lcl) - 0800 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
 4. GO-AROUND - NOT SELECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2474 9/29/83 CONNEAUT, OH A/C Reg. No. N4511T Time (Lcl) - 1842 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/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- 060/007 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
CINCINNATI, OH
Destination
ERIE, PA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 39

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 180
Make/Model- 161
Instrument- 12
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHILE DESCENDING NEAR HIS DESTINATION, THE ENG STOPPED & STARTED 3 OR 4 TIMES, THEN WOULD NOT RESTART. JUST PRIOR TO THAT, HE NOTED THE RIGHT FUEL GAGE INDICATED 8 GAL & THE LEFT GAGE INDICATED 2 GAL. HE THEN LANDED "IN THE ROUGH" ON A GOLF COURSE. DURING THE LANDING, THE NOSE & RIGHT MAIN GEAR COLLAPSED & THE LEFT MAIN GEAR, BOTH WINGS & THE ENG COWLING WERE DAMAGED. THE PLT REPORTED THAT AFTER LANDING, BOTH TANKS APPEARED TO BE EMPTY.

Brief of Accident (Continued)

File No. - 2474

9/29/83

CONNEAUT, OH

A/C Reg. No. N4511T

Time (Lcl) - 1842 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
 3. FLUID, FUEL - EXHAUSTION
 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
 6. LANDING GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2500 12/09/83 PUT-IN-BAY,OH A/C Reg. No. N208JP Time (Lcl) - 2130 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-ISLAND AIRLINES	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire						
Flight Conducted Under	-14 CFR 135	NONE	Crew	1	Fatal	0	Serious	Minor
Accident Occurred During	-UNKNOWN		Pass	3		0		0
						0		0

-----Aircraft Information-----

Make/Model	- CESSNA 207	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	Destination		Airport Data	
Completeness	- N/A	KELLEYS ISLAND,OH		Runway Ident	- N/A
Basic Weather	- IMC	ATC/Airspace		Runway Lth/Wid	- N/A
Wind Dir/Speed	- 330/004 KTS	Type of Flight Plan	- NONE	Runway Surface	- N/A
Visibility	- UNK/NR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Sky/Clouds	-	Type Apch/Lndg	- NONE		
Lowest Ceiling	- 1500 FT OVERCAST				
Obstructions to Vision	- FOG				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 809	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - 1	Make/Model - 54	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 6	Last 90 Days - 70
		Multi-Eng - 15	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT & 3 PASSENGERS TOOK OFF AT NIGHT ON AN OVER WATER FLT TO AN ISLAND IN LAKE ERIE TO PROVIDE HELP TO A HEART PATIENT. NO FLT PLAN WAS FILED & NO RECORD OF A WX BRIEFING WAS FOUND. REPORTEDLY, AFTER TAKEOFF, THE ACFT DISAPPEARED IN A CLOUD OR HAZE. ALSO AFTER DEPARTING, SHERIFF'S PERSONNEL RECEIVED A RADIO CALL FROM THE ACFT STATING "WE ARE IN IT." ACCORDING TO LOCAL RESIDENTS, THERE WAS PATCHY FOG IN THE AREA. WHEN THE ACFT DID NOT ARRIVE AT ITS DESTINATION, A SEARCH WAS INITIATED. THE PLANE WAS FOUND IN LAKE ERIE ALONG THE EXPECTED ROUTE OF FLT. THE ACFT WAS INTACT, EXCEPT THE ENG WAS LOOSE FROM THE FIREWALL & THERE WAS MAJOR DAMAGE TO THE RIGHT, OUTER WING PANEL. NO PREIMPACT/MECHANICAL MALFUNCTION/FAILURE WAS FOUND. ABOUT 45 MI WEST AT TOLEDO, OH, THE 2150 WX IN PART WAS: 1500 FT OVERCAST, VISIBILITY VARIABLE 1 TO 2 MI WITH FOG, TEMP 32, DEW POINT 31, WIND FROM 330 DEG AT 4 KTS.

Brief of Accident (Continued)

File No. - 2500

12/09/83

PUT-IN-BAY, OH

A/C Reg. No. N208JP

Time (Lc1) - 2130 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. LIGHT CONDITION - DARK NIGHT
 3. WEATHER CONDITION - FOG
 4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 5. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 7. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,6,7

Factor(s) relating to this accident is/are finding(s) 2,3,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2560 3/31/83 BETHANY, OK A/C Reg. No. N2030G Time (Lcl) - 0802 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-TAKEOFF - INITIAL CLIMB	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 182A	Eng Make/Model	- UNKNOWN UNKNOWN	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	- 265 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/010 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 1000 FT BROKEN</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 OKLAHOMA CITY, OK</p> <p>Destination CHICKASHA, OK</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data WILEY POST</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 73</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - UNK/NR</p> <p>Flight Time (Hours)</p> <table border="0"> <tr> <td>Total - 204</td> <td>Last 24 Hrs - 10</td> </tr> <tr> <td>Make/Model- 204</td> <td>Last 30 Days- 10</td> </tr> <tr> <td>Instrument- 20</td> <td>Last 90 Days- 10</td> </tr> </table>	Total - 204	Last 24 Hrs - 10	Make/Model- 204	Last 30 Days- 10	Instrument- 20	Last 90 Days- 10
Total - 204	Last 24 Hrs - 10							
Make/Model- 204	Last 30 Days- 10							
Instrument- 20	Last 90 Days- 10							

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT DEPARTED OKLAHOMA CITY, OK EN ROUTE TO CHICKASHA, OK. THE ACFT WAS OBSERVED TO DEPART RUNWAY 17R AND PROCEED WSW OF THE AIRPORT. THE ACFT WRECKAGE WAS LOCATED ABOUT 1 1/2 MILES WEST OF WILEY POST AIRPORT. THE ACFT WAS INTACT AND EXAM REVEALED POWER WAS BEING PRODUCED AT THE TIME OF THE ACCIDENT. FLIGHT AND POWER CONTROL CABLE CONTINUITY WAS ESTABLISHED. THE WX AT THE TIME OF THE ACCIDENT WAS: MEASURED 1,000 FT BROKEN CLOUDS, 25,000 FT BROKEN CLOUDS, VISIBILITY 5 MILES, FOG, WIND FROM 180 DEG AT 10 KTS. AN AUTOPSY SHOWED THE CAUSE OF DEATH TO BE MULTIPLE INJURIES. REVIEW OF THE AUTOPSY FINDING BY THE FAA SW REGION FLIGHT SURGEON REVEALED SEVERE CORONARY ARTERY OCCLUSIVE DISEASE INVOLVING ALL MAJOR VESSELS AND VARYING FROM 60% TO 90-95% OCCLUSION.

Brief of Accident (Continued)

File No. - 2560

3/31/83

BETHANY,OK

A/C Reg. No. N2030G

Time (Lcl) - 0802 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED
 2. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT - 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) 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. - 2545 6/28/83 NORMAN,OK A/C Reg. No. N6139X Time (Lcl) - 0819 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries			
	DESTROYED		Serious	Minor	None	
Type of Operation -PERSONAL	Fire	Crew 2	0	0	0	
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0	
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - AERO COMMANDER 680-F	Eng Make/Model - LYCOMING IGSO-540-B1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 8000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 380 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DALLAS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WICHITA, KS	WESTHEIMER
Wind Dir/Speed- 160/010 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 200
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 45	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 - 9	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED AFTER STARTING A GO-AROUND OR ABORTED LANDING AT NORMAL OK. THE ACFT WAS ON A X-COUNTRY FROM DALLAS TO WICHITA. THERE WAS NO RADIO COMMUNICATION WITH THE ACFT AFTER IT WAS CLEARED TO LAND. THE APPROACH LOOKED OK BUT ON SHORT FINAL THE ACFT SUDDENLY TURNED RIGHT, LEVELED THEN ENTERED A STEEP CLIMBING RIGHT TURN AND CONTINUE TO ROLL UNTIL INVERTED THEN PITCHED NOSE DOWN UNTIL CRASHING. THE PLT IN THE RIGHT SEAT HAD REPORTEDLY WORKED LATE THE NIGHT BEFORE INSTALLING WHAT APPEARED TO BE AN AUX FUEL SYSTEM IN THE CABIN. THE ACFT HAD JUST BEEN SOLD AND THE IDENTITY AND LOCATION OF THE OWNER WAS NOT ESTABLISHED. NO ONE CLAIMED THE WRECKAGE. EVIDENCE REVEALED THAT BOTH PROPELLERS WERE ROTATING AT HIGH RPM AT IMPACT. THE FIRE AFTER IMPACT BURNED MOST INTENSELY AND PERSISTANTLY IN THE CENTER OF THE CABIN WHERE THE REMAINS OF WHAT APPEARED TO BE AN AUX FUEL SYSTEM WERE FOUND. NO PRE-IMPACT MALFUNCTIONS OR FAILURES WERE FOUND.

Brief of Accident (Continued)

File No. - 2545

6/28/83

NORMAN,OK

A/C Reg. No. N6139X

Time (Lcl) - 0819 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2563 7/01/83 ENID,OK A/C Reg. No. N23684 Time (Lcl) - 1807 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
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - BEECH A36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-BA
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/020 KTS
Visibility - 8.0 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
MONROE,LA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity
ON AIRPORT

Airport Data

WOODRING
Runway Ident - 30
Runway Lth/Wid - 5511/ 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 - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1900	Last 24 Hrs	- UNK/NR
Make/Model-	1000	Last 30 Days-	5
Instrument-	147	Last 90 Days-	109

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO TAKEOFF THE PLT WAS ADVISED THE WINDS WERE FROM 180 DEG AT 20 KTS GUSTING TO 27 KTS. DURING TAKEOFF FROM RWY 17 THE PLT ADVISED THE TOWER THAT HE WAS "BRINGING IT AROUND TO LAND ON 30." WHEN ASKED IF HE WAS EXPERIENCING ANY DIFFICULTIES THE PLT REPLIED NEGATIVE. THE CONTROL TOWER OPERATOR REPORTED THAT THE LEFT WING DROPPED 90 DEGS & CAME BACK UP BEFORE THE ACFT NOSED INTO THE GROUND. THE ACFT IMPACTED THE GROUND IN A STEEP NOSE DOWN ATTITUDE ABOUT 1,000 FT SHORT OF THE APPROACH END OF RWY 30. THE COCKPIT DOOR WAS FOUND SEPARATED FROM THE FUSELAGE. THE DOOR HANDLE WAS POSITIONED SHORT OF THE DETENT. THE OVERHEAD LATCHING HOOK WAS NOT DEFORMED. THE BOTTOM PIN WAS RETRACTED MORE THAN 3/8THS INCH. THE AFT LATCHING PINS WERE ONLY PARTIALLY EXTENDED.

Brief of Accident (Continued)

File No. - 2563

7/01/83

ENID,OK

A/C Reg. No. N23684

Time (Lcl) - 1807 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. DOOR, EXTERIOR CREW - UNLOCKED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - TAILWIND
5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2544 7/02/83 BETHANY,OK A/C Reg. No. N2495B Time (Lcl) - 1905 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew Fatal
NONE Pass 0

-----Aircraft Information-----

Make/Model - BELL 47G-2
Landing Gear - SKID
Max Gross Wt - 2450
No. of Seats - 3

Eng Make/Model - LYCOMING VO-435-A1A
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- 220/018 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
SAME AS ACC/INC
Destination
ELGIN,OK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 32
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 735 Last 24 Hrs - 4
Make/Model- 10 Last 30 Days- UNK/NR
Instrument- 150 Last 90 Days- 5
Rotorcraft - 735

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER COLLIDED WITH TREES AND ROLLED OVER DURING A FORCED LANDING AFTER ENGINE FAILURE. THE PLT HAD BEEN TAKING PASSENGERS UP FOR SIGHT-SEEING FOR SEVERAL HOURS. AFTER THE LAST FLT HE AND HIS WIFE HAD DEPARTED THE CITY PARK TO FLY BACK TO THE ACFT HOME BASE. ABOUT 2 MILES LATER THE ENGINE FAILED. DUE TO STRONG WINDS THE PLT COULD NOT REACH A VACANT SCHOOL YARD AND CRASHED INTO TREES. THE ACFT ENGINE HAD A HISTORY OF OIL USE; ABOUT ONE QUART OF OIL PER HOUR. THE PLT STATED HE HAD FLOWN OVER AN HOUR SINCE CHECKING THE OIL. AFTER THE ACCIDENT THE ENGINE OIL TANK WAS CHECKED AND FOUND EMPTY. THE TANK WAS NOT DAMAGED AND THERE WAS NO SIGN OF LEAKAGE. THE MANNER OF THE ENGINE FAILURE WAS REPRESENTATIVE OF AN OIL DEPLETION FAILURE WITH SOME AREAS OF DAMAGE SHOWING SIGNS OF EXTREME OVERHEATING.

Brief of Accident (Continued)

File No. - 2544

7/02/83

BETHANY,OK

A/C Reg. No. N2495B

Time (Lc1) - 1905 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,OIL - INADEQUATE
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. AIRCRAFT SERVICE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2561 8/27/83 HASKELL,OK A/C Reg. No. NONE Time (Lcl) - 0645 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	1	0	0	0
NONE	Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - PTERODACTYL ASCENDER II+
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 650
No. of Seats - 1

Eng Make/Model - CUYUNA 430R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 30 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
NORMAN,OK

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HASKELL
Runway Ident - 18
Runway Lth/Wid - 3960/ 27
Runway Surface - ASPHALT
Runway Status - DRY

-----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	-	25	Last 24 Hrs -	UNK/NR
Make/Model-	25	Last 30 Days-	UNK/NR	
Instrument-	0	Last 90 Days-	UNK/NR	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & HIS INSTRUCTOR WERE DEPARTING THE AIRPORT IN SEPARATE ULTRALIGHT VEHICLES TO PROCEED ON A X-COUNTRY FLT FOR A FLY-IN. THE INSTRUCTOR SAW THE PLT TAKEOFF, BUT LOST SIGHT OF HIM MOMENTS LATER & DID NOT SEE THE ACCIDENT. HOWEVER, AN EYE WITNESS STATED THAT HE SAW THE ULTRALIGHT FLYING FROM THE AIRPORT, IN A RIGHT TURN. THE WITNESS HEARD THE ENG REV UP & SAW THE NOSE OF THE VEHICLE DROP. HE REPORTED THAT THE ULTRALIGHT ENTERED A STEEP SPIRAL & IMPACTED THE GROUND. AN ON-SCENE INVESTIGATION REVEALED NO EVIDENCE OF A PREIMPACT DISCREPANCY WITH EITHER THE ENG OR THE AIRFRAME.

Brief of Accident (Continued)

File No. - 2561

8/27/83

HASKELL,OK

A/C Reg. No. NONE

Time (Lcl) - 0645 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2584 8/12/83 SCRANTON, PA A/C Reg. No. N69JM Time (Lcl) - 1553 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	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 310Q	Eng Make/Model - CONTINENTAL IO-470-V09	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	UNK/NR
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ALLENTOWN, PA	Runway Ident - UNK/NR
Wind Dir/Speed- 340/010 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Surface - UNK/NR
Lowest Sky/Clouds - SCATTERED	Type of Clearance - IFR	Runway Status - UNK/NR
Lowest Ceiling - 1200 FT OVERCAST	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1200
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE ACFT WS OBSERVED ON RADAR MAKING A LEFT 360 DEG TURN. THE PLT DID NOT RESPOND TO A CALL FROM THE CONTROLLER. A WITNESS HEARD THE PLANE "SPUTTERING" & OBSERVED IT IN ERRATIC MANEUVERS PRIOR TO IT HITTING A HOUSE. POST EXAM REVEALED THAT THE LEFT ENG'S LEFT MAGNETO DID NOT PRODUCE ANY SPARK DURING IT'S FUNCTIONAL CHECK. UPON DIS-ASSEMBLY THE CONDENSER WIRE SHIELDING WAS FOUND PARTIALLY CUT & HAD SHORTED ON THE MAGNETO DRIVE. THIS WAS DETERMINED TO HAVE BEEN THE RESULT OF IMPROPER ROUTING THAT EXPOSED THE WIRE TO THE MAGNETO DRIVE. THE ACFT & ENGS HAD AN ANNUAL INSPECTION COMPLETED 8/10/83.

Brief of Accident (Continued)

File No. - 2584

8/12/83

SCRANTON, PA

A/C Reg. No. N69JM

Time (Lc1) - 1553 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. IGNITION SYSTEM, MAGNETO - IMPROPER
 2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
 3. IGNITION SYSTEM, MAGNETO - SHORTED
 4. IGNITION SYSTEM, MAGNETO - FAILURE, TOTAL
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT

Finding(s)

5. AIRCRAFT HANDLING - IMPROPER - 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) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2499 9/17/83 PITTSBURGH,PA A/C Reg. No. N72590 Time (Lcl) - 1041 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-ROCKY MOUNTAIN HELICOPTER	DESTROYED						
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire						
Flight Conducted Under	-14 CFR 135	NONE	Crew	Fatal	Serious	Minor	None	
Accident Occurred During	-LANDING		Pass	0	0	0	3	1

-----Aircraft Information-----

Make/Model	- SUD AVIATION SA316B	Eng Make/Model	- TURBO MECA ARTOUSTE IIIB	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4850	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 562 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	UNK/NR
Method - TELEPHONE	MONOGAHELA,PA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	PITTSBURGH,PA	Runway Ident - UNK/NR
Wind Dir/Speed- 260/010 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 1200 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL	Current - YES	Total - 2432
SE LAND	Months Since - 1	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 30
		Last 30 Days- 30
		Instrument- 98
		Last 90 Days- 30
		Rotorcraft - 2279

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER WAS ON A FLT TO TRANSPORT AN ACUTELY ILL PATIENT FROM ONE HOSPITAL TO ANOTHER. THE AIRCREW CONSISTED OF A PLT & TWO FLT NURSES. DURING ARRIVAL AT THE DESTINATION, THE PLT BEGAN AN APCH TO AN ATHLETIC FIELD THAT WAS SURROUNDED BY TALL BLDGS & A POWER LINE. THE PLT SAID THE APCH WAS MADE ON A SOUTHEASTERLY HEADING WITH THE WIND FROM 230 DEG AT 7 KTS. AT ABOUT 45 FT AGL WITH AN AIRSPEED OF APRX 25 KTS, TRANSLATIONAL LIFT WAS LOST & THE HELICOPTER YAWED LEFT. THE APPLICATION OF FULL RIGHT ANTI-TORQUE PEDAL FAILED TO STOP THE YAW. THE HELICOPTER TOUCHED DOWN IN A LEFT YAW & THE PLT APPLIED COLLECTIVE. IT BECAME AIRBORNE AGAIN, STILL IN A LEFT YAW, THEN THE NOSE GEAR STRUCK THE GROUND & THE ROTOR BLADES STRUCK A BRICK WALL OF A BUILDING ON THE SOUTH SIDE OF THE FIELD. AN EXAM OF THE WRECKAGE REVEALED NO PREIMPACT DESCREPARNCIES. THE FLT NURSES REPORTED THAT THE APCH SEEMED HIGHER & FASTER THAN NORMAL. APRX 7 MI NNW AT PITTSBURG, PA, THE WIND WAS FROM 260 DEG AT 10 KTS. THE PLT HAD APRX 30 HRS WITH CLOCKWISE/FRENCH ROTOR SYS.

Brief of Accident (Continued)

File No. - 2499

9/17/83

PITTSBURGH,PA

A/C Reg. No. N72590

Time (Lcl) - 1041 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. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
5. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

9. OBJECT - BUILDING(NONRESIDENTIAL)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2495 10/23/83 READING, PA

A/C Reg. No. N13383

Time (Lcl) - 1540 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - UNK/NR

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- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HAGGERSTOWN, MD
Destination
MORRISTOWN, NJ

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 60
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1435	Last 24 Hrs	- 4
Make/Model-	1435	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	37
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING THE FLT, THEN HE LOST USE OF HIS RADIO & NAVIGATION EQUIPMENT. REPORTEDLY, HE WAS FORCED TO LAND ABOUT 1 MI FROM THE READING AIRPORT DUE TO BAD WX. THE ACFT ELECTRICAL SYSTEM WAS CHECKED, BUT NO REASON FOR THE ELECTRICAL FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 2495

10/23/83

READING, PA

A/C Reg. No. N13383

Time (Lcl) - 1540 EDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. ELECTRICAL SYSTEM - INOPERATIVE
 2. UNDETERMINED
-

-----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. - 2422 12/02/83 HERSHEY, PA A/C Reg. No. N6246L Time (Lcl) - 1510 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	1	0	0
Accident Occurred During - MANEUVERING			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172H	Eng Make/Model - CONTINENTAL O-300	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- 130/007 KTS Visibility - 1.000 SM Lowest Sky/Clouds - Lowest Ceiling - 600 FT OBSCURED Obstructions to Vision- FOG Precipitation - SNOW Condition of Light - DAYLIGHT	Itinerary Last Departure Point PALMYRA, PA Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - UNK/NR	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 85 Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 463 Make/Model- 194 Instrument- 11 Last 24 Hrs - UNK/NR Last 30 Days- 1 Last 90 Days- 3
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Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO TAKEOFF THE PLT WAS ADVISED THAT "A STORM WAS MOVING IN." THE PLT REPLIED HE KNEW THAT & WAS ONLY GOING UP FOR A SHORT FLT. SHORTLY AFTER TAKEOFF SNOW BEGAN TO FALL, & THE ACFT WAS OBSERVED FLYING PERPENDICULAR TO THE RWY BELOW TRAFFIC PATTERN ALTITUDE. THE ACFT MADE SEVERAL APPROACHES, BUT ON EACH APPROACH THE ACFT WAS EITHER TOO HIGH OR MIDWAY DOWN THE RWY. PRIOR TO THE LAST ABORTED LANDING ATTEMPT, THE ACFT HAD PASSED BEYOND THE MIDPOINT OF THE RWY, STILL HIGH, WITH ABOUT 10 DEG OF FLAPS EXTENDED. DURING THIS TIME THE FALLING SNOW HAD INCREASED IN INTENSITY. SHORTLY THEREAFTER THE ACFT CRASHED. THE WX AT THE ARPT WAS OBSERVED AS "SNOWING HEAVILY AND POOR VISIBILITY."

Brief of Accident (Continued)

File No. - 2422

12/02/83

HERSHEY, PA

A/C Reg. No. N6246L

Time (Lc1) - 1510 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - OBSCURATION
4. WEATHER CONDITION - SNOW
5. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - 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) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2498 12/12/83 COATESVILLE, PA A/C Reg. No. N3298D Time (Lcl) - 1239 EST

-----Basic Information-----

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-EXECUTIVE/CORPORATE	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During	-LANDING			0	0	0	5

-----Aircraft Information-----

Make/Model	- NORTH AMERICAN NA-265-40	Eng Make/Model	- P & W JT12A-8	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 18650	Engine Type	- TURBOJET		
No. of Seats	- 6	Rated Power	- 3300 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	WHITE PLAINS, NY	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	COATESVILLE
Wind Dir/Speed- 200/016 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 1.750 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4600/ 100
Lowest Sky/Clouds - 400 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 400 FT OVERCAST	Type Apch/Lndg - ILS-COMplete	Runway Status - WET
Obstructions to Vision- FOG	FULL STOP	
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 9082
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model - 140
		Last 30 Days - 25
		Instrument - 260
		Last 90 Days - 140
		Multi-Eng - 5277

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN IFR ARRIVAL, AN ILS APCH WAS MADE TO RWY 29 IN RAIN, TURBULENCE & GUSTY WINGS. AT APRX 400 FT AGL, THE ACFT BROKE OUT OF THE CLOUDS WHILE ON THE LOCALIZER GLIDE SLOPE. THE AIRSPEED AT THAT TIME WAS 8 KTS ABOVE THE REFERENCE SPEED, BUT WAS FLUCTUATING DUE TO THE TURBULENCE. THE PLT REPORT THAT JUST BEFORE TOUCHDOWN, THE ACFT SETTLED & PARTIAL POWER WAS APPLIED; HOWEVER, THE PLANE TOUCHED DOWN ON SOFT, WET TURF APRX 20 FT SHORT OF THE RWY LIP. IMMEDIATELY AFTER GROUND CONTACT, A JOLT WAS FELT & THE ACFT LISTED TO THE RIGHT. THE PLT COMPENSATED WITH AILERON CONTROL. HOWEVER, AS THE ACFT SLOWED DOWN DURING THE ROLL-OUT, THE RIGHT WING DROPPED TO THE SURFACE & THE ACFT VEERED OFF THE RIGHT SIDE OF THE RWY. IT CAME TO REST WITH THE RIGHT GEAR PARTIALLY COLLAPSED & DAMAGE TO THE RIGHT WING TIP, RIGHT MAIN GEAR STRUT DOOR, SPEED BRAKE & OTHER 2 GEAR. APRX 12 MI SOUTH SOUTHEAST AT WILMINGTON, DE, THE WIND WAS FROM 200 DEG AT 16 GUSTING 26 KTS.

Brief of Accident (Continued)

File No. - 2498

12/12/83

COATESVILLE, PA

A/C Reg. No. N3298D

Time (Lc1) - 1239 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WEATHER CONDITION - TURBULENCE
5. WEATHER CONDITION - GUSTS
6. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

7. TERRAIN CONDITION - SOFT
8. TERRAIN CONDITION - WET

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

9. LANDING GEAR, MAIN GEAR - OVERLOAD

Occurrence #4 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

10. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
11. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2503 8/17/83 VIEQUES,PR A/C Reg. No. N129D Time (Lcl) - 1640 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	9

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire Crew
NONE Pass

-----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 - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 150/008 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 1200 FT SCATTERED

Lowest Ceiling - 12000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ST. CROIX,VI

Destination

SAN JUAN,PR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

VIEQUES

Runway Ident - 09

Runway Lth/Wid - 2500/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND,ME LAND

Age - 26

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 7558

Make/Model- 28

Instrument- 346

Multi-Eng - 7125

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 56

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASH LANDED DURING A TOUCH AND GO LANDING. THE PLT SAID THAT THE ACFT WAS CAUGHT IN A WINDSHEAR OR VIOLENT DOWNDRAFT AND WOULD NOT CLIMB. HE DID NOT SAY WHY HE WAS DOING A TOUCH AND GO LANDING WITH 9 PASSENGERS ON BOARD. THE PLTS ACCOUNT OF THE ACCIDENT WAS: AFTER TOUCHDOWN I RAISED THE FLAPS AND SET TAKEOFF POWER. AT 103 KTS AND WITH 500 FT OF RWY REMAINING THE ACFT WAS LIFTED OFF. AT ABOUT 150 FT AGL AND CLIMBING I STARTED TO RAISE LANDING GEAR BUT THE ACFT STARTED TO SINK SO I LEFT GEAR DOWN. THE TREES WERE MOVING VIOLENTLY. I FELT I WAS CAUGHT IN A WINDSHEAR BECAUSE OF A SHARP DROP IN AIRSPEED AND THE ACFT QUIT PERFORMING. THE ACFT CONTINUED SINKING AND I DECIDED ON A CONTROLLED CRASH TO SAVE THE PASSENGERS. A WITNESS STATED HE (THE PLT) TOOK OFF WITHOUT ENOUGH POWER. I SAW THE PLANE WITH ITS NOSE HIGH AND TAIL LOW AND I LOST THE PLANE WHEN IT WENT INTO THE TREES. THE ACFT HIT SEVERAL CITRUS TREES AT A SHALLOW ANGLE OF DESCENT 1200 FT FROM THE END OF THE RWY. THE ACFT WENT 150 FT THROUGH THE TREES AND 350 FT ON THE GROUND BEFORE STOPPING

Brief of Accident (Continued)

File No. - 2503

8/17/83

VIEQUES,PR

A/C Reg. No. N129D

Time (Lcl) - 1640 AST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - TREE(S)
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
4. DISTANCE - INADEQUATE - PILOT IN COMMAND
5. AIRSPEED(VLOF) - BELOW - 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. - 2550 11/04/83 BEAUFORT, SC A/C Reg. No. N3688E Time (Lcl) - 1607 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious

0
0

Minor
0
0

None
1
4

-----Aircraft Information-----

Make/Model - BEECH BE-58P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6200
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-WB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 325 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- 280/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GREENVILLE, SC
Destination
BEAUFORT, SC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

BEAUFORT COMPANY
Runway Ident - 06
Runway Lth/Wid - 3430/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 49

Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 1534
Make/Model- 1326
Instrument- UNK/NR
Multi-Eng - 1420
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 29
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE STARTED HAVING PROBLEMS WITH VARIOUS ELETRICALLY OPERATED COMPONENTS DURING THE LATTER PART OF THE FLT. DURING DESCENT INTO BEAUFORT, HE LOST THE ABILITY TO TRANSMIT AND COMMUNICATED TO ATC BY TRANSPONDER. THE PLT SAID HE PUT THE GEAR AND FLAPS DOWN AND THOUGHT HE SAW GREEN LIGHTS. ON TOUCHDOWN HE HEARD GRINDING NOISES AND THE PROPS HIT. AFTER STOPPING THE GEAR WERE IN THE WELLS AND THE FLAPS WERE UP AND THE COWL FLAPS CLOSED. THE PLT STATED THAT THE GEAR AND FLAP CONTROLS WERE DOWN. SUBSEQUENT EXAMINATION OF THE ELECTRICAL SYSTEM DID NOT REVEAL EVIDENCE OF AN ELECTRICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 2550

11/04/83

BEAUFORT, SC

A/C Reg. No. N3688E

Time (Lc1) - 1607 EST

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
 2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2577 12/20/83 ROCK HILL, SC

A/C Reg. No. N69069

Time (Lcl) - 1010 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire NONE Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-N2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

BRYANT
Runway Ident - 01
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 36
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 22 Last 24 Hrs - UNK/NR
Make/Model- 22 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT REPORTED HE PICKED UP A SLIGHT CROSSWIND DURING HIS DESCENT FOR LANDING. THE ACFT TOUCHED DOWN ON THE MAIN LANDING GEAR WINGS LEVEL, STARTED TO VEER LEFT & DID NOT RESPOND TO RIGHT RUDDER PRESSURE. THE PLT APPLIED MAX BRAKING BUT THE ACFT RAN OFF THE RWY STRIKING A LIGHTED TAXIWAY SIGN & A DITCH ABOUT 50 FT FROM THE RWY EDGE. A MECHANIC CHECKED THE CONTROLS AFTER THE ACCIDENT & FOUND NOTHING WRONG WITH THEM.

Brief of Accident (Continued)

File No. - 2577

12/20/83

ROCK HILL, SC

A/C Reg. No. N69069

Time (Lc1) - 1010 EST

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 - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2521 12/24/83 CLEMSON, SC A/C Reg. No. N7076V Time (Lcl) - 1903 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
ON GROUND

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	3	0	0	0

-----Aircraft Information-----

Make/Model - MOONEY M20F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 310/012 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
GAINESVILLE, GA

Destination
ANDERSON, SC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ANDERSON COUNTY

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 27

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 532	Last 24 Hrs	- 1
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Make/Model-	28	Last 30 Days-	18
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Instrument-	51	Last 90 Days-	84
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Multi-Eng	- 4
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED IN A WOODED AREA ABOUT 15 MILES FROM ITS DESTINATION BUT ABOUT 16 MILES NORTH OF A STRAIGHT LINE BETWEEN GAINESVILLE, GA AND ANDERSON, SC. ONE WITNESS ABOUT 5 MILES FROM THE SITE SAW AN ACFT JUST BEFORE THE TIME OF THE CRASH FLYING AT ABOUT 1000 FT AGL WITH ITS LANDING LIGHT ON. THE LIGHT REMAINED ON ABOUT 30 SECOND THEN WENT OUT. THE ACFT WAS HEADING SOUTH & ITS ENGINE WAS RUNNING SMOOTHLY. IT IS NOT KNOWN IF THIS WAS THE ACCIDENT ACFT. THE ACFT CRASHED AT 1903 FIXED BY A VICTIMS STOPPED WRISTWATCH. THE ACFT WAS EXPECTED BY RELATIVES IN ANDERSON BY 1930. THE OCCUPANTS HAD GONE TO GAINESVILLE, GA TO PICK UP A CHRISTMAS PRESENT AND THE CRASH OCCURRED ON THE WAY BACK. ACCORDING TO RELATIVES THE PLT HAD FLOWN INTO ANDERSON MANY TIMES AT NIGHT. THE PLT CALLED ANDERSON FSS ABOUT 15 MINUTES BEFORE THE CRASH ASKING FOR AN ARPT ADVISORY, THERE WAS NO HINT OF ANY PROBLEM AND NO FURTHER CALLS FROM THE ACFT. INVESTIGATION DID NOT REVEAL A REASON FOR THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2521

12/24/83

CLEMSON, SC

A/C Reg. No. N7076V

Time (Lcl) - 1903 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. UNDETERMINED
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2444 7/02/83 PIERRE,SD A/C Reg. No. N8965G Time (Lcl) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuries			
Type of Operation -PERSONAL	Fire	Crew	0	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	1
Accident Occurred During -LANDING							0

-----Aircraft Information-----

Make/Model - CESSNA 188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PIERRE,SD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 350/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 45.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 8000 FT SCATTERED	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 - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 343
SE LAND	Months Since - 3	Make/Model- 40
	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-----

THE PLT WAS MAKING PRACTICE SWATH RUNS WITH A LOAD OF WATER. DURING THE THIRD TURN, AT ABOUT 100 FT AGL, THE ENG STOPPED, ACCORDING TO THE PLT. THE ACFT THEN LANDED HARD & CARTWHEELED. NO ENG MALFUNCTIONS WERE FOUND.

Brief of Accident (Continued)

File No. - 2444

7/02/83

PIERRE,SD

A/C Reg. No. N8965G

Time (Lc1) - 1800 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2539 9/24/83 SIOUX FALLS,SD A/C Reg. No. NONE Time (Lcl) - 1023 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -AIRSHOW
Flight Conducted Under -14 CFR 103
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

	Fatal	Serious	Minor	None
1	0	0	0	0
0	0	0	0	0

-----Aircraft Information-----

Make/Model - EIPPER QUICKSIVER E (MODIFIED)
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1
Eng Make/Model - CUYUNA 430
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- 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
SIOUX FALLS,SD
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg -

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)

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-----

AFTER TAKEOFF, THE PLT OF THE WEIGHT-SHIFT CONTROLLED, ULTRALIGHT VEHICLE ENTERED A STEEP CLIMB, THEN BEGAN A SERIES OF MANEUVERS WHICH INCLUDED PAST VERTICAL WINGOVERS. REPORTEDLY, ON HIS LAST MANEUVER, HE PERFORMED A WHIP STALL. A GROUND WITNESS STATED THAT DURING THE RECOVERY, HE "PULLED IN TIGHT TO GET AN IMPRESSIVE DIVE." A PLT WITNESS & 2 FAA INSPECTORS REPORTED THAT WHEN THE NOSE DROPPED, IT WENT PAST A VERTICAL POSITION. THE PLT WITNESS STATED THAT DURING THE RECOVERY, THE PLT HELD THE NOSE IN APRX A 60 DEG DIVE FOR 3 TO 4 SEC. THE FAA INSPECTORS REPORTED THAT DURING THE PULL-OUT, THE WINGS FAILED. AN EXAM REVEALED THAT THE LEFT & RIGHT INBOARD COMPRESSION STRUTS HAD BUCKLED FROM POSITIVE LOADING. THE PLT HAD MODIFIED THE ULTRALIGHT BY INSTALLING A NON-STANDARD ENG-PROP REDUCTION DRIVE SYS, BY CHANGING THE PITCH TRIM, BY ADDING A LOWER TAIL BOOM BRACE & BY ADDING A 10 LB WT TO THE NOSE TO INCREASE THE FORWARD SPEED IN A DIVE.

Brief of Accident (Continued)

File No. - 2539

9/24/83

SIOUX FALLS, SD

A/C Reg. No. NONE

Time (Lc1) - 1023 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. MAINTENANCE, MODIFICATION - PERFORMED - PILOT IN COMMAND
 2. AEROBATICS - PERFORMED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
 4. WING, BRACING STRUT - BUCKLED
 5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2575 9/11/83 MILLINGTON, TN

A/C Reg. No. N9789Z

Time (Lcl) - 1153 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
1	0	0	0

Type of Operation -PERSONAL

Fire Crew

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - NORTH AMERICAN SNJ

Eng Make/Model - P&W R-1340

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-RETRACTABLE MAINS

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 5300

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 600 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 240/005 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 - TRAFFIC PATTERN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CHARELS BAKER

Runway Ident - 18

Runway Lth/Wid - 3800/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1876

Make/Model- 72

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-----

TH PLT WAS GIVING FREE RIDES TO SPECTATORS AT AN AIR SHOW. THE ACFT WAS OBSERVED MAKING WHAT APPEARED TO BE A LOOP WHICH WAS INITIATED AT A LOW ALTITUDE. AS THE ACFT REACHED THE TOP OF THE LOOP, IT WAS ESTIMATED TO BE 1,000 TO 1,200 FT AGL. THE NOSE THEN PITCHED DOWN INTO A NEAR VERTICAL ATTITUDE & CONTINUED UNTIL GROUND IMPACT. THE PLT HAD NOT RECEIVED AN ACROBATIC COMPETENCY CHECK. TOXICOLOGICAL TESTS REVEALED BLOOD ALCOHOL LEVEL READINGS OF 0.054% TO 0.065%. HOWEVER, THE VITREOUS HUMOR ALCOHOL LEVEL WAS NEGATIVE.

Brief of Accident (Continued)

File No. - 2575

9/11/83

MILLINGTON, TN

A/C Reg. No. N9789Z

Time (Lc1) - 1153 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE RECURRENT TRAINING - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2571 10/14/83 KNOXVILLE,TN A/C Reg. No. N5547K Time (Lcl) - 1200 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 8KCAB
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-320-E2B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 010
Visibility - 15.0 SM
Lowest Sky/Clouds - 300 FT SCATTERED
Lowest Ceiling -
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

SKY RANCH
Runway Ident - 01
Runway Lth/Wid - 2100/ 150
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 61

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2166	Last 24 Hrs	- UNK/NR
Make/Model-	247	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- 202	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT STALLED DURING A STEEP CLIMBING TURN AFTER TAKEOFF.

Brief of Accident (Continued)

File No. - 2571

10/14/83

KNOXVILLE, TN

A/C Reg. No. N5547K

Time (Lcl) - 1200 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2546 6/16/83 SEVEN POINTS, TX A/C Reg. No. N148RE Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -TEST
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
1 0
0 0

None
0
0

-----Aircraft Information-----

Make/Model - ROTEC RALLY III
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - ROTAX 48
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 50 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 070/005 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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND

Age - 66

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 3003 Last 24 Hrs - UNK/NR
Make/Model- UNK/NR Last 30 Days- UNK/NR
Instrument- 150 Last 90 Days- UNK/NR
Multi-Eng - 1

Instrument Rating(s) - UNK/NR

-----Narrative-----

REPORTEDLY, THE PLT HAD PREVIOUSLY FLOWN IN A ROTEC RALLY III ULTRALIGHT, BUT HANDLED THE CONTROLS FOR ONLY A FEW MINUTES. AFTER ASSEMBLING THIS ULTRALIGHT, N148RE, FROM A KIT, HE MADE THE NECESSARY GROUND CHECKS & PREFLT INSPECTION, THEN TOOK OFF ON THE 1ST TEST FLT. AFTER TAKEOFF, HE STARTED A LEFT TURN. WHILE IN THE TURN, HE ALLOWED THE AIRSPEED TO DECREASE & THE LEFT WING BEGAN TO STALL. HOWEVER, AT THIS POINT, HE BECAME CONFUSED ABOUT THE OPERATION OF THE FLIGHT CONTROLS & PULLED BACK ON THE STICK INSTEAD OF PUSHING IT FORWARD. THIS RESULTED IN A FULL STALL. BEFORE HE COULD RECOVER FROM THE STALL, THE ULTRALIGHT CRASHED IN A NOSE LOW, LEFT WING DOWN ATTITUDE. THE ROTEC RALLY III WAS EQUIPPED WITH AN OVERHEAD CONTROL STICK. THE PLT WAS ACCUSTOMED TO FLYING CONVENTIONAL ACFT WITH A STICK ON THE FLOOR. HE STATED THERE WAS NO MECHANICAL FAILURE OF THE ACFT & THAT IT PERFORMED WELL.

Brief of Accident (Continued)

File No. - 2546

6/16/83

SEVEN POINTS, TX

A/C Reg. No. N148RE

Time (Lc1) - 1830 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRSPEED - REDUCED - PILOT IN COMMAND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - 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) 2,4

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. - 2548 7/11/83 WEBB, TX A/C Reg. No. N59085 Time (Lcl) - 2045 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
Type of Operation	-AERIAL APPLICATION	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	Fire	Crew 0	1	0	0
Accident Occurred During	-MANEUVERING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- BOEING B75N1	Eng Make/Model	- P&W R-985-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 450 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>GRAND PRAIRIE, TX</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 42</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 17</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3132</p> <p>Make/Model- 2500</p> <p>Instrument- 1</p> <p>Multi-Eng - UNK/NR</p>	<p>Last 24 Hrs - 8</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 90</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT BEFORE FLYING UNDER WIRES A BIRD STRUCK AND BROKE A PLASTIC FUEL GAUGE MOUNTED UNDER THE CENTER SECTION OF THE UPPER WING. FUEL REPORTEDLY SPRAYED ONTO THE WINDSCREEN AND THE PILOTS FACE RESTRICTING HIS FORWARD VISIBILITY. IN AN EFFORT TO MISS THE POWERLINES THE ACFT WAS FLOWN INTO THE TREES. THE ACCIDENT OCCURRED JUST PRIOR TO BEGINNING A SWATH RUN.

Brief of Accident (Continued)

File No. - 2548

7/11/83

WEBB, TX

A/C Reg. No. N59085

Time (Lc1) - 2045 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - BIRD(S)
2. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL DETECTION - PILOT IN COMMAND
4. FUEL SYSTEM, TANK - LEAK
5. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
6. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - CONTAMINATION
7. OBJECT - TREE(S)
8. LIGHT CONDITION - DUSK

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2542 7/20/83 HOUSTON, TX A/C Reg. No. N8995F Time (Lcl) - 1610 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PUBLIC USE	Fire	Crew 1	Serious 1	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING HIO-360-D1A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 190 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 220/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - UNK/NR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1845
SE LAND	Months Since - 15	Make/Model- 257
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 70
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 68
		Rotorcraft - 1845

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER CRASHED IN A RELATIVELY HIGH SPEED DESCENT WHILE IN A SLIGHT NOSE-LOW AND LEFT BANK ATTITUDE. THE ACFT HAD BEEN CIRCLING AT AN ALT OF ABOUT 600 FT MSL AWAITING CLEARANCE TO LAND. THE PIC IN THE LEFT SEAT, WHO WAS NOT FLYING THE ACFT, SAID HE FELT NO YAW OR CHANGE IN SOUND BUT SUDDENLY THE GROUND WAS COMING UP AND HE THOUGHT HE OBSERVED LOW ROTOR RPM. THE NEXT THING HE REMEMBERS IS BEING IN PAIN ON THE GROUND ON HIS BACK. NEITHER THE ENGINE NOR THE ROTORS WERE OPERATING AT IMPACT AS VERIFIED BY OBSERVATION OF THE WRECKAGE. INVESTIGATION REVEALED THAT THE ENG AND ALL OF ITS ACCESSORIES WERE CAPABLE OF NORMAL OPERATION PRIOR TO GROUND IMPACT.

Brief of Accident (Continued)

File No. - 2542

7/20/83

HOUSTON, TX

A/C Reg. No. N8995F

Time (Lc1) - 1610 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)
1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
2. FLARE - NOT POSSIBLE - COPILOT
3. ADEQUATE ROTOR RPM - NOT MAINTAINED - COPILOT
4. AUTOROTATION - NOT ATTAINED - COPILOT

----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. - 2562 7/30/83 ROUND ROCK, TX A/C Reg. No. NONE Time (Lcl) - 1516 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 103
Accident Occurred During - MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - PTERODACTYL ASCENDER II+
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 450
No. of Seats - 1

Eng Make/Model - CUYUNA UL 202
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 35 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 060/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 5500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity
ON AIRSTRIP

Airport Data

EDVILLE

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 - UNK/NR

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 6 Last 24 Hrs - UNK/NR

Make/Model- 6 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT VEHICLE HAD BEEN RECENTLY BUILT & HAD BEEN FLOWN ONCE BY AN EXPERIENCED ULTRALIGHT PLT. HE REPORTED THERE WERE NO DISCREPANCIES IN THE VEHICLE'S ASSEMBLY OR FLT CHARACTERISTICS. THE OWNER & 2 OTHER PERSONNEL MET AT THE FLYING AREA & ASSEMBLED THE VEHICLE. THE ONLY ONE WITH FLYING EXPERIENCE TOOK OFF & MADE SEVERAL PASSES OVER THE AREA. ON THE LAST PASS, HE WAVED BOTH HANDS & YELLED WHAT 1 WITNESS THOUGHT WAS "I LOVE IT." SHORTLY AFTER THAT, THE VEHICLE TURNED INTO THE WIND & BEGAN OSCILLATING IN PITCH. THE NOSE THEN PITCHED UP TO OR BEYOND A VERTICAL ATTITUDE & THE VEHICLE BEGAN DESCENDING TAIL 1ST, THEN CRASHED. WITNESSES REPORTED THAT THE WINGS FOLDED, BUT THEY WERE NOT SURE WHETHER THE WINGS FOLDED BEFORE OR AFTER THE VEHICLE ENTERED THE TAIL SLIDE. THE VEHICLE WAS NOT DESIGNED FOR A TAIL SLIDE. AN EXAM REVEALED THAT 1 LANDING WIRE & ALL 4 CANARD BRACE WIRES HAD SEPARATED FROM OVERLOAD. THE WIND WAS GUSTING TO 20 KTS, A DUST DEVIL WAS SEEN IN THE VICINITY & SVRL MORE-EXPERIENCED PLTS HAD STOPPED FLYING DUE TO THE WINDS.

Brief of Accident (Continued)

File No. - 2562

7/30/83

ROUND ROCK, TX

A/C Reg. No. NONE

Time (Lc1) - 1516 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - GUSTS
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

8. WING, BRACING WIRE - OVERLOAD
9. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -

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) 4

Factor(s) relating to this accident is/are finding(s) 2,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2564

8/06/83

FORT WORTH, TX

A/C Reg. No. N3609C

Time (Lcl) - 0745 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire
UNK/NR

-----Aircraft Information-----

Make/Model - BALLOON WORKS FIREFLY AX-7
Landing Gear - N/A
Max Gross Wt - UNK/NR
No. of Seats - UNK/NR

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - UNK/NR
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 275/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND
FREE BALLOON ,GLIDER

Age - 35

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	-	74	Last 24 Hrs -	1
Make/Model-	25		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	13

Instrument Rating(s) - NONE

-----Narrative-----

THE INTENDED LANDING AREA WAS A PARKING LOT. ADJACENT TO THE LOT WAS A ONE-STORY BUILDING ON TOP OF WHICH A TV ANTENNA ABOUT 20 FT ABOVE THE ROOF TOP. IN AN EFFORT TO CLEAR THE ANTENNA DURING THE DESCENT TO THE PARKING LOT, THE PLT WAS NOT AWARE OF A SET OF POWER LINES BEYOND & SLIGHTLY LOWER THAN THE ANTENNA. AFTER SAFELY CLEARING THE ANTENNA THE PLT NOTICED THE POWER LINES. FEELING THAT A VERTICAL CLIMB OVER THE LINES WAS NOT POSSIBLE, HE ELECTED TO RIP OUT THE BALLOON TOP RESULTING IN A VERTICAL DESCENT CONTACTING THE WIRES ON THE WAY TO THE GROUND.

Brief of Accident (Continued)

File No. - 2564

8/06/83

FORT WORTH, TX

A/C Reg. No. N3609C

Time (Lc1) - 0745 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. OBJECT - WIRE, TRANSMISSION(MARKED)
-

-----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. - 2517 8/20/83 WEST JORDAN,UT A/C Reg. No. N22390 Time (Lcl) - 0855 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Fatal	Injuries		
	Serious	Minor	None
Crew 0	1	0	0
Pass 1	1	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 421A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6840
No. of Seats - 7

Eng Make/Model - CONTINENTAL GTS10-540-D
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 375 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/004 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SPANISH FORK,UT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 44
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 4156	Last 24 Hrs - UNK/NR
Make/Model- 132	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 114
Multi-Eng - 3639	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

INVESTIGATION REVEALED THAT THE PLT ABORTED TWO TAKEOFF ATTEMPTS DUE TO A "ROUGHNESS" IN ONE ENG. NOT ABLE TO DUPLICATE THE ROUGHNESS DURING SUBSEQUENT GROUND CHECKS, THE PLT DEPARTED. AT AN ALT OF 300 AGL THE LEFT ENG BEGAN TO SURGE AND THE RIGHT ENG, ACCORDING TO THE PLT, "SEEMED TO BE DELIVERING NO POWER EITHER AND I COULD FEEL THE PLANE DECELERATING." THE PLT STATED HE TURNED THE ACFT TO MISS A HOUSING DEVELOPMENT. A WITNESS STATED THAT THE LEFT WING DROPPED AND THE ACFT DOVE INTO THE GROUND AT ABOUT 45 DEG ANGLE. INVESTIGATION FAILED TO REVEAL ANY REASON FOR LOSS OF ENG POWER.

Brief of Accident (Continued)

File No. - 2517

8/20/83

WEST JORDAN,UT

A/C Reg. No. N2239Q

Time (Lc1) - 0855 MDT

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CLIMB - TO CRUISE

-----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. - 2479 9/30/83 PROVO, UT A/C Reg. No. N8693F Time (Lcl) - 1000 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-TEST FLIGHT	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	0	0
Accident Occurred During	-LANDING	NONE	Pass	0	0	0

-----Aircraft Information-----

Make/Model	- HUGHES 369D (500)	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- TURBOCHAFT		
No. of Seats	- 2	Rated Power	- 420 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
Visibility	- 45.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 5500 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 12000 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 10500
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model	- 500
HELICOPTER	Aircraft Type - UNK/NR	Instrument	- UNK/NR
		Multi-Eng	- 50
		Last 24 Hrs	- 3
		Last 30 Days	- UNK/NR
		Last 90 Days	- 200
		Rotorcraft	- UNK/NR

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER WAS ON A TEST FLT TO TRACK & BALANCE THE MAIN ROTOR SYSTEM & TO COMPLETE A 100 HR INSPECTION. PRIOR TO THE FLT, AN OCCASIONAL FLICKER OF THE FUEL FILTER LIGHT WAS NOTED, BUT IT WAS THOUGHT TO BE A WIRING PROBLEM. AFTER TAKING OFF, THE FUEL FILTER LIGHT FLICKERED ON A FEW MORE TIMES, BUT NEVER ILLUMINATED STEADILY. AFTER LESS THAN A MINUTE OF FLYING TIME, THE PLT FELT 2 QUICK "JERKS" (YAWS). HE START A 180 DEG TURN TO LAND. AFTER 90 DEG OF TURN, THE N2 DECREASED TO 95%, THEN SURGED TO 105%, THEN THE ENG QUIT RUNNING. THE PLT INITIATED AN AUTOROTATION, BUT DURING LANDING ON SOFT, WET TERRAIN, THE HELICOPTER ROCKED FORWARD & THE MAIN ROTOR STRUCK THE TAIL BOOM. AN EXAM OF THE HELICOPTER REVEALED A "B" NUT ON 1 OF 2 DIFFERENTIAL PRESSURE LINES (CONNECTED TO THE FUEL FILTER DIFFERENTIAL PRESSURE SWITCH) WAS LOOSE. DURING THE EXAM, THE "B" NUT SEPARATED FROM ITS ATTACH POINT BY A 1/2 TURN USING FINGER PRESSURE.

Brief of Accident (Continued)

File No. - 2479

9/30/83

PROVO,UT

A/C Reg. No. N8693F

Time (Lc1) - 1000 MST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. FUEL SYSTEM,LINE FITTING - LOOSE
 2. MAINTENANCE,100 HOUR INSPECTION - INADEQUATE -
 3. FUEL SYSTEM,LINE - LEAK
 4. FLUID,FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 NOSE DOWN
Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - SOFT
 7. TERRAIN CONDITION - WET
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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. - 2434 10/23/83 BOUNTIFUL,UT A/C Reg. No. N6906R Time (Lcl) - 1100 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	2	2	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew Pass
NONE

-----Aircraft Information-----

Make/Model - CESSNA T210G
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-C1
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- CALM
Visibility - 40.0 SM
Lowest Sky/Clouds - 12000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ST. GEORGE,UT
Destination
SAME AS ACC/INC

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

SALT LAKE SKYPARK
Runway Ident - 34
Runway Lth/Wid - 4700/ 70
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 728	Last 24 Hrs	- UNK/NR
Make/Model-	54	Last 30 Days-	6
Instrument-	0	Last 90 Days-	25

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT AT 11,000 FT, THE PLT NOTED THAT THE FUEL FLOW GAGE WAS "WIGGLING" & THE ENG "DIDN'T SOUND REAL HEALTHY." HE INCREASED THE MIXTURE SLIGHTLY & TURNED THE AUX FUEL PUMP TO "LOW BOOST." THE FUEL FLOW THEN STABILIZED "PRETTY GOOD." THE PLT SAID THAT A LITTLE LATER, THE FUEL FLOW GAGE "WAS STILL FLUCTUATING AROUND" & THE ENG DIDN'T SOUND RIGHT, SO HE SWITCHED THE AUX FUEL PUMP TO "HI BOOST" & LEANED THE MIXTURE SLIGHTLY. THE ENG THEN RAN NORMALLY & HE CONTINUED TO THE DESTINATION & LEFT THE AUX FUEL PUMP AT "HI BOOST." ON FINAL APCH TO LAND WITH THE AUX PUMP STILL ON, THE ENG LOST POWER. UNABLE TO CLEAR OBSTRUCTIONS, THE PLT ELECTED TO LAND IN A FIELD SHORT OF THE RWY. DURING ROLL-OUT IN TALL GRASS, THE ACFT STRUCK A MOUND OF DIRT & NOSED OVER. NO PREIMPACT FAILURE WAS FOUND & FUEL WAS STILL REMAINING. ACCORDING TO THE OWNER'S MANUAL, FUEL VAPORIZATION CAN OCCUR; IF FUEL FLOW FLUCTUATES ABOVE 1 GAL/HR, POSITION AUX PUMP TO "HI" & ADJUST THE MISTURE; WHEN FUEL FLOW IS STEADY FOR SVRL MIN, AUX PUMP CAN BE TURNED OFF & MIXTURE RESET.

Brief of Accident (Continued)

File No. - 2434

10/23/83

BOUNTIFUL,UT

A/C Reg. No. N6906R

Time (Lc1) - 1100 MDT

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 - HIGH VEGETATION
3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
4. TERRAIN CONDITION - DIRT BANK

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2572 10/29/83 NORFOLK, VA A/C Reg. No. N9531Q Time (Lcl) - 1145 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
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal	Injuries			None
	Serious	Minor		
0	0	0	1	
0	0	0	1	

-----Aircraft Information-----

Make/Model - PIPER PA-61P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5700
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-51AS
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed - 350/013 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds -
Lowest Ceiling -
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NORFOLK, VA
Destination
WEST PALM BEACH, FL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

NORFOLK INTERNATIONAL
Runway Ident - 32
Runway Lth/Wid - 4876/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND, ME LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3395
Make/Model - 60
Instrument - 85
Multi-Eng - 2692
Last 24 Hrs - 6
Last 30 Days - UNK/NR
Last 90 Days - 227

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DURING THE TAKEOFF ROLL THE AIRSPEED HAD ACCELERATED THROUGH 128 KTS, BUT AS THE TAKEOFF CONTINUED THE AIRSPEED DROPPED TO 115 KTS & REMAINED BETWEEN 100-115 KTS. AFTER ROTATION THE ACFT WOULD NOT CLIMB OR ACCELERATE ABOVE 100-115 KTS. THE PLT RECHECKED THE POWER PLANT CONTROLS & ACFT SYSTEMS OPERATIONS. THE ACFT WOULD ONLY CLIMB TO ABOUT 20 FT AGL. THE PLT ELECTED TO ABORT THE TAKEOFF WITH ABOUT 1200 FT OF RUNWAY REMAINING. THE ACFT TOUCHED DOWN & THE PLT APPLIED MAXIMUM BRAKING, BUT THE ACFT RAN OFF THE END OF THE RWY COLLAPSING THE LANDING GEAR. THE PLT REPORTED APPLYING RIGHT RUDDER TO MAINTAIN DIRECTIONAL CONTROL DURING THE ATTEMPTED CLIMBOUT, BUT NO MALFUNCTION OF THE LEFT ENG WAS FOUND. ACCORDING TO THE OWNER'S MANUAL THE ACCELERATE STOP DISTANCE WAS AMPLE.

Brief of Accident (Continued)

File No. - 2572

10/29/83

NORFOLK,VA

A/C Reg. No. N9531Q

Time (Lc1) - 1145 EDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
 2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

3. LANDING GEAR,MAIN GEAR - OVERLOAD
 4. LANDING GEAR,NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2551 12/23/83 PENNINGTON GAP, VA A/C Reg. No. N736NJ Time (Lcl) - 2235 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	1	0	
Pass	0	0	0	2	

-----Aircraft Information-----

Make/Model - CESSNA R182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3200
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3CSD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 230/020 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 5200 FT OVERCAST
Obstructions to Vision- UNK/NR
Precipitation - SNOW
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
LOUISVILLE, KY
Destination
HICKORY, NC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

LEE COUNTY
Runway Ident - 25
Runway Lth/Wid - 2250/ 50
Runway Surface - ASPHALT
Runway Status - UNK/NR

PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 46
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1758	Last 24 Hrs	- UNK/NR
Make/Model-	19	Last 30 Days-	UNK/NR
Instrument-	71	Last 90 Days-	20
Multi-Eng	- 30		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ENROUTE AT 7,000 FT MSL THE ACFT STARTED PICKING UP HEAVY ICE. THE PLT MAKE A 180 DEG TURN & DESCENDED TO 6,000 FT. HE WAS ABLE TO SEE THE GROUND THROUGH BREAKS IN THE CLOUDS. UPON SIGHTING LEE COUNTY ARPT THE PLT ELECTED TO MAKE A PRECAUTIONARY LANDING. ACCORDING TO THE PLT THE ACFT WAS VERY DIFFICULT TO KEEP FLYING BY THIS TIME & HE HAD NO FORWARD VISIBILITY DUE TO ICE ON THE WINDSHIELD. THE ACFT LANDED HARD, BOUNCED & WENT OFF THE RWY COMING TO REST INVERTED. THERE WAS ABOUT 1 INCH OF ICE ON THE WINDSHIELD, WINGS, FIN & DORSAL.

Brief of Accident (Continued)

File No. - 2551

12/23/83

PENNINGTON GAP,VA

A/C Reg. No. N736NJ

Time (Lcl) - 2235 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. WING - ICE
6. VERTICAL STABILIZER SURFACE - ICE
7. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. 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) 8

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2582 11/29/83 BENNINGTON, VT A/C Reg. No. N2958R Time (Lcl) - 1450 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	1	0	0
Accident Occurred During	-APPROACH		Pass 0	2	1	0

-----Aircraft Information-----

Make/Model	- PIPER PA-34-200T	Eng Make/Model	- CONTINENTAL TS10-360-EB	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 4570	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 200 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 270/003 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - OBSCURED</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point ATLANTIC CITY, NJ</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - VOR/TVOR</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data BENNINGTON STATE</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - 3700/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2505
SE LAND, ME LAND, SE SEA	Months Since - 11	Make/Model- 155
	Aircraft Type - UNK/NR	Instrument- 99
		Multi-Eng - 500
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 113

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO MOUNTAINOUS TERRAIN AT ABOUT THE 1,800 FT LEVEL APPROXIMATELY 2 MI SOUTH OF THE ARPT. THE ACFT HAD BEEN CLEARED FOR THE VOR-A APPROACH. THE MISSED APPROACH POINT IS THE 6 DME POINT FROM THE CAMBRIDGE VOR ON THE 159 DEG RADIAL. MDA IS 1,740 FT. THE PLT STATED THE ACFT'S DME WAS INTERMITTENT, BELIEVED HE HAD A 10 KT TAILWIND & USED THE 3 MINUTE TIME FROM THE FAF TO THE MAP. ACCORDING TO THE APPROACH PROCEDURE A 3 MINUTE TIME IS USED FOR AN APPROACH SPEED OF 120 KTS. RECORDED RADAR DATA SHOWED THAT THE ACFT'S GROUND SPEED ON FINAL FLUCTUATED BETWEEN 169 & 184 KTS. A WITNESS ON THE ARPT DESCRIBED THE WX AS CEILING INDEFINITE ZERO OBSCURED & VISIBILITY ZERO IN FOG.

Brief of Accident (Continued)

File No. - 2582

11/29/83

BENNINGTON,VT

A/C Reg. No. N2958R

Time (Lc1) - 1450 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - OBSCURATION
4. WEATHER CONDITION - BELOW APPROACH MINIMUMS
5. COMM/NAV EQUIPMENT, DISTANCE MEASURING EQPT(DME) - ERRATIC
6. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
7. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2580 1/19/83 MONROE, WI A/C Reg. No. N5818F Time (Lcl) - 0425 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries	
Name of Carrier -AIR AURORA INC	DESTROYED		Fatal	Serious
Type of Operation -SCHEDULED, DOMESTIC, CARGO	Fire	Crew	0	0
Flight Conducted Under -14 CFR 135	ON GROUND	Pass	0	0
Accident Occurred During -LANDING				Minor
				1
				0
				None
				0

-----Aircraft Information-----

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-KIG5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	AURORA, IL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MINNEAPOLIS, MN	Runway Ident - N/A
Wind Dir/Speed- CALM		Runway Lth/Wid - N/A
Visibility - 15.0 SM	ATC/Airspace	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 11000 FT SCATTERED	Type of Flight Plan - IFR	Runway Status - DRY
Lowest Ceiling - 25000 FT BROKEN	Type of Clearance - IFR	
Obstructions to Vision- NONE	Type Apch/Lndg - FORCED LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2225
SE LAND, ME LAND	Months Since - 14	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 152
		Instrument- 35
		Last 30 Days- UNK/NR
		Last 90 Days- 200
		Multi-Eng - 425

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING AT 4,000 FT MSL THE ENG QUIT. DURING A FORCED LANDING ON ROLLING FARM TERRAIN BOTH MAIN LANDING GEAR SEPARATED. THE ACFT THEN SLID THROUGH A BARBED WIRE FENCE & CAUGHT FIRE. METALLURGICAL EXAMINATION REVEALED A FATIGUE FAILURE OF THE IDLE SET SCREW THAT CONTROLS THE DIAPHRAM SETTING IN THE BENDIX FUEL INJECTION (P/N 2424273-10). THE STEM OF THE SCREW FAILED AS A RESULT OF REVERSED BENDING STRESSES CAUSED BY SIDE TO SIDE FORCES. THIS TYPE OF FAILURE COULD NOT BE EXPLAINED AS THE PRINCIPAL FORCE APPLIED TO THE ADJUSTMENT SCREW WOULD PRIMARILY BE IN A TWISTING MOTION RATHER THAN A SIDE TO SIDE APPLIED FORCE.

Brief of Accident (Continued)

File No. - 2580

1/19/83

MONROE, WI

A/C Reg. No. N5818F

Time (Lc1) - 0425 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, FUEL CONTROL - FATIGUE
2. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
4. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD

Occurrence #5 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2567 8/02/83 OSHKOSH,WI A/C Reg. No. N4ZZ Time (Lc1) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model - SWAIN RUTAN LONGEZE	Eng Make/Model - CONTINENTAL O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	FONDULAC,WI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	OSHKOSH,WI	WITTMAN FIELD
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
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)
ATP	Current - YES	Total - 5000
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 800
	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 NOSED OVER DURING A FORCED LANDING AFTER A POWER LOSS. THE ACFT COLLIDED WITH TALL CORN DURING THE LANDING ROLL AND SWERVED INTO THE CORN. EXAMINATION OF THE CARBURETOR REVEALED PIECES OF A SOFT BROWNISH-WHITE SOMEWHAT ELASTIC SUBSTANCE IN THE FLOAT CHAMBER. IT WAS VERY SIMILAR IN NATURE TO A TEFLON SEALING TAPE WHICH WAS USED ON THE THREADS OF THE FUEL INLET FITTING SCREWED INTO THE INLET PART OF THE FLOAT CHAMBER. A PIECE OF TAPE WAS LOOSE & FOLDED OVER THE BORE OF THE FITTING. THE BUILDER STATED THAT HE USED THE TAPE WHEN INSTALLING THE FUEL SUPPLY LINE TO ASSURE NO LEAKS AT THE CARBURETOR.

Brief of Accident (Continued)

File No. - 2567

8/02/83

OSHKOSH,WI

A/C Reg. No. N4ZZ

Time (Lc1) - 1500 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. FUEL SYSTEM,CARBURETOR - BLOCKED(TOTAL)
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 - 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. - 2590 10/07/83 WAUPACA,WI A/C Reg. No. N7695J Time (Lcl) - 1856 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-MANEUVERING					

-----Aircraft Information-----

Make/Model	- PIPER PA-28R-180	Eng Make/Model	- LYCOMING IO-360	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 180 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- 200/005 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 500 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">CINCINNATI,OH</p> <p>Destination</p> <p style="padding-left: 20px;">WAUSAU,WI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="text-align: center;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - UNK/NR</p> <p>Make/Model- - UNK/NR</p> <p>Instrument- - UNK/NR</p> <p>Multi-Eng - - UNK/NR</p> <p>Last 24 Hrs - - UNK/NR</p> <p>Last 30 Days- - UNK/NR</p> <p>Last 90 Days- - UNK/NR</p> <p>Rotorcraft - - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT HAD MADE MISSED APPROACHES AT WAUSAU & MOSINEE. PLT INFORMED ARTC THAT HE HAD A FUEL PROBLEM. WHILE RECEIVING VECTORS TO WAUPACA ARPT THE ENG QUIT & THE ACFT CRASHED INTO TREES. TOTAL TIME OF FLT WAS 4+33. THE RIGHT TANK FUEL FILLER CAP WAS LOOSE & THE SEAL WAS MISSING.

Brief of Accident (Continued)

File No. - 2590

10/07/83

WAUPACA, WI

A/C Reg. No. N7695J

Time (Lc1) - 1856 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 3. FUEL SYSTEM, CAP - LOOSE
 4. FUEL SYSTEM, CAP - IMPROPER
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
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

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2473 11/21/83 NEAR GREEN BAY,WI A/C Reg. No. N9232M Time (Lcl) - 2142 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -UNKNOWN

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
1
0

Injuries
Serious
0
0

Minor
0
0

None
0
0

-----Aircraft Information-----

Make/Model - MOONEY M20C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - 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- 260/007 KTS
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
CLINTONVILLE,WI
Destination
MILWAUKEE,WI

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER - CHOPPY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 37

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 259
Make/Model- 81
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A TAKING OFF AT 2029 CST, THE PLT CLIMBED TO 7000 FT & FLEW ON A SOUTHERLY HEADING TOWARD THE OSHKOSH VOR. AT 2030, THE PLT INDICATED THAT HE HAD A RADIO PROBLEM, BUT HE REMAINED IN RADIO CONTACT WITH ATC UNTIL A FREQ CHANGE AT 2039, THEN NO FURTHER RADIO TRANSMISSIONS WERE RECEIVED BY ATC. AT APRX 2040, THE ACFT TURNED OFF COURSE (EAST NORTHEAST) TOWARD GREEN BAY, WI. ABOUT 8 MIN LATER IT TURNED SOUTH, THEN BEGAN WIDE SHALLOW LEFT TURNS. THE ACFT CONTINUED MAKING LEFT TURNS WHILE MOVING SLOWLY EAST, OUT OVER LAKE MICHIGAN. AT 2130, THE AIRCREW OF AN AIR WISCONSIN ACFT MADE VISUAL CONTACT WITH N9232M. AT 2138, THEY REPORTED THAT N9232M HAD BEGUN A RAPID RATE OF DESCENT, & 6 MIN LATER, THEY STATED N9232M DISAPPEARED INTO THE WATER, NO WRECKAGE WAS FOUND BUT PERSONNEL ON A COAST GUARD VESSEL SMELLED A STRONG ODOR OF FUEL AT THE SUSPECTED CRASH SITE.

Brief of Accident (Continued)

File No. - 2473

11/21/83

NEAR GREEN BAY, WI

A/C Reg. No. N9232M

Time (Lc1) - 2142 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED
2. LIGHT CONDITION - NIGHT
3. COMM/NAV EQUIPMENT - 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. - 2566 8/07/83 NORMANTOWN,WV A/C Reg. No. N7272W Time (Lcl) - 1310 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
2

-----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 - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 6.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WOODBIDGE,VA
Destination
FRANKFORT,KY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - SNOW
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 31

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 810
Make/Model- 604
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 26
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT NOTICED SMOKE IN THE COCKPIT, & SOON THEREAFTER OBSERVED THE OIL PRESS GAGE READING ZERO. THE PLT WAS GIVEN RADAR VECTORS TO THE NEAREST ARPT BUT HE WAS UNABLE TO REACH IT. THE ACFT COLLIDED WITH TREES & A POWERLINE DURING THE FORCED LANDING. EXAMINATION REVEALED THAT AN OIL COOLER LINE HAD RUPTURED ALLOWING THE ENG OIL SUPPLY TO BE PUMPED OVERBOARD. THE LINE WAS FOUND TO BE IN A VERY BRITTLE CONDITION. THERE WAS NO EVIDENCE OF CHAFING. THE LAST ANNUAL WAS 7/11/83. THE RUPTURED LINE HAD 794 HRS TIME IN SERVICE & HAD BEEN INSTALLED FOR ALMOST 7 YRS. THE ACFT MFGR RECOMMENDS THAT THE LINES BE REPLACED EVERY 1,000 HRS. HOWEVER, THE MFGR OF THE LINES GIVE THEM A 5-YR SHELF LIFE.

Brief of Accident (Continued)

File No. - 2566

8/07/83

NORMANTOWN, WV

A/C Reg. No. N7272W

Time (Lc1) - 1310 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM,OIL HOSE - LIFE EXPIRED
 2. LUBRICATING SYSTEM,OIL HOSE - BURST
 3. MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. OBJECT - TREE(S)
 5. OBJECT - WIRE,TRANSMISSION
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2578 10/01/83 PLINY,WV A/C Reg. No. N1334X Time (Lcl) - 0945 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	2	0	0

Type of Operation -OTHER WORK USE

Fire

Crew

Flight Conducted Under -14 CFR 133

NONE

Pass

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - SOLOY 47G-3B1

Eng Make/Model - ALLISON 250-C20

ELT Installed/Activated - YES/YES

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 3200

Engine Type - TURBOSHAFT

No. of Seats - 3

Rated Power - 400 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 050/003 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 4000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

HELICOPTER

Age - 40

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 9625

Make/Model- 310

Instrument- UNK/NR

Multi-Eng - 25

Last 24 Hrs - 10

Last 30 Days- UNK/NR

Last 90 Days- 287

Rotorcraft - 9500

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER WAS BEING USED IN THE CONSTRUCTION OF ELECT TRANSMISSION LINES. A 150-FT LONGLINE CABLE HAD BEEN UTILIZED ON AN EARLIER FLIGHT FOR LIFTING EXTERNAL LOADS. HOWEVER, THERE WAS NO REASON FOR THE LONGLINE TO BE ATTACHED ON THE ACCIDENT FLIGHT AS THE PAX WERE BEING TRANSPORTED IN CONJUNCTION WITH THEIR CONSTRUCTION & INSPECTION DUTIES. THE HELICOPTER TOOK OFF WITH THE LONGLINE ATTACHED & NO EXTERNAL LOAD. AFTER TAKEOFF, THE HELICOPTER MOVED FORWARD ABOUT 200 FT TO A TREELINE & BEGAN A LEFT TURN, AWAY FROM TOWER 51 WHERE THE TAKEOFF WAS INITIATED, TOWARD A POINT WHERE ONE OF THE PAX WAS TO BE DISCHARGED. AS THE HELICOPTER FLEW OVER THE TREES THE LONGLINE BECAME ENTANGLED IN THE TREES.

Brief of Accident (Continued)

File No. - 2578

10/01/83

PLINY,WV

A/C Reg. No. N1334X

Time (Lcl) - 0945 EDT

Occurrence LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MISC EQPT/FURNISHINGS - NOT REMOVED
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 4. OBJECT - TREE(S)
 5. LOAD JETTISON - NOT USED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2573 11/26/83 HUNTINGTON, WV A/C Reg. No. N49440 Time (Lcl) - 1555 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- 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	- 1200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point	ON AIRPORT
Method	- UNK/NR	SAME AS ACC/INC	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	LOCAL	TRI-STATE
Wind Dir/Speed	- 250/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 30
Lowest Sky/Clouds	- 20000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- 30000 FT BROKEN	Type of Clearance	- 6509/ 150
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- ASPHALT
Condition of Light	- DAYLIGHT	- TOUCH AND GO	Runway Status
			- DRY

-----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 - 25	Last 24 Hrs - 2
	Months Since - N/A	Make/Model - 25	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 25

Instrument Rating(s) - NONE

-----Narrative-----

ACFT BALLOONED DURING THE LANDING PORTION OF A TOUCH-&-GO. THE STUDENT ADDED POWER & THE ACFT STALLED IN A NOSE HIGH ATTITUDE. THE ACFT DROPPED TO THE RWY FROM ABOUT 10 FT.

Brief of Accident (Continued)

File No. - 2573

11/26/83

HUNTINGTON, WV

A/C Reg. No. N49440

Time (Lc1) - 1555 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
 2. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2480 11/29/83 DOUGLAS,WY A/C Reg. No. N7697E Time (Lcl) - 0800 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -AERIAL OBSERVATION
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED

Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CHAMPION 7GC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-D2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 140 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 - UNK/NR
Wind Dir/Speed- 330/004 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OVERCAST
Obstructions to Vision- UNK/NR
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DOUGLAS,WY
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 44
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 470
Make/Model- 395
Instrument- 5
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- 9
Last 90 Days- 66
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF ON AN AERIAL OBSERVATION FLT TO SPOT CATTLE IN A MOUNTAINOUS AREA. WHEN HE FAILED TO RETURN, A SEARCH WAS INITIATED. THE PLANE WAS FOUND IN A VALLEY BETWEEN 2 MOUNTAIN RANGES. AN INVESTIGATION REVEALED THAT THE ACFT HAD CRASHED WHILE IN A STEEP NOSE-LOW ATTITUDE. THERE WAS NO LONGITUDINAL GROUND SCAR, THE ENG WAS EMBEDDED IN A 30 INCH CRATER & CONTROL CONTINUITY WAS ESTABLISHED FROM ALL CONTROL SURFACES TO THE COCKPIT AREA. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS EVIDENT. THE 0750 MST WX AT DOUGLAS, WY (ELEVATION 4876 FT) WAS IN PART: 2000 FT OVERCAST, VISIBILITY 20 MI. THE ELEVATION OF THE CRASH SITE WAS ABOUT 7500 FT. THE ARPT MANAGER NOTED "A CURTAIN OF SNOW SHOWERS OR BLOWING SNOW" TOWARDS THE MOUNTAINS WHERE THE PLANE CRASHED. ALSO, HE STATED THE MOUNTAIN TOPS WERE OBSCURED.

Brief of Accident (Continued)

File No. - 2480

11/29/83

DOUGLAS,WY

A/C Reg. No. N7697E

Time (Lc1) - 0800 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - SNOW
5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. TERRAIN CONDITION - SNOW COVERED
8. IMPROPER DECISION,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
9. WEATHER CONDITION - HIGH DENSITY ALTITUDE
10. AIRSPEED - NOT MAINTAINED - 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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2408 12/24/83 BIG PINEY,WY A/C Reg. No. N6884G Time (Lcl) - 1200 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	5

-----Aircraft Information-----

Make/Model - CESSNA 425
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6800
No. of Seats - 12

Eng Make/Model - P & W PT6A-112
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 500 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- VARIABLE/009 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - 500 FT PART OBS
Lowest Ceiling - 500 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SALT LAKE CITY,UT
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VOR/TVOR

Airport Proximity
ON AIRPORT

Airport Data

BIG PINEY MUNICIPAL
Runway Ident - 31
Runway Lth/Wid - 6800/ 75
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5130 Last 24 Hrs - 1
Make/Model- 37 Last 30 Days- UNK/NR
Instrument- 152 Last 90 Days- 155
Multi-Eng - 3660

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO DEPARTURE THE PLT TELEPHONED THE FBO AT BIG PINEY ARPT. HE WAS ADVISED OF THE POOR WX CONDITIONS THAT EXISTED AT THE ARPT & WAS ALSO ADVISED NOT TO LAND AT THE ARPT. THE ACFT WAS LATER OBSERVED TO LAND AT BIG PINEY ARPT, TOUCH DOWN ON THE SNOW COVERED RWY 31 & ABRUPTLY TURN 90 DEG LEFT INTO A 3-FT HIGH SNOWBANK. THE PLT SAID THAT HE ENCOUNTERED A WHITEOUT CONDITION WHICH MADE IT IMPOSSIBLE TO DISTINGUISH FEATURES.

Brief of Accident (Continued)

File No. - 2408

12/24/83

BIG PINEY, WY

A/C Reg. No. N6884G

Time (Lcl) - 1200 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - OBSCURATION
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - SNOW
5. WEATHER CONDITION - WHITEOUT
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
8. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
9. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

11. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8,10,11

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EMBRY-RIDDLE AERO U. DAYTONA BEACH



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