



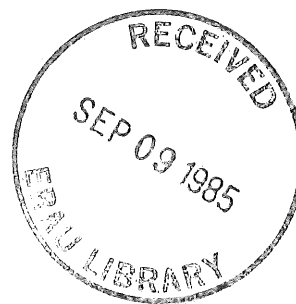
NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

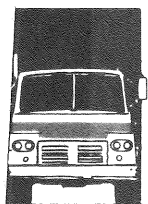
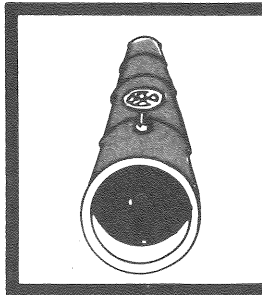
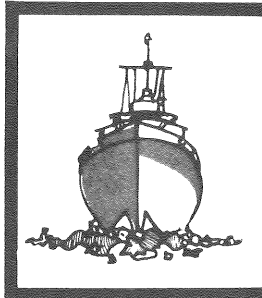
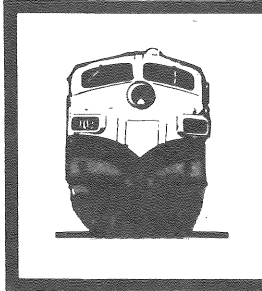
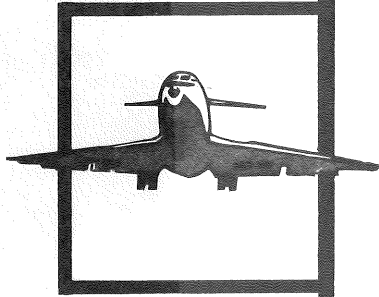
**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 14 OF 1983 ACCIDENTS**

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TECHNICAL REPORT DOCUMENTATION PAGE

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15. Supplementary Notes			
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1983. The 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally seventeen times each year. The Brief Format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of operation and type of aircraft. File Numbers: 2601 through 2800			
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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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TABLE OF CONTENTS

	<u>Page</u>
Foreword	II
Table of Contents.....	IV
Explanatory Notes.....	V

AIRCRAFT ACCIDENTS

File Order Listing.....	IX
Briefs of Accidents.....	1-385

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 there 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 14

CALENDAR YEAR 1983

File Order Listing - Issue No. 14, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2601	8362L	123083	POCATELLO, ID	PIPER	PA-34-220T	FATAL	258
2603	105PE	112583	ALLENTOWN, PA	BEECHCRAFT	H18	FATAL	334
2604	90DF	122183	DETROIT, MI	BEECH	BE-200	NONE	280
2605	48544	121783	PEORIA, IL	CESSNA	152	NONE	260
2606	2490G	123183	PRESTON, IA	PIPER	PA-38	NONE	256
2607	758PB	090883	SILVERTON, CO	CESSNA	R172K	FATAL	190
2608	1316T	052683	HAINES FALLS, NY	PIPER	PA-28-140	FATAL	314
2609	49786	123083	HUDSON, CO	CESSNA	152	NONE	196
2610	357LR	101483	VICKSBURG, MS	LANNY RUNDEL	QUICKIE Q2	NONE	286
2611	40249	110183	GREER, SC	PIPER	PA-23-250	NONE	342
2612	2135F	072883	RUTHERFORDTON, NC	PIPER	PA-28-181	NONE	288
2613	360CP	122783	NEWARK, NJ	AEROSPATIALE	SA-360C	SERIOUS	298
2615	41576	031983	TRINITY CENTER, CA	PIPER	PA-28-151	FATAL	78
2616	83574	051283	TORRANCE, CA	ROBINSON	R22	NONE	88
2617	3894H	060983	DEATH VALLEY, CA	MOONEY	M20J	SERIOUS	102
2618	1750H	110783	COLUMBIA, SC	PIPER	PA-32R-300	NONE	344
2619	28706	090883	FAIRMONT, WV	GRUMMAN	AA-5B	NONE	380
2620	88223	090483	DAYTON, KY	BELLANCIA	7GCAA	MINOR	266
2621	9829V	090883	SLOCOMB, AL	CESSNA	188	NONE	42
2622	4029R	090583	CAMERON, SC	HILLER	UH-12E	NONE	340
2624	6024P	091883	DOG ISLAND, FL	BEECH	A36	FATAL	218
2625	9510U	091083	LAKE HAMILTON, FL	STOL AIRCRAF	UC-1	FATAL	214
2626	123EF	111083	OKEECHOBEE, FL	GRUMMAN AMER	AA-5B	NONE	234
2627	37785	070483	THOMASVILLE, GA	SIKORSKY	UH-19D	NONE	244
2628	NONE	082683	ROSEVILLE, CA	MIDWEST MICR	TOMCAT	SERIOUS	120

File Order Listing - Issue No. 14, 1983

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2629	NONE	072083	RAMONA, CA	EIPPER	MX	SERIOUS	114
2630	NONE	041783	LE GRAND, CA	ROTEC	RALLY 2B	SERIOUS	84
2631	3944Z	040283	POWERS LAKE, ND	PIPER	PA-18-150	NONE	290
2632	2621K	090983	BRECKENRIDGE, CO	PIPER	PA-18	MINOR	192
2633	700ME	110883	ELK GROVE, CA	AERO TEK, IN	PITTS S-2B	FATAL	164
2634	NONE	111583	ELSINORE, CA	LAZAIR	ULTRALIGHT	FATAL	168
2635	125E	062983	HOUSTON, TX	BEECHCRAFT-H	BH-125	FATAL	354
2635	9844U	062983	HOUSTON, TX	GRUMMAN AMER	AA-5A	FATAL	356
2638	60645	100883	FRESNO, CA	NORTH AMERIC	SNJ-2	NONE	146
2638	61563	100883	FRESNO, CA	NORTH AMERIC	SNJ-2	NONE	148
2639	8052M	091883	SANTA ANA, CA	CESSNA	T210M	FATAL	136
2640	6226X	112083	FRANKLIN, PA	AERO COMMAND	500B	FATAL	332
2641	8077A	061083	OTTUMWA, IA	CESSNA	170B	NONE	250
2642	4060W	041783	BETTLES, AK	PIPER	PA-32-300	FATAL	6
2643	68396	071083	EIELSON AFB, AK	CESSNA	305E	NONE	10
2645	6893B	101583	TOK, AK	PIPER	PA-18-150	NONE	32
2646	1081K	081383	BETTLES, AK	BELL	206L-1	NONE	16
2647	8698Z	090383	KENAI, AK	CESSNA	P206C	SERIOUS	22
2648	4511Q	121383	KOTLIK, AK	CESSNA	402A	MINOR	38
2649	3873Z	092383	PORT ALSWORTH, AK	PIPER	PA-18	NONE	26
2650	794Y	061683	MOULTONBORO, NH	BEECH	76	FATAL	294
2651	900JA	081483	DOVER TOWNSHIP, NJ	AEROSPATIALE	AS350D	FATAL	296
2652	2293Y	062283	GREAT BEND, PA	CESSNA	177	FATAL	330
2653	1563Z	121183	TUCSON, AZ	BEECH	95-A55	FATAL	70
2654	3568U	062183	DOWS, IA	CESSNA	182F	NONE	254

File Order Listing - Issue No. 14, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2655	7284P	062983	FLEETON, VA	PIPER	PA-24	FATAL	378
2656	7750A	061183	UNKNOWN, AK	CESSNA	180	FATAL	8
2657	69384	083183	HOMER, AK	CESSNA	C-402B	NONE	20
2658	88374	090583	KASILOF, AK	BELLANCA	7GCBC	FATAL	24
2659	64399	101083	BETHEL, AK	CESSNA	C-185E	MINOR	28
2660	9706H	121183	QUINHAGAK, AK	CESSNA	C-185A	NONE	36
2661	2294C	111983	BIG LAKE, AK	CESSNA	C-180	NONE	34
2662	2797P	101083	KODIAK, AK	PIPER	PA-18-150	SERIOUS	30
2663	NONE	111083	CONGRESS, AZ	TEMAN	MONO-FLY	SERIOUS	62
2664	NONE	110583	EL MIRAGE, CA	DELTA WING K	LAZOR 170	FATAL	158
2665	NONE	053083	BAKERSFIELD, CA	ULTRALIGHT E	ASTRA HS	FATAL	98
2666	44223	123183	LANCASTER, CA	STRIPLIN	SKY RANGER	FATAL	188
2667	206JH	122783	MOUNTAIN CITY, NV	BELL	206B III	SERIOUS	312
2668	8621X	102683	CHINO, CA	ENSTROM	F28F	NONE	152
2669	3727	092183	CLEARLAKE OAKS, CA	KECSKES	DER JAGER	FATAL	142
2670	6482Y	090683	GAINESVILLE, FL	CESSNA	T-210N	MINOR	210
2671	4619E	051783	CORNERSTONE, AR	WEATHERLY	620	NONE	44
2672	8941H	051883	EDNA, TX	GRUMMAN	G-164A	NONE	346
2673	8533L	060583	RIO GRANDE CITY, TX	PIPER	PA-25-235	NONE	350
2674	57328	060483	TEXARKANA, AR	PIPER	PA-34-200	NONE	48
2675	48891	070383	BELTON, TX	CESSNA	152	NONE	358
2676	543FH	052583	BEAUMONT, TX	FAIRCHILD HI	FH-1100	NONE	348
2677	6642K	060483	KINDER, LA	GRUMMAN	G-164B	NONE	274
2678	3051S	081683	HUMBLE, TX	CESSNA	150	MINOR	360
2679	4369S	082583	EL CAMPO, TX	AIR TRACTOR	AT301	NONE	362

File Order Listing - Issue No. 14, 1983

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2680	6894D	082883	SHERIDAN, AR	CESSNA	195	MINOR	52
2681	3625V	082983	HITCHCOCK, TX	CESSNA	140	NONE	366
2682	3696X	083083	KATY, TX	AERO COMMAND	S2R	NONE	368
2683	1656J	082483	WINSLOW, AR	PIPER	PA-28-140	NONE	50
2684	5030E	091083	STAKE ISLAND, GM	CESSNA	180A	MINOR	246
2685	3447R	091083	MONAHANS, TX	CESSNA	182	NONE	370
2686	113E	052983	ROSWELL, NM	CESSNA	170B	NONE	302
2687	81978	052883	EL RENO, OK	AERONCA	7AC	NONE	324
2688	1017	052883	LOS LUNAS, NM	GLASFLUGEL	H-301	NONE	300
2689	66245	052683	OKLAHOMA CITY, OK	CESSNA	150M	NONE	322
2690	5208Z	052583	BREAUX BRIDGE, LA	PIPER	PA-22-108	NONE	270
2691	2646G	031983	LITTLEFIELD, AZ	CESSNA	182	FATAL	54
2692	3124	030583	SIMI, CA	THORP	T-18	FATAL	76
2693	56513	091083	BIG BEAR, CA	PIPER	PA-28-140	FATAL	130
2694	190CH	082083	SHAVER LAKE, CA	BOEING VERTO	BV-107-II	FATAL	118
2695	NONE	110683	ADELANTO, CA	BRADEY	GOLDWING	SERIOUS	160
2696	NONE	110483	SPARKS, NV	MITCHELL	T10	FATAL	308
2697	NONE	090383	ROSEVILLE, CA	WASPAIR TOMC	HM-81	FATAL	124
2698	9065L	062783	BUCKMAN SPRINGS, CA	ROBINSON	R22	NONE	112
2699	1150S	052283	VAN NUYS, CA	MOONEY	M20K	FATAL	90
2700	5636J	121083	CANTUA CREEK, CA	CESSNA	A 188 .A	NONE	178
2701	9716T	030583	BLYTHE, CA	PIPER	PA-38-112	MINOR	74
2702	600GA	112383	EL RENO, OK	GULFSTREAM A	PEREGRINE	SERIOUS	326
2703	82526	101683	WILLIAMSON, NY	PIPER	PA-25-235	NONE	316
2704	7666M	121083	WASHINGTON, OK	CESSNA	175	MINOR	328

File Order Listing - Issue No. 14, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2705	NONE	053083	BAKERSFIELD, CA	EIPPER	WEIGHT SHI	FATAL	96
2706	NONE	061483	RANCHO CORDOVA, CA	EIPPER	QUICKSILVE	FATAL	104
2708	3624H	080583	MISSING ACFT, UN	MOONEY	M20K	FATAL	374
2709	2315V	092083	SAN MARTIN, CA	PIPER	PA 38-112	NONE	140.
2710	1497S	060383	REDDING, CA	CESSNA	T337H	NONE	100
2711	9774Q	110683	HELENDALE, CA	PIPER	601P	NONE	162
2712	15039	110383	RIVERSIDE, CA	PIPER	PA-32-260	FATAL	154
2713	17993	022883	BRIDGEPORT, CA	BEECH	E55	FATAL	72
2714	2826M	040283	GLENNALLEN, AK	PIPER	PA-12	FATAL	2
2715	3054C	061283	KNOXVILLE, IA	BEECH	J35	FATAL	252
2717	55665	122883	IRWINDALE, CA	PIPER	PA28-235	NONE	186
2718	11491	091183	SPARKS, NV	CESSNA	150	NONE	306
2719	8741B	091283	SANTA BARBARA, CA	BELLANCA	7GCBC	NONE	132
2720	92853	071083	BETTLES, AK	CURTISS	C-46A	SERIOUS	12
2721	2305Z	090683	PENSACOLA, FL	BUCKER JUNGM	CASA 1-131	NONE	212
2722	11207	091283	CULEBRA ISLAND, PR	CESSNA	C-150	MINOR	336
2723	9510T	122383	FT. MYERS, FL	CESSNA	210	NONE	240
2724	55AK	100483	PUNTA GORDA, FL	KIMBAL	DYKE DELTA	FATAL	224
2725	5052E	080683	MCCARTHY, AK	BELLANCA	7ECA	FATAL	14
2726	70531	081483	ANCHORAGE, AK	CESSNA	C-206	FATAL	18
2727	85JK	112083	NR. ORANGEVILLE, FL	CESSNA	340A	FATAL	238
2728	103HL	081983	PERRINE, FL	CONDOR	II	SERIOUS	208
2729	77R	080583	KISSIMMEE, FL	PITTS SPECIA	S-1C	NONE	206
2730	49938	102883	MILTON, FL	CESSNA	152	NONE	232
2732	4708P	110983	WEST SENECA, NY	PIPER	PA-23-250	FATAL	318

File Order Listing - Issue No. 14, 1983

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
2733	2145C	122883	VERMILLION 255B, GM	BELL	206B III	SERIOUS	248
2734	4344E	091583	QUINCY, FL	PIPER	PA-38-112	NONE	216
2735	4860F	100383	MIAMI, FL	CESSNA	172	MINOR	222
2736	4742P	112283	EL PASO, TX	CESSNA	210N	FATAL	372
2737	37MN	040783	SELAWIK, AK	BRITTEN NORM	BN-2A-8	FATAL	4
2738	63RC	070683	MIAMI, FL	BELL	206B	NONE	202
2739	56255	052783	MOUNT IDA, AR	PIPER	PA-28-140	NONE	46
2740	65412	051683	WOODWARD, OK	CESSNA	152	NONE	320
2741	9805	051783	HAYES, LA	GRUMMAN	G-164A	NONE	268
2742	61193	081483	JONES, LA	CESSNA	150	NONE	276
2743	89575	082883	OPELOUSAS, LA	CESSNA	152	MINOR	278
2744	94736	082783	HOUSTON, TX	CESSNA	152	NONE	364
2745	7916K	101683	LATON, CA	BEECH	S35	NONE	150
2746	4772T	111583	GLENDALE, AZ	CESSNA	TR182	MINOR	64
2747	714ST	041683	EL MONTE, CA	HOME BUILT	STARDUSTER	NONE	82
2749	NONE	120383	BULLHEAD CITY, AZ	MOTORIZED GL	TIERRA	SERIOUS	68
2750	4475	122183	EL CAJON, CA	BELL	47G	NONE	184
2751	48886	120183	FAIRFIELD, CA	CESSNA	152	MINOR	172
2752	8837Q	120183	FIREBAUGH, CA	AERO COMMAND	S2R	MINOR	174
2753	5016E	112783	COALINGA, CA	CESSNA	180A	NONE	170
2754	NONE	082783	BYRON, CA	DAVIS	HOME BUILT	FATAL	122
2755	1461G	021183	TALLADEGA, AL	BEECH	H18	NONE	40
2756	1810M	020683	CHARLESTON, SC	PIPER	PA-30	NONE	338
2757	2711J	013083	BRODNAX, VA	BEECH	65-80	MINOR	376
2758	9234S	010583	PEACHTREE CITY, GA	BEECH	C23	SERIOUS	242

File Order Listing - Issue No. 14, 1983

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
2759	94330	120283	THERMAL, CA	CESSNA	152	MINOR	176
2760	7796S	111383	LUCERNE VALLEY, CA	SCHWEIZER	SGS 1-26D	SERIOUS	166
2761	7036G	043083	HAWTHORNE, CA	BEECH	A36	SERIOUS	86
2762	91478	112783	LAS VEGAS, NV	CESSNA	180	FATAL	310
2763	1441U	102083	OCALA, FL	CESSNA	172M	MINOR	228
2764	114GW	111383	BOCA RATON, FL	GARY WILSON	QUICKIE	NONE	236
2765	6511E	100883	FT. MCCOY, FL	CESSNA	175	NONE	226
2766	54CG	102183	CLEWISTON, FL	PIPER	PA-31-350	MINOR	230
2767	3621B	120183	COLORADO SPRING, CO	SCHWEIZER	SGS1-36	NONE	194
2768	8225D	041783	CEDAR KEY, FL	BEECH	H35	NONE	198
2769	831PC	060183	W. PALM BEACH, FL	PIPER	PT 6A-28	MINOR	200
2770	8898K	092483	CLERMONT, FL	STINSON	108-1	NONE	220
2771	1757W	060783	SAN ANTONIO, TX	BEECH	95-B55	NONE	352
2772	48503	060383	KAPLAN, LA	GRUMMAN	G-164B	NONE	272
2773	2375H	053083	FARMINGTON, NM	BALLOON WORK	FIREFLY 7	NONE	304
2774	51763	052483	GOSHEN, CA	ENSTROM	280C	MINOR	92
2775	6029V	062383	GILLETTE, WY	LAKE	LA-4-200	FATAL	382
2776	6732S	060983	SALEM, MO	CESSNA	150H	NONE	282
2777	9620L	082883	BUCKLIN, KS	GRUMMAN	AMERICAN A	NONE	264
2778	759GM	080783	HUNTER, KS	CESSNA	182Q	NONE	262
2779	64GM	070883	VERO BEACH, FL	GILBERT L. H	MONI	SERIOUS	204
2780	4513K	121783	LIVERMORE, CA	PIPER	PA-28-181	SERIOUS	182
2781	2975K	021983	JACKSON, MS	LUSCOMBE	8A	NONE	284
2782	4655L	062283	HUNTINGTON BCH, CA	CESSNA	172G	SERIOUS	106
2783	5985F	041583	OCEANA, CA	PIPER	PA-28-140	MINOR	80

File Order Listing - Issue No. 14, 1983

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
2784	62038	082883	GLENDALE, AZ	CESSNA	172P	NONE	56
2785	6089F	092983	TULELAKE, CA	CESSNA	172N	SERIOUS	144
2786	2333E	090683	NOVATO, CA	CESSNA	172N	NONE	126
2787	5454B	062383	PACOIMA, CA	CESSNA	152	FATAL	108
2788	2941H	081483	JAMUL, CA	SCHWEIZER	SGS 1-35C	FATAL	116
2789	NONE	090783	VISALIA, CA	EIPPER	MX	FATAL	128
2790	6627K	052583	LIVE OAK, CA	GRUMMAN SCHW	G-164C	FATAL	94
2791	2759K	102583	OAKES, ND	LUSCOMBE AI	8E	NONE	292
2792	4845W	091883	BURBANK, CA	CESSNA	P210N	NONE	134
2793	38903	102583	GRAND CANYON, AZ	BELL	206L-3	NONE	60
2794	5254C	110583	LONG BEACH, CA	BEECH	B35	NONE	156
2795	8108H	121683	VAN NUYS, CA	HILLER	UH-12A	NONE	180
2796	1695H	062583	CORNING, CA	RUTAN	LONG-EZ-B	NONE	110
2797	6851Q	100783	ELGIN, AZ	BEECH	S35	NONE	58
2798	3636X	092083	PALM SPRINGS, CA	AERO COMMAND	100	MINOR	138
2799	7039W	100783	GROVONT, WY	CESSNA	R182	MINOR	384
2800	4291R	112083	WIKIEUP, AZ	PIPER	PA-28-236	FATAL	66

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 14 OF 1983 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2714 4/02/83 GLENNALLEN,AK A/C Reg. No. N2826M Time (Lcl) - 1145 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-12
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1625
No. of Seats - 3

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

ELT Installed/Activated - YES/YES
Stall Warning System - 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 - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAKE LOUISE,AK
Destination
UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - PA-12

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 779 Last 24 Hrs - UNK/NR
Make/Model- 244 Last 30 Days- UNK/NR
Instrument- 44 Last 90 Days- UNK/NR
Multi-Eng - 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES REPORTED THAT AFTER TAKEOFF, THE PLT FLEW BY A CABIN AT APPROXIMATELY 200 FT, SIGNALLED BY ROCKING THE ACFT'S WINGS, THEN BEGAN A GRADUAL CLIMB. THE CLIMB INCREASED IN STEEPNESS UNTIL 1 WITNESS COULD SEE THE ENTIRE TOP OF THE ACFT. IT THEN NOSED OVER, MADE 1 1/2 TO 2 1/2 TURNS & CRASHED. AN INVESTIGATION REVEALED NO SPECIFIC PREIMPACT MALFUNCTION OR FAILURE. HOWEVER, AN INVESTIGATION REVEALED THAT ACFT HAD RECEIVED 3 MAJOR MODIFICATIONS, 2 OF WHICH WERE UNDER SUPPLEMENTAL TYPE CERTIFICATES (STC'S). A MODIFIED ELEVATOR BELLCRANK HAD BEEN INSTALLED, BUT THERE WAS NO FLOOR OR PROTECTIVE COVERING INSTALLED OVER THE BELLCRANK. ONLY A CANVAS BARRIER PROTECTED THE BELLCRANK FROM ITEMS PLACED IN THE BAGGAGE COMPARTMENT. THE EDGES OF THE CANVAS DID NOT EXTEND TO THE SIDES, TOP & BOTTOM OF THE FUSELAGE, BUT INSTEAD, THERE WAS A 2 TO 3 INCH CAP, LACED WITHE STRING TO HOLD THE CANVAS SECURE. A WHISK BROOM WAS FOUND IN THE PROXIMITY OF THE ELEVATOR BELLCRANK.

Brief of Accident (Continued)

File No. - 2714

4/02/83

GLENNALLEN, AK

A/C Reg. No. N2826M

Time (Lcl) - 1145 AST

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

Finding(s)

1. FLT CONTROL SYST, ELEVATOR CONTROL - FOREIGN OBJECT
2. FLT CONTROL SYST, ELEVATOR CONTROL - MOVEMENT RESTRICTED
3. AIRCRAFT HANDLING - NOT POSSIBLE -
4. STALL/SPIN - UNCONTROLLED -

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. - 2737 4/07/83 SELAWIK,AK A/C Reg. No. N37MN Time (Lcl) - 1456 PST

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

Type Operating Certificate-COMMUTER

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

Aircraft Damage
SUBSTANTIAL

Fire NONE

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

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

Make/Model - BRITTEN NORMAN BN-2A-8
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 6200
No. of Seats - UNK/NR

Eng Make/Model - LYCOMING O-540-E4C5
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC

Wind Dir/Speed- 090/006 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 1400 FT OBSCURED

Obstructions to Vision- UNK/NR

Precipitation - SNOW SHOWER

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NOME,AK

Destination
AMBLER,AK

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP

SE LAND,ME LAND,SE SEA,ME S2A

Age - 55

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - BN2A-8

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 11054

Make/Model- 1598

Instrument- 252

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 94

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE FAA SPECIALIST ON DUTY AT THE NOME FLIGHT SERVICE STATION THE PLT OF MUNZ NORTHERN FLT 601 REQUESTED ONLY THE AMBLER WX AT 0030 GMT. THE ONLY SURVIVING PASSENGER STATED THAT THE FLT DEPTD NOME, AK AT 1330 BST AND AS THE FLT CONTINUED NORTH SHE COULD ONLY SEE STRAIGHT DOWN AND WAS NERVOUS BECAUSE THE GROUND WAS SO CLOSE. SHE FURTHER STATED THAT THE PROPS CHANGED THEIR SOUND WHICH RELATED TO THE SOUND THEY MADE EARLIER IN THE FLIGHT WHEN THE ACFT CLIMBED TO CLEAR A MOUNTAIN. SHE ALSO ADDED THAT THEY WERE IN WHITEOUT CONDITIONS PRIOR TO IMPACT AND THERE WERE NO MECHANICAL IRREGULARITIES THAT WHE WAS AWARE OF.

Brief of Accident (Continued)

File No. - 2737

4/07/83

SELAWIK, AK

A/C Reg. No. N37MN

Time (Lc1) - 1456 PST

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

Finding(s)

1. WEATHER FORECAST - NOT OBTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - WHITEOUT
3. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
4. WEATHER CONDITION - SNOW
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - HIGH TERRAIN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2642 4/17/83 BETTLES,AK A/C Reg. No. N4060W Time (Lcl) - 1500 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

Eng Make/Model - LYCOMING IO-540-K1A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - .500 SM
Lowest Sky/Clouds - 200 FT
Lowest Ceiling - 200 FT OBSCURED
Obstructions to Vision- UNK/NR
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FAIRBANKS,AK
Destination
DEADHORSE,AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 38

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO WITNESSES, THE ACFT WAS SEEN FLYING ALONG THE TRANS ALASKA PIPELINE AT AN ESTIMATED ALT OF 200 FT AGL. AS THE ACFT ENTERED A PASS, WHERE THE PIPELINE CROSSED RISING TERRAIN, A WITNESS HEARD THE ACFT'S ENG POWER INCREASE, THEN THE PLANE DISAPPEARED FROM HIS VIEW IN FALLING SNOW. SHORTLY THEREAFTER, HE COULD NO LONGER HEAR THE ENG & ASSUMED THE ACFT HAD MADE IT THRU THE PASS. LATER, THE ACFT WAS FOUND BY A PIPELINE HELICOPTER PLT WHERE IT HAD CRASHED AT THE 4700 LEVEL OF THE PASS. THE PIPELINE PLT REPORTED THE VISIBILITY WAS 1/2 MI IN SNOW & THE CEILING WAS 100 FT OBSCURED AT THE HIGHEST POINT IN THE PASS. WITNESSES AT THE BASE OF THE PASS ESTIMATED THE CEILING WAS 100 TO 200 FT, THE VISIBILITY WAS 1/2 TO 1 MI & LIGHT TO MODERATE SNOW WAS FALLING. THE CRASH SITE WAS LOCATED JUST BEYOND THE POINT WHERE THE PIPELINE TRANSITIONED FROM AN ABOVE GROUND INSTALLATION TO A BELOW GROUND INSTALLATION. NO EVIDENCE OF A PREIMPACT MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 2642

4/17/83

BETTLES,AK

A/C Reg. No. N4060W

Time (Lc1) - 1500 AST

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - SNOW
4. WEATHER CONDITION - OBSCURATION
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - SNOW COVERED
7. LIGHT CONDITION -
8. TERRAIN CONDITION - RISING
9. 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) 5,9

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2656 6/11/83 UNKNOWN,AK A/C Reg. No. N7750A Time (Lcl) - 1832 ADT

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

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470L	ELT Installed/Activated - YES-UNK/NR
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2820	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	UNK/NR
Method - ACFT RADIO	ANCHORAGE,AK	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	NONVIANUK LAKE,AK	Runway Ident - UNK/NR
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - UNK/NR	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - UNK/NR		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 14000
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DISAPPEARED ON A X-COUNTRY FLT FROM ANCHORAGE TO NONVIANUK LAKE, AK ON 6/11/83. TO DATE THE ACFT HAS NOT BEEN LOCATED. THE PLT HAD MADE 2 TRIPS TO THE PROPOSED DESTINATION. ONE ON 6/8/83 AND ANOTHER ON THE MORNING OF THE ACCIDENT. THE WEATHER HAD DETERIOATED AS THE DAY PROGRESSED. THE WEATHER SYSTEM IN THE AREA HAD ACCELERATED BRINGING IN EASTERLY WINDS IN EXCESS OF 50 MPH AND TURBULENCE. THE LAST COMMUNICATION WITH THE ACCIDENT ACFT TOOK PLACE AT 1832 HOURS ADT. THE PLT TALKED TO KENAI FSS AT THAT TIME ABOUT THE WEATHER AND SAID HE INTENDED TO PROCEED ALONG THE COAST VIA BRUIN BAY AND THAT HE WOULD PASS A PLT REPORT TO KENAI WHEN HE GOT IN THAT AREA. HE WAS NOT HEARD FROM AGAIN. A WIFE OF ONE OF THE 2 PASSENGERS CALLED FAA ON 6/22/83 AT 1641 HOURS INQUIRING ABOUT A FLT PLAN ON THE ACFT AND EXPRESSING CONCERN AT NOT HAVING HEARD FROM THE FISHING TRIO. NO FLT PLAN WAS FILED. A SEARCH WAS STARTED ON 6/23/83 AND SUSPENDED ON 7/4/83. THE ACFT WAS EQUIPPED WITH AN ELT. NO REPORTS OF A DISTRESS SIGNAL IN THAT AREA WERE RECORDED FROM 6/11 -- 7/4.

Brief of Accident (Continued)

File No. - 2656

6/11/83

UNKNOWN,AK

A/C Reg. No. N7750A

Time (Lcl) - 1832 ADT

Occurrence MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - TURBULENCE
3. UNDETERMINED

----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. - 2643 7/10/83 EIELSON AFB, AK A/C Reg. No. N68396 Time (Lcl) - 1208 ADT

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

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

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

Make/Model	- CESSNA 305E	Eng Make/Model	- CONTINENTAL O-470-15	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 213 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	ON AIRPORT	
Method	- UNK/NR		
Completeness	- WEATHER NOT PERTINENT	Airport Data	
Basic Weather	- VMC	EIELSON AFB	
Wind Dir/Speed	- 210/002 KTS	Runway Ident	- 31
Visibility	- 80.0 SM	Runway Lth/Wid	- 14500/ 150
Lowest Sky/Clouds	- 6000 FT SCATTERED	Runway Surface	- MACADAM
Lowest Ceiling	- 16000 FT OVERCAST	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1231
SE LAND, ME LAND, SE SEA	Months Since - 11	Make/Model - 16
	Aircraft Type - 172M	Instrument - 72
		Multi-Eng - 19
		Last 24 Hrs - 1
		Last 30 Days - UNK/NR
		Last 90 Days - 19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT THE WIND WAS VARIABLE FROM 210 TO 240 DEG AT 2 GUSTING 8 KTS. WHILE LANDING ON THE WIDE RWY (31), HE TOUCHED DOWN ON THE RIGHT SIDE & WAS ANGLING TO THE LEFT TO MINIMIZE THE X-WIND COMPONENT. AFTER TOUCHDOWN, THE ACFT VEERED TO THE LEFT & THE RIGHT MAIN GEAR COLLAPSED. AN EXAM OF THE ACFT REVEALED THE TAILWHEEL ASSEMBLY WAS LOOSE AT THE ATTACHING POINT TO THE LEAF SPRING. ALSO, IT WAS ASSEMBLED INCORRECTLY WHICH MADE THE PIVOT OPERATION STIFF. HOWEVER, THE TAILWHEEL REPORTEDLY WOULD NOT JAM TO 1 SIDE.

Brief of Accident (Continued)

File No. - 2643

7/10/83

EIELSON AFB, AK

A/C Reg. No. N68396

Time (Lc1) - 1208 ADT

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

Finding(s)

1. LANDING GEAR - BINDING(MECHANICAL)
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. WEATHER CONDITION - CROSSWIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 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) 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. - 2720

7/10/83

BETTLES, AK

A/C Reg. No. N92853

Time (Lcl) - 1340 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -BUSINESS

Flight Conducted Under -14 CFR 91D

Accident Occurred During -LANDING - ROLL

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

Make/Model - CURTISS C-46A

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 48000

No. of Seats - UNK/NR

Eng Make/Model - P & W R-2800S-E

Number Engines - 2

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 2700 HP

ELT Installed/Activated - YES/YES

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 50.0 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

FAIRBANKS, AK

Destination

TOBIN CREEK, AK

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

TOBIN CREEK

Runway Ident - 34

Runway Lth/Wid - 4500/ 200

Runway Surface - GRAVEL

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND, SE SEA

GLIDER

Age - 54

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - CE-500

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 18010

Make/Model- 6000

Instrument- 480

Multi-Eng - 15000

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST AFTER TOUCHDOWN THE ACFT ROLLED OVER A FROST HEAVE ON THE RWY SURFACE AND BEGAN VEERING TO THE RIGHT. THE PLT APPLIED LEFT BRAKE AND ADDED PWR TO THE RIGHT ENG BUT THE ACFT CONTINUED GOING RIGHT UNTIL THE RIGHT WING STRUCK A HILL ADJACENT TO THE RIGHT SIDE OF THE RWY. THE ACFT CAME TO REST IN A DITCH 110 DEGREES TO THE RIGHT OF THE LNDG RWY HEADING. EXAMINATION OF THE RIGHT MAIN LNDG GEAR TIRE REVEALED A LARGE JAGGED OPENING IN THE SIDEWALL WHICH EXTENDED INTO THE TREAD AREA OF THE TIRE. THIS OPENING MATCHED ONE OF THE SIDES OF A ROCK FOUND IN THE VICINITY OF THE FROST HEAVE. THE ACFT MAINTENANCE LOGBOOKS WERE REVIEWED AND FOUND TO HAVE NO RECORD OF COMPLIANCE WITH AIRWORTHINESS DIRECTIVES.

Brief of Accident (Continued)

File No. - 2720

7/10/83

BETTLES, AK

A/C Reg. No. N92853

Time (Lcl) - 1340 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL
4. LANDING GEAR, TIRE - PENETRATED
5. MAINTENANCE, RECORDKEEPING - NOT MAINTAINED -
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

----Probable Cause----

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

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. - 2725

8/06/83

MCCARTHY, AK

A/C Reg. No. N5052E

Time (Lcl) - 1000 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BELLANCA 7ECA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-K2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - PARTIAL, LMTD BY FCSTR
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 30.0 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
GLENNALLEN, AK
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 25
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 71
Last 24 Hrs - 2
Make/Model- 52
Last 30 Days- 13
Instrument- 3
Last 90 Days- 54

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED BY ANOTHER PILOT TO FLY INTO A BOX CANYON. THE WITNESS STATED THAT THE ACFT THEN ATMPD WHAT LOOKED LIKE A CHANDELLE TO REVERSE DIRECTION BUT STALLED AND CAME TO REST ON THE SIDE OF THE CANYON WALL.

Brief of Accident (Continued)

File No. - 2725

8/06/83

MCCARTHY,AK

A/C Reg. No. N5052E

Time (Lc1) - 1000 ADT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - 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) 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. - 2646 8/13/83 BETTLES, AK A/C Reg. No. N1081K Time (Lcl) - 1035 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -NON SCHED, DOMESTIC, PASSENGER
Flight Conducted Under -14 CFR 135
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - BELL 206L-1
Landing Gear - SKID
Max Gross Wt - 4250
No. of Seats - 7

Eng Make/Model - ALLISON 250-C28B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 435 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - 020/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 5000 FT
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FAIRBANKS, AK
Destination
BETTLES, AK

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BETTLES
Runway Ident - 01
Runway Lth/Wid - 5200/ 160
Runway Surface - GRAVEL
Runway Status - DRY

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5789
Last 24 Hrs - 2
Make/Model - 40
Last 30 Days - UNK/NR
Instrument - 365
Last 90 Days - 41
Multi-Eng - 1217
Rotorcraft - 4389

Instrument Rating(s) - HELICOPTER

-----Narrative-----

ACCORDING TO THE PLT, THE LOW FUEL WARNING LIGHT ILLUMINATED WHEN THE FUEL GAGE WAS INDICATING 200 LBS. HE REPORTED HE COULD SEE THE ARPT LIGHTS & ELECTED TO CONTINUE THE FLT. AFTER ARRIVING, HE TERMINATED HIS APCH TO A 30 TO 50 FT HOVER WITH NO FORWARD SPEED. AS HE APPLIED FORWARD CYCLIC TO HOVER TO THE REFUELING AREA, THE ENG FLAMED OUT. SUBSEQUENTLY, THE HELICOPTER LANDED HARD & THE MAIN ROTOR BLADES STRUCK THE TAIL BOOM. AN EXAM REVEAL THERE WAS ENOUGH FUEL REMAINING IN THE MAIN CELL FOR APRX 20 MIN OF FLT. DISASSEMBLY OF THE SYS REVEALED THAT DEBRIS (DIRT & ZINC CHROMATE PAINT CHIPS) WAS IN THE FILTERS. THE FILTER SCREEN HAD OPENINGS OF .020 INCH. PARTICLES WERE FOUND IN THE FLOW SWITCHES. HOWEVER, THE CLEARANCE BETWEEN THE FLOW SWITCH PLUNGER & THE WALL OF THE CASING WAS ONLY .012 INCH. EVIDENCE WAS FOUND TO INDICATE THIS RENDERED A FLOW SWICH INOPERATIVE SO THAT FUEL WOULD NOT TRANSFER FROM THE MAIN CELL TO THE REAR CELL WHERE IT COULD BE USED BY THE ENG.

Brief of Accident (Continued)

File No. - 2646

8/13/83

BETTLES,AK

A/C Reg. No. N1081K

Time (Lcl) - 1035 ADT

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

Finding(s)

1. FLUID,FUEL - CONTAMINATION
2. FUEL SYSTEM,SCREEN - INADEQUATE
3. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN - MANUFACTURER
4. ELECTRICAL SYSTEM,ELECTRIC SWITCH - INOPERATIVE
5. FUEL SYSTEM - FAILURE,PARTIAL
6. FLUID,FUEL - LOW LEVEL
7. PRECAUTIONARY LANDING - NOT PERFORMED - PILOT IN COMMAND
8. FLUID,FUEL - STARVATION

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

Finding(s)

9. AUTOROTATION - NOT IDENTIFIED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2726 8/14/83 ANCHORAGE, AK A/C Reg. No. N70531 Time (Lcl) - 1956 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model - CESSNA C-206
Landing Gear - FLOAT
Max Gross Wt - 3600
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed - 200/005 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ANCHORAGE, AK

Destination

NONDALTON, AK

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LAKE HOOD SEA PLANE

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - WATER

Runway Status - WATER-CALM

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

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

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

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO THE FLIGHT N70531 WAS NOTED TO HAVE THE ENTIRE CABIN AREA FULL OF CARDBOARD FISH PACKING BOXES AND EMPTY 5 GAL BUCKETS STUFFED ONE INSIDE THE OTHER. THE ACFT WAS NOTED TO BE HEAVIER THAN NORMAL DURING REPOSITIONING OPERATIONS. THE PLT STATED DURING A FLT WITH ANOTHER PLT THAT HE DID NOT HAVE A LICENSE AND HE DID NOT NEED ONE. WITNESSES OBSVD N70531 MAKE 3 TKOF ATMPTS FM THE LAKE HOOD SEAPLANE BASE AND NEVER GET UP ON "STEP". ON THE THIRD ATMPT AFT PORPOISING AND USING A CONSIDERABLE DISTANCE FOR TKOF RUN THE ACFT LIFTED OFF THE WATER JUST CLEARING A BLDG AT THE END OF THE LAKE. WITNESSES ALSO STATED THAT THEY COULD NOT SEE THROUGH THE WINDOWS OF THE ACFT DUE TO CARGO. THE ACFT WAS NOTED TO CLIMB TO ABOUT 200 FEET, LEVEL OFF, THEN DESCEND INTO UTILITY PWR LINES AND A BUILDING IN A NOSE HIGH ATTITUDE. REMOVAL OF THE FUEL CONTROL FILTER REVEALED DIRT AND DEBRIS WHICH ALMOST COMPLETELY OBSTRUCTED THE FILTER. THE TOX RPT INDICATED COCAINE IN BOTH THE PLT'S AND THE PAX'S BLOOD.

Brief of Accident (Continued)

File No. - 2726

8/14/83

ANCHORAGE, AK

A/C Reg. No. N70531

Time (Lcl) - 1956 ADT

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

Finding(s)

1. FUEL SYSTEM, FUEL CONTROL - BLOCKED(PARTIAL)
2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER DECISION, QUALIFICATION - PILOT IN COMMAND
4. AIRCRAFT WEIGHT AND BALANCE - EXCESSIVE - PILOT IN COMMAND
5. IMPROPER DECISION, PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - WIRE, TRANSMISSION

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

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2657

8/31/83

HOMER, AK

A/C Reg. No. N69384

Time (Lcl) - 1000 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	7

Type of Operation -NON SCHED,DOMESTIC,PASSENGER

Flight Conducted Under -14 CFR 135

Fire
NONE

Crew
Pass

Accident Occurred During -LANDING

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

Make/Model - CESSNA C-402B

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 6300

No. of Seats - 10

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 - FSS

Method - ACFT RADIO

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 150/005 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ANCHORAGE, AK

Destination

JOHNSON CREEK, AK

Airport Proximity

ON AIRPORT

Airport Data

JOHNSON CREEK

Runway Ident - 10

Runway Lth/Wid - 2500/ 60

Runway Surface - GRAVEL

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP

SE LAND, ME LAND, SE SEA

HELICOPTER

Age - 34

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6534

Make/Model- 91

Instrument- 259

Multi-Eng - 175

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 196

Rotorcraft - 5925

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE ACFT LANDED SHORT OF THE RWY THRESHOLD AND SEPARATED THE RIGHT MAIN LANDING GEAR. THE PLT WAS TRYING TO LAND CLOSE TO THE APPROACH THRESHOLD BECAUSE HE WAS CONCERNED ABOUT THE LENGTH OF THE RWY. THE RWY IS A 2500 FT GRAVEL LEVEL GRADED STRIP FOR A MINING CAMP.

Brief of Accident (Continued)

File No. - 2657

8/31/83

HOMER, AK

A/C Reg. No. N69384

Time (Lc1) - 1000 ADT

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

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD
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) 1,2

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. - 2647 9/03/83 KENAI, AK A/C Reg. No. N8698Z Time (Lcl) - 1315 ADT

-----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	1	0	0
Pass	0	2	0	2

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

Make/Model - CESSNA P206C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/005 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
ANCHORAGE, AK
Destination
ILIAMNA, AK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

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

Medical Certificate - UNK/NR
Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS CIRCLING A MOOSE AT ABOUT 300 FT AGL WHEN THE ENG HAD A PARTIAL LOSS OF POWER. HE REPORTED THAT THE POWER LOSS WAS ACCOMPANIED BY A LOSS OF FUEL PRESSURE, FUEL FLOW & MANIFOLD PRESSURE, BUT CONTINUED OPERATING AT A VERY REDUCED POWER SETTING. HE STATED THAT HE WAS BARELY ABLE TO GLIDE TO A SAFE LANDING AREA. DURING THE LANDING, THE ACFT STALLED & IMPACTED IN ROUGH MOUNTAINOUS TERRAIN. AN INVESTIGATION REVEALED THAT THE ELECTRIC FUEL PUMP, PN 638L54-1, WAS BADLY WORN. THE GASKET BETWEEN THE PUMP ASSEMBLY & THE PUMP MOTOR WOULD ALLOW AIR TO BE DRAWN IN THRU THE MOTOR BODY VENT PAST THE GASKET & INTO THE PUMP ASSEMBLY. ALSO, A LEAK WAS DETECTED AT THE THREADED PLUG LOCATED IN THE END OF THE PUMP ASSEMBLY WHICH HOUSES THE SWING CHECK ASSEMBLY. WITH AIR DRAWN INTO THE SYS, A REDUCED AMOUNT OF FUEL WAS AVAILABLE TO THE ENG. THE LAST ANNUAL INSPECTION WAS DATED 5/10/82.

Brief of Accident (Continued)

File No. - 2647

9/03/83

KENAI, AK

A/C Reg. No. N8698Z

Time (Lcl) - 1315 ADT

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

Finding(s)

1. FUEL SYSTEM, PUMP - WORN
2. MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED - COMPANY/OPERATOR MGMT
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2658 9/05/83 KASILOF,AK A/C Reg. No. N88374 Time (Lc1) - 1315 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - BELLANCA 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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
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
KASILOF,AK
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

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

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

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

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN A VERTICAL NOSE DOWN ATTITUDE A SHORT DISTANCE FROM THE PLT'S PRIVATE AIRSTRIP. ACCORDING TO RELATIVES THE PLT WAS TAKING HIS GIRL FRIEND'S 2 CHILDREN FOR A SHORT FLT. INVESTIGATION REVEALED THE PLT'S LAST KNOWN MEDICAL CERTIFICATE WAS DATED 9/28/78. THE ANNUAL INSPECTION ON THE ACFT WAS OVERDUE BY 7 MONTHS. THE TYPE OF FUEL FOUND IN THE ACFT AFTER THE ACCIDENT RESEMBLED AUTOMOTIVE FUEL IN APPEARANCE AND SMELL. A FUEL ANALYSIS DID NOT DETERMINE TYPE OF FUEL. A PATHOLOGIST WHO EXAMINED THE PLT'S BODY AFTER THE ACCIDENT STATED THAT THE TOXICOLOGY REPORT SHOWED A THERAPEUTIC LEVEL OF DIPHENHYDRAMINE PRESENT. ACCORDING TO A DOCTOR, THIS COULD HAVE IMPAIRED THE PLT'S JUDGEMENT, VISION AND OTHER SENSORY FUNCTIONS. THERE WERE NO WITNESSES TO THIS ACCIDENT.

Brief of Accident (Continued)

File No. - 2658

9/05/83

KASILOF, AK

A/C Reg. No. N88374

Time (Lc1) - 1315 CDT

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. - 2649 9/23/83 PORT ALSWORTH, AK A/C Reg. No. N3873Z Time (Lcl) - 0830 ADT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	PORT ALSWORTH, AK	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- 360/030 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2114
SE LAND, ME LAND, SE SEA	Months Since - 4	Last 24 Hrs - 5
	Aircraft Type - PA-18	Make/Model- 1016
		Last 30 Days- 120
		Instrument- 30
		Last 90 Days- 376
		Multi-Eng - 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

REPORTEDLY, THE PLT WAS LOOKING AT AN AREA IN MOUNTAINOUS TERRAIN NEAR AN OFF ARPT LANDING AREA WHEN HE ENCOUNTERED WINDSHEAR & A DOWNDRAFT WHILE TURNING. HE STATED THAT THE ALFT DROPPED 400 FT & HE APPLIED FULL POWER; HOWEVER, THE LEFT WING STRUCK THE GROUND BEFORE HE COULD RECOVER. THE ACFT THEN CARTWHEELED & CAME TO REST UPSIDE DOWN. THE PLT REPORTED THAT THERE WAS TURBULENCE & THE WIND WAS FROM 360 DEG AT 30 GUSTING 35 KTS.

Brief of Accident (Continued)

File No. - 2649

9/23/83

PORT ALSWORTH, AK

A/C Reg. No. N3873Z

Time (Lc1) - 0830 ADT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - WINDSHEAR
5. WEATHER CONDITION - DOWNDRAFT
6. WEATHER CONDITION - TURBULENCE
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. 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) 1,8

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2659 10/10/83 BETHEL, AK A/C Reg. No. N64399 Time (Lcl) - 0830 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CESSNA C-185E
Landing Gear - FLOAT
Max Gross Wt - 3300
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - 170/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 700 FT SCATTERED
Lowest Ceiling - 4500 FT OVERCAST
Obstructions to Vision - NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND, SE SEA, ME SEA
HELICOPTER

Age - 47

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - C-185

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 14200	Last 24 Hrs	- 4
Make/Model	- 4025	Last 30 Days	- UNK/NR
Instrument	- 425	Last 90 Days	- 300
Multi-Eng	- 4200	Rotorcraft	- 750

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PASSENGER STATED THAT THE PLT WAS ATTEMPTING TO WIPE CONDENSATION FROM THE WINDSHIELD WHEN THE ACFT RAN INTO DRY LAND.

Brief of Accident (Continued)

File No. - 2659

10/10/83

BETHEL, AK

A/C Reg. No. N64399

Time (Lcl) - 0830 CDT

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

Finding(s)

1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
2. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
4. DISTANCE - INADEQUATE - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2662 10/10/83 KODIAK, AK A/C Reg. No. N2797P Time (Lcl) - 1330 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- VARIABLE/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 2400 FT SCATTERED

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SALMON LAKE, AK

Destination

LARSEN BAY, AK

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - WATER

Runway Status - WATER - CHOPPY

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, SE SEA

Age - 33

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - 206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 522

Make/Model- 40

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 71

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE WIND WAS GUSTING TO 30 KTS OR MORE AND CHANGING DIRECTIONS ON THE LAKE VERY RAPIDLY. HE FURTHER STATED THAT "YOU COULD SEE SWIRLS OF WATER ON THE LAKE'S SURFACE." HE DEPARTED THE LAKE TOWARDS THE EAST AND WHEN ABOUT 350 AGL ENCOUNTERED A DOWNDRAFT THE ACFT SETTLED INTO THE TREES WITH FULL POWER ON.

Brief of Accident (Continued)

File No. - 2662

10/10/83

KODIAK, AK

A/C Reg. No. N2797P

Time (Lcl) - 1330 ADT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
3. TERRAIN CONDITION - RISING
4. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
5. WEATHER CONDITION - DOWNDRAFT
6. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2645 10/15/83 TOK,AK

A/C Reg. No. N6893B

Time (Lcl) - 1945 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

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

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

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

ELT Installed/Activated - 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- 090/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
FAIRBANKS,AK
Destination
TOK,AK

Airport Proximity
ON AIRPORT

Airport Data

TOK
Runway Ident - 10
Runway Lth/Wid - 2000 -UNK/NR
Runway Surface - GRAVEL
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)

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

Medical Certificate - UNK/NR
Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

DURING A NIGHT LANDING. THE NON-RATED PLT ACCIDENTLY SELECTED THE TAXIWAY, AND SUBSEQUENTLY, THE ACFT COLLIDED WITH A PARKED AIRPLANE. THE ACFT WAS EQUIPPED WITH SKI GEAR ONLY & IT HAD NO LANDING LIGHT INSTALLED. ALSO, THE ARPT WAS NOT LIGHTED & HAD NO SNOW ANYWHERE ON ITS SURFACE.

Brief of Accident (Continued)

File No. - 2645

10/15/83

TOK,AK

A/C Reg. No. N6893B

Time (Lcl) - 1945 ADT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, INADEQUATE TRAINING - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. LANDING LIGHT - OTHER
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
6. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND.
7. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
8. - AIRCRAFT PARKED
9. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6,7,9

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2661 11/19/83 BIG LAKE, AK A/C Reg. No. N2294C Time (Lcl) - 1330 AST

-----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	0

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

Make/Model - CESSNA C-180	Eng Make/Model - CONTINENTAL D-470-J	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	ANDERSON LAKE, AK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	WILLOW, AK	BIG LAKE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 200.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - UNK/NR
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)
COMMERCIAL	Current - YES	Total - 409
SE LAND	Months Since - 2	Last 24 Hrs - 1
	Aircraft Type - C-180	Make/Model- 19
		Instrument- 44
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE ACFT ENCOUNTERED AN OVERFLOW WHILE LANDING AND NOSED OVER. HE STATED HIS GROUND SPEED HAD ALMOST DECREASED ENOUGH TO MANEUVER WHEN HE ENCOUNTERED THE OVERFLOW, WHICH IS WATER BETWEEN THE ICE AND SNOW ON TOP.

Brief of Accident (Continued)

File No. - 2661

11/19/83

BIG LAKE, AK

A/C Reg. No. N2294C

Time (Lcl) - 1330 AST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ICY
2. UNSUITABLE TERRAIN - NOT IDENTIFIED - 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. - 2660 12/11/83 QUINHAGAK, AK A/C Reg. No. N9706H Time (Lcl) - 1130 AST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - CESSNA C-185A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3200
No. of Seats - UNK/NR

Eng Make/Model - UNKNOWN UNKNOWN
Number Engines - 1
Engine Type - UNK/NR
Rated Power - UNK/NR

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- 320/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1800 FT OVERCAST
Obstructions to Vision- UNK/NR
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BETHEL, AK
Destination
QUINHAGAK, AK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

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

Medical Certificate - UNK/NR
Flight Time (Hours)

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STRUCK A SNOWBANK DURING AN ATTEMPTED GO-AROUND. ACCORDING TO THE PLT THERE WERE NO MECHANICAL PROBLEMS THAT CONTRIBUTED TO THE ACCIDENT. THE PLT DID NOT SUBMIT AN ACCIDENT REPORT AND ATTEMPTS TO REACH HIM BY TELEPHONE HAVE BEEN UNSUCCESSFUL. THE ACCIDENT OCCURRED ON A REMOTE SITE WITH NO FACILITIES AND NO AIRSTRIP.

Brief of Accident (Continued)

File No. - 2660

12/11/83

QUINHAGAK, AK

A/C Reg. No. N9706H

Time (Lcl) - 1130 AST

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

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
 2. GO-AROUND - DELAYED - PILOT IN COMMAND
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND
 4. 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) 2,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2648

12/13/83

KOTLIK, AK

A/C Reg. No. N4511Q

Time (Lcl) - 1600 AST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -NON SCHED,DOMESTIC,PASSENGER

Flight Conducted Under -14 CFR 135

Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
1

None
1
6

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

Make/Model - CESSNA 402A

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 6300

No. of Seats - 10

Eng Make/Model - CONTINENTAL TSIO-520-E

Number Engines - 2

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 - FSS

Method - ACFT RADIO

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 100/005 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NOME, AK

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

KOTLIK

Runway Ident - UNK/NR

Runway Lth/Wid - 5000 -UNK/NR

Runway Surface - ICE

Runway Status - DRY

ICE COVERED

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND, SE SEA

Age - 36

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 5300

Make/Model- 115

Instrument- 150

Multi-Eng - 1100

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 240

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING ARRIVAL, THE PLT LANDED ON THE FROZEN RIVER, WHICH WAS BEING USED IN LIEU OF THE KOTLIK AIRSTRIIP. THE LANDING AREA ON THE RIVER WAS APRX 5000 FT LONG. AFTER TOUCHDOWN DURING THE LANDING, SOME SMALL CHILDREN HAD RUN ONTO THE DEPARTURE END OF THE LANDING AREA. THE PLT ELECTED TO GO AROUND. HE STATED THAT WHEN HE APPLIED POWER, THE RIGHT ENG DID NOT DELIVER FULL POWER. SUBSEQUENTLY, THE ACFT VEERED TO THE RIGHT, WENT OFF THE FROZEN RIVER & CAME TO REST IN AN AREA OF DENSE WILLOWS.

Brief of Accident (Continued)

File No. - 2648

12/13/83

KOTLIK,AK

A/C Reg. No. N4511Q

Time (Lc1) - 1600 AST

Occurrence #1 LOSS OF POWER
Phase of Operation LANDING

Finding(s)

1. UNDETERMINED

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

Finding(s)

2. OBJECT - OTHER PERSON
3. GO-AROUND - INITIATED - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - HIGH VEGETATION

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2755

2/11/83

TALLADEGA, AL

A/C Reg. No. N1461G

Time (Lcl) - 1100 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -NON SCHED,DOMESTIC,CARGO

Fire
NONE

Crew
Pass

Flight Conducted Under -14 CFR 135

Accident Occurred During -TAKEOFF

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

Make/Model - BEECH H18

Landing Gear - TAILWHEEL-ALL RETRACTABLE

Max Gross Wt - UNK/NR

No. of Seats - 2

Eng Make/Model - P & W R-985-AN14B

Number Engines - 2

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 450 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 330/006 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

SMYRNA, TN

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

TALAOAGA MUNICIPAL

Runway Ident - 03

Runway Lth/Wid - 6000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 44

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 10800

Make/Model- 850

Instrument- UNK/NR

Multi-Eng - 6600

Last 24 Hrs - 8

Last 30 Days- UNK/NR

Last 90 Days- 240

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT SHORTLY AFTER FULL POWER APPLICATION & PRIOR TO TAILWHEEL LIFT-OFF, THE "RIGHT WING RAISED APRX 3 TO 4 FT INTO THE AIR." THE ACFT THEN BEGAN DRIFTING LEFT. DURING ENSUING MANEUVERS, THE PLT ALTERNATELY ADVANCED & RETARDED THE THROTTLE AS THE ACFT CROSSED A DITCH & A PARALLEL TAXIWAY. SUBSEQUENTLY, IT SLID INTO MUD, OFF THE LEFT SIDE OF THE TAXIWAY & THE LANDING GEAR COLLAPSED. THE PLT STATED THE WIND WAS FROM THE NORTH-NORTHWEST AT 5 TO 6 KTS. APRX 25 MI NORTH-NORTHEAST AT ANNISTON, AL, THE WIND WAS FROM 030 DEG AT 8 KTS.

Brief of Accident (Continued)

File No. - 2755

2/11/83

TALLADEGA,AL

A/C Reg. No. N1461G

Time (Lcl) - 1100 CST

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

Finding(s)

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

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
 5. TERRAIN CONDITION - SOFT
 6. TERRAIN CONDITION - WET
 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

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. - 2621 9/08/83 SLOCOMB,AL A/C Reg. No. N9829V Time (Lcl) - 1600 EDT

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

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

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

Make/Model	- CESSNA 188	Eng Make/Model	- CONTINENTAL O-470-R25	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 3300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 230 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SLOCOMB,AL	
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 - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1977
SE LAND	Months Since - 21	Make/Model- 1352
	Aircraft Type - UNK/NR	Instrument- 15
		Last 24 Hrs - 12
		Last 30 Days- UNK/NR
		Last 90 Days- 65

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE PULLED UP FROM A SWATH RUN AND THE ENG BEGAN LOOSING POWER. HE CLIMBED TO 300 FT & STARTED BACK TO THE AIRSTRIP, THEN A TOTAL POWER LOSS OCCURRED. DURING AN EMERGENCY LANDING, HE WAS UNABLE TO STOP BEFORE THE ACFT COLLIDED WITH TREES AT THE END OF THE FIELD. THE LAND OWNER REFUSED TO ALLOW THE ACFT TO BE REMOVED FROM HIS PROPERTY DURING THE INVESTIGATION. THE ACFT WAS EVENTUALLY MOVED, BUT WAS SALVAGED BEFORE BEING COMPLETELY EXAMINED.

Brief of Accident (Continued)

File No. - 2621

9/08/83

SLOCOMB,AL

A/C Reg. No. N9829V

Time (Lc1) - 1600 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2671 5/17/83 CORNERSTONE, AR A/C Reg. No. N4619E Time (Lcl) - 1030 CDT

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

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

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

Make/Model	- WEATHERLY 620	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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ALTHEIMER, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NONE
Wind Dir/Speed- 090/004 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		ICE COVERED
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)	
PRIVATE	Current - YES	Total - 11600	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 5	Make/Model- 3600	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 14	Last 90 Days- 30
		Multi-Eng - 40	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A DIRT BANK DURING A FORCED LANDING AFTER THE ENGINE QUIT. THE PLT SAID HE WAS MAKING A SWATH RUN WHEN THE ENGINE QUIT. THE FLAGMAN SAID HE SAW BLACK SMOKE THEN WHITE SMOKE AS THE ENGINE QUIT. POST CRASH INVESTIGATION REVEALED THAT THE FLOAT FULCRUM SCREW (P/N P13773) HAD BACKED OUT OF THE CARBURETOR ASSEMBLY. THIS WOULD RESULT IN ENGINE FLOODING. THE SCREW WAS FOUND IN THE COWLING AFTER THE ACCIDENT. ACCORDING TO THE MANUFACTURER THE SCREW IS INITIALLY SAFETIED TO A PIPE PLUG. IF INSTALLED IN AN ACFT WITH A FUEL PRESSURE GAUGE THIS PIPE PLUG IS REMOVED SO THE SCREW HAS TO BE RESAFETIED.

Brief of Accident (Continued)

File No. - 2671

5/17/83

CORNERSTONE, AR

A/C Reg. No. N4619E

Time (Lc1) - 1030 CDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - LOSS, TOTAL
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL

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

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

Finding(s)

3. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2739 5/27/83 MOUNT IDA, AR A/C Reg. No. N56255 Time (Lc1) - 1630 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 -TAKEOFF			0	0	0
					1
					0

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LITTLE ROCK, AR	
Completeness - N/A	Destination.	Airport Data
Basic Weather - VMC	LOCAL	BEARCE
Wind Dir/Speed- 280/005 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2700/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 73
SE LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - PA28140	Make/Model- 73
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF PORTION OF A TOUCH AND GO LNDG THE PLT APPLIED PWR AND THE ACFT DRIFTED OFF THE LEFT SIDE OF THE 50 FT WIDE RWY ONTO SOFT TERRAIN. THE NOSE GEAR COLLAPSED AND THE PROPELLER AND LEADING EDGE OF THE RT WINGTIP WERE DAMAGED.

Brief of Accident (Continued)

File No. - 2739

5/27/83

MOUNT IDA, AR

A/C Reg. No. N56255

Time (Lc1) - 1630 CDT

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

Finding(s)

1. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - SOFT

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2674 6/04/83 TEXARKANA, AR A/C Reg. No. N57328 Time (Lcl) - 2245 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-34-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - LYCOMING IO-360-C1E6
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/002 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TEXARKANA MUNI
Runway Ident - 04
Runway Lth/Wid - 6600/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 609 Last 24 Hrs - 1
Make/Model- 199 Last 30 Days- UNK/NR
Instrument- 40 Last 90 Days- 41
Multi-Eng - 199

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED SHORT OF THE RWY AND THE LANDING GEAR COLLAPSED DURING A NIGHT LANDING. ELECTRICAL FAILURE OCCURRED ON THE ACFT SHORTLY AFTER TAKEOFF. WHEN ELECT RECAL POWER COULD NOT BE RESTORED THE PLT ELECTED TO RETURN TO TEXARKANA AND LAND USING VASI. THE PLT COULD NOT ACTIVATE THE RWY LIGHTS. THE PASSENGER HELD A FLASHLIGHT TRYING TO SEE THE GROUND ON SHORT FINAL. THE PLT REALIZED HE NEEDED THE LIGHT ON HIS AIRSPEED IN TRYING RETRIEVE IT THE ACFT BEGAN TO BUFFET. THE PLT LOWERED THE ACFT NOSE AND HIT THE GROUND 50-75 FT SHORT OF THE RWY. BECAUSE OF IMPACT DAMAGE THE ELECTRICAL SYSTEM COULD NOT BE CHECKED AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2674

6/04/83

TEXARKANA, AR

A/C Reg. No. N57328

Time (Lc1) - 2245 CDT

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

Finding(s)

1. ELECTRICAL SYSTEM - FAILURE, TOTAL
2. UNDETERMINED

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

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

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

Occurrence #4 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2683

8/24/83

WINSLOW, AR

A/C Reg. No. N1656J

Time (Lcl) - 1330 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 -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

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

Eng Make/Model - LYCOMING O-320-E2A
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- 170/004 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
CHEKOTAH, OK
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRSTRIIP

Airport Data

ATC/Airspace

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

Runway Ident - 18
Runway Lth/Wid - 1350/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 4300
Make/Model- 275
Instrument- 33
Multi-Eng - 300
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 20
Rotorcraft - 110

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HIS ANXIETY DURING THE APPROACH DELAYED HIS DECISION TO ABORT A LONG LANDING. AFTER TOUCHDOWN HE ATTEMPTED TO TURN AT THE END OF THE RWY BUT, THE ACFT COLLIDED WTH A STUMP AND DAMAGED THE RT WING. THE PLTS ANXIETY WAS BASED ON ANOTHER ACCIDENT THAT HE HAD IN FEBRUARY AT THIS AIRSTRIIP. THAT ACCIDENT OCCURRED DURING TAKEOFF.

Brief of Accident (Continued)

File No. - 2683

8/24/83

WINSLOW, AR

A/C Reg. No. N1656J

Time (Lc1) - 1330 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
4. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
5. DISTANCE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2680 8/28/83 SHERIDAN, AR A/C Reg. No. N6894D Time (Lcl) - 1130 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	1	0

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

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

Make/Model - CESSNA 195
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 5

Eng Make/Model - JACOBS R755B2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 275 HP

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

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

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/010 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point SHREVEPORT, LA
Destination PINE BLUFF, AR
ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity
ON AIRPORT
Airport Data
SHERIDAN
Runway Ident - 01
Runway Lth/Wid - 3000/ 50
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 - 1
Aircraft Type - 195

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2024 Last 24 Hrs - 2
Make/Model- 260 Last 30 Days- UNK/NR
Instrument- 1 Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED IN A GROUND LOOP AFTER A HARD LANDING. AFTER A HIGH BOUNCE THE ACFT SETTLED TO THE RWY AND VEERED SHARPLY TO THE LEFT RUNNING OFF THE RWY. EXAMINATION BY AN A & P MECHANIC REVEALED A FATIGUE CRACK IN THE LEFT LANDING GEAR LEG.

Brief of Accident (Continued)

File No. - 2680

8/28/83

SHERIDAN,AR

A/C Reg. No. N6894D

Time (Lc1) - 1130 CDT

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

5. LANDING GEAR,MAIN GEAR STRUT - OVERLOAD
6. LANDING GEAR,MAIN GEAR STRUT - FATIGUE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2691 3/19/83 LITTLEFIELD,AZ A/C Reg. No. N2646G Time (Lcl) - 1630 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
ON GROUND

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

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

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
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
SEDONA,AZ
Destination
TUWEEP,AZ

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 25
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 60 Last 24 Hrs 2
Make/Model - 10 Last 30 Days- UNK/NR
Instrument- 1 Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PASSENGER STATED THE FLT WAS BEHIND SCHEDULE, AND AN AIRPORT THOUGHT TO BE TUWEEP WAS SPOTTED. THEY DESCENDED TO 150-200 FT TO READ A SIGN AND WHEN THE PLT TRIED TO CLIMB IN A LEFT TURN HE COLLIDED WITH RISING TERRAIN. THE ACCIDENT LOCATION IS ABOUT 8 MILES WEST OF THE DESTINATION ARPT. NO ABNORMAL CONDITIONS WERE FOUND IN A POST ACCIDENT EXAMINATION OF THE ENGINE.

Brief of Accident (Continued)

File No. - 2691

3/19/83

LITTLEFIELD, AZ

A/C Reg. No. N2646G

Time (Lc1) - 1630 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. 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) 1,2,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2784

8/28/83

GLENDAL, AZ

A/C Reg. No. N62038

Time (Lcl) - 0700 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -INSTRUCTIONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 61

NONE

Pass

0

0

0

0

Accident Occurred During -TAKEOFF

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

Make/Model - CESSNA 172P

Eng Make/Model - LYCOMING O-320-D2J

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2407

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 160 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 090/003 KTS

Visibility - 45.0 SM

Lowest Sky/Clouds - 12000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GLENDAL, AZ

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GLENDAL MUNICIPAL

Runway Ident - 17

Runway Lth/Wid - 2400/ 50

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

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 - 18

Last 24 Hrs - 1

Make/Model- 18

Last 30 Days- UNK/NR

Instrument- 1

Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT & HIS INSTRUCTOR PLT HAD MADE 2 TAKEOFFS & LANDINGS, THEN THE INSTRUCTOR DEPLANED & THE STUDENT PREPARED TO TAKEOFF ON A SOLO FLT. ACCORDING TO THE STUDENT, HE MADE THE PRETAKEOFF CHECKS, WHICH INCLUDED SETTING THE TRIM. AS THE ACFT ACCELERATED DURING THE TAKEOFF ROLL, THE CONTROL YOKE CAME AFT WITH ENOUGH PRESSURE THAT, ACCORDING TO THE STUDENT, HE "COULD NOT FORCE IT FORWARD." THE NOSE STARTED TO RISE ABRUPTLY, SO THE STUDENT ELECTED TO ABORT THE TAKEOFF. HOWEVER, HE WAS UNABLE TO STOP ON THE REMAINING RWY, & SUBSEQUENTLY, THE ACFT COLLIDED WITH A DIRT BANK. AN EXAM OF THE ACFT REVEALED NO EVIDENCE OF A PRE-ACCIDENT, MECHANICAL MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 2784

8/28/83

GLENDALE, AZ

A/C Reg. No. N62038

Time (Lcl) - 0700 PDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
2. ELEVATOR TRIM - IMPROPER USE OF - PILOT IN COMMAND
3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

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

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

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. - 2797 10/07/83 ELGIN,AZ A/C Reg. No. N6851Q Time (Lc1) - 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	2
Accident Occurred During -TAKEOFF					

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

Make/Model - BEECH S35	Eng Make/Model - CONTINENTAL IO-520-B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SCOTTSDALE,AZ	BROPHY RANCH
Wind Dir/Speed- 225/010 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4000
SE LAND,ME LAND	Months Since - 10	Last 24 Hrs - 1
	Aircraft Type - S35	Make/Model- 1400
		Last 30 Days- 20
		Instrument- 75
		Last 90 Days- 50
		Multi-Eng - 2000
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAKING OFF FROM A DIRT, RANCH STRIP, THE PLT ELECTED TO USE TRACKS THAT WERE WORN IN THE VEGETATION BESIDE THE STRIP. HE BELIEVED THAT THESE TRACKS HAD BEEN FORMED BY OTHER ACFT & THOUGHT THE TAKEOFF WOULD BE SMOOTHER IF HE USED THEM. HOWEVER, THE TRACKS WERE FROM TRACTOR & PICKUP TRUCK TRAFFIC & WERE NOT INTENDED FOR USE AS A RWY. DURING THE TAKEOFF ROLL, THE ACFT DRIFTED OFF THE EDGE OF THE TRACKS & THE LEFT GEAR HIT A HIDDEN ROCK. THE ACFT THEN VEERED ABOUT 45 DEG FURTHER LEFT & THE LEFT WING HIT A SMALL TREE.

Brief of Accident (Continued)

File No. - 2797

10/07/83

ELGIN,AZ

A/C Reg. No. N6851Q

Time (Lcl) - 1530 MST

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH VEGETATION
3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

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

Finding(s)

4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2793 10/25/83 GRAND CANYON,AZ A/C Reg. No. N38903 Time (Lcl) - 1020 MST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	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	6
Accident Occurred During -LANDING					

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

Make/Model - BELL 206L-3	Eng Make/Model - ALLISON 250-C30P	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1450	Engine Type - TURBOSHAFT	
No. of Seats - 8	Rated Power - 650 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 - UNK/NR
Wind Dir/Speed- VARIABLE/010 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
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,ATP	Current - YES	Total - 7200
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 5
HELICOPTER	Aircraft Type - 206B	Make/Model- 103
		Last 30 Days- UNK/NR
		Instrument- 302
		Last 90 Days- 293
		Multi-Eng - 3400
		Rotorcraft - 1700

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

WHILE ON A NON-REVENUE BUSINESS FLT, THE PLT NOTED A PARTIAL LOSS OF POWER WITH THE N1 DROPPING TO 70% RPM & THE TORQUE DECREASING TO 10%. HE WAS UNABLE TO RESTORE POWER & SUBSEQUENTLY MADE A FORCED LANDING IN THE GRAND CANYON. THE LANDING WAS MADE ON AN UPWARD SLOPE. DURING TOUCHDOWN, THE MAIN ROTOR BLADES STRUCK & SEVERED THE REAR PORTION OF THE TAIL BOOM. AFTER LANDING, THE N1 WAS STILL AT 70% WITH THE THROTTLE FULL OPEN. AN EXAM OF THE HELICOPTER & ENG REVEALED NO CAUSE FOR THE LOSS OF POWER. EVENTUALLY, AN OPERATIONAL CHECK OF THE ENG WAS MADE, BUT STILL NO DISCREPANCIES WERE NOTED. THE ELEVATION OF THE CRASH SITE WAS APRX 3500 FT.

Brief of Accident (Continued)

File No. - 2793

10/25/83

GRAND CANYON, AZ

A/C Reg. No. N38903

Time (Lcl) - 1020 MST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)
2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. TERRAIN CONDITION - UPHILL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2663 11/10/83 CONGRESS,AZ A/C Reg. No. NONE Time (Lc1) - 1230 MST

-----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 103	Fire	Crew 0	1	0	0
Accident Occurred During	-TAKEOFF	NONE	Pass 0	0	0	0

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

Make/Model	- TEMAN MONO-FLY	Eng Make/Model	- SNOWMOBILE UNKNOWN	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- UNK/NR		
No. of Seats	- 1	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- 150/006 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg -</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 58</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - UNK/NR</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE PLT WAS ON HIS 1ST FLT IN THE ULTRALIGHT VEHICLE AFTER HE HAD BEEN TAXIING IT DURING THE PREVIOUS WEEK. DURING TAKEOFF FROM A RANCH, THE VEHICLE COLLIDED WITH THE GROUND. ACCORDING TO THE DEPUTY SHERIFF, WHO RESPONDED TO THE SCENE, THE PLT STATED THAT THE CONTROLS FAILED TO RESPOND & HE WAS UNABLE TO LEVEL THE VEHICLE FROM A LEFT BANK. THE PLT REFUSED TO COOPERATE WITH THE INVESTIGATOR. HE SAID HE HAD SOLD THE VEHICLE & DID NOT KNOW WHERE IT WAS LOCATED.

Brief of Accident (Continued)

File No. - 2663

11/10/83

CONGRESS, AZ

A/C Reg. No. NONE

Time (Lc1) - 1230 MST

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. - 2746

11/15/83

GLENDALE, AZ

A/C Reg. No. N4772T

Time (Lcl) - 1910 MST

-----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 -BUSINESS

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING - ROLL

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

Make/Model - CESSNA TR182

Eng Make/Model - LYCOMING O-540-L3C5D

ELT Installed/Activated - YES/YES

Landing Gear - UNK/NR

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3100

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 235 HP

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 100.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point

CAMERON PARK, CA

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

GLENDALE MUNI

Runway Ident - 17

Runway Lth/Wid - 2400/ 50

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 24

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - 182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 137 Last 24 Hrs - 3

Make/Model- 22 Last 30 Days- UNK/NR

Instrument- 10 Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

ON SHORT FINAL TO A 2400 FT RWY THE PLT'S FATHER, WHO WAS IN THE RT FT SEAT AND ALSO A RATED PLT, ASKED "YOU DO REALIZE THIS IS A SHORT RWY?" THE SON, WHO WAS THE PIC, ANSWERED "YES." THE ACFT TOUCHED DOWN HARD ABT 1/3 OF THE WAY DOWN THE RWY, BOUNCED UP AND CAME DOWN ON THE CENTERLINE. THE PLT APPLIED HEAVY BRAKING AND LEFT THE FLAPS DOWN. THE ACFT SKIDDED PAST THE DEPT END OF THE RWY, IMPACTED A POLE, AND CAME TO REST IN A DITCH WITH THE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2746

11/15/83

GLENDALE, AZ

A/C Reg. No. N4772T

Time (Lc1) - 1910 MST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. ALTITUDE - EXCESSIVE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - FENCE

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2800 11/20/83 WIKIEUP,AZ A/C Reg. No. N4291R Time (Lcl) - 2025 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	3	0	0	0
Accident Occurred During -CRUISE						

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

Make/Model - PIPER PA-28-236	Eng Make/Model - LYCOMING O-540-J3A5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LAS VEGAS,NV	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	TUCSON,AZ	
Wind Dir/Speed- 200/017 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- UNK/NR		
Precipitation - RAIN SHOWERS		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 450
SE LAND	Months Since - 6	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 22
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE TAKING OFF, THE PLT OBTAINED 2 WX BRIEFINGS & WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED. HE DEPARTED AT 1730. SEVERAL REQUESTS WERE MADE FOR EN ROUTE WX FROM LAS VEGAS FLT WATCH. AT 1945, THE PLT DECLARED AN EMERGENCY & INDICATED THAT HE WAS LOST. HE REPORTED THAT HE WAS IN & OUT OF THE CLOUDS AT 6500 FT MSL & HE BELIEVED HE WAS OVER THE COLORADO RIVER. ATC HAD DIFFICULTY IDENTIFYING THE ACFT DUE TO HIS LOW ALT OVER MOUNTAINOUS TERRAIN. AT 2015, THE PLT WAS ADVISED THAT HIS POSITION WAS 42 MI EAST OF NEEDLES, CA. HE REPORTED TRACKING 260 DEG TO NEEDLES, DETOURING AROUND CLOUDS. THE LAST COMMUNICATION WAS AT 2023 WHEN HE SAID HE ALMOST HIT A MOUNTAIN, HAD TO DESCEND & WAS TURNING BACK. SUBSEQUENTLY, THE ACFT COLLIDED WITH A 45 DEG SLOPE AT 6500 FT MSL.

Brief of Accident (Continued)

File No. - 2800

11/20/83

WIKIEUP,AZ

A/C Reg. No. N4291R

Time (Lc1) - 2025 MST

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH TERRAIN
4. LIGHT CONDITION - DARK NIGHT
5. WEATHER CONDITION - CLOUDS
6. WEATHER CONDITION - LOW CEILING
7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
8. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

9. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
10. FLIGHT ADVISORIES - ISSUED - ATC PERSONNEL(ARTCC)
11. TERRAIN CONDITION - MOUNTAINOUS/HILLY
12. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
13. TERRAIN CONDITION - RISING

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,12

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8,9,11,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2749 12/03/83 BULLHEAD CITY,AZ A/C Reg. No. NONE Time (Lcl) - 0912 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 103	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -TAKEOFF			0	0	0	0

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

Make/Model - MOTORIZED GLIDERS TIERRA	Eng Make/Model - ROTAX 337	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 35 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	BULLHEAD CITY
Wind Dir/Speed- 180/002 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 75.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE HAD NO PREVIOUS FLT TIME IN ULTRALIGHT ACFT. BEFORE TAKING OFF, HE TAXIED THE ULTRALIGHT SEVERAL TIMES TO GET THE FEEL OF THE VEHICLE. DURING DEPARTURE, THE PLT TOOK OFF FROM A TAXI STRIP WEST OF RWY 17. THE STRIP WAS USED BY ULTRALIGHT PLTS FOR ALL TAKEOFFS & LANDINGS. THE PLT STATED THAT SHORTLY AFTER DEPARTING & WHILE NEGOTIATING A LEFT TURN, THE LEFT WING STALLED & THERE WAS INSUFFICIENT ALTITUDE TO RECOVER. ACCORDING TO THE OPERATOR, THE LEFT TURN WAS STARTED AT ABOUT 50 FT AGL, THEN THE ULTRALIGHT STALLED. HE FURTHER STATED THAT THE ENG SOUNDED NORMAL THRU-OUT THE SEQUENCE & THAT THE VEHICLE WAS CLIMBING AT A VERY SLOW SPEED BEFORE THE ACCIDENT. AN EXAM OF THE AIRFRAME & ENG DISCLOSED NO PREIMPACT, MECHANICAL MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 2749

12/03/83

BULLHEAD CITY, AZ

A/C Reg. No. NONE

Time (Lcl) - 0912 MST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2653 12/11/83 TUCSON,AZ A/C Reg. No. N1563Z Time (Lcl) - 1600 MST

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

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

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

Make/Model - BEECH 95-A55	Eng Make/Model - CONTINENTAL IO-470L	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4880	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	TUCSON,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RYAN FIELD
Wind Dir/Speed- 050/003 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 60.0 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 - DAYLIGHT		

-----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 - UNK/NR	Total - 17125
SE LAND,ME LAND	Months Since - 10	Make/Model- 500
	Aircraft Type - 8KCAB	Instrument- 183
		Multi-Eng - 3990
		Last 24 Hrs - 8
		Last 30 Days- 67
		Last 90 Days- 287
		Rotorcraft - 154

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED DURING A LOCAL MULTI-ENGINE INSTRUCTIONAL FLIGHT. THERE WERE NO KNOWN WITNESSES TO THE ACCIDENT. EXAMINATION OF THE WRECKAGE FAILED TO REVEAL ANY PRE-IMPACT MALFUNCTION OF THE AIRCRAFT OR ENGINE.

Brief of Accident (Continued)

File No. - 2653

12/11/83

TUCSON, AZ

A/C Reg. No. N1563Z

Time (Lcl) - 1600 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

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. - 2713 2/28/83 BRIDGEPORT, CA A/C Reg. No. N17993 Time (Lcl) - 1427 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - BEECH E55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC

Wind Dir/Speed- 160/020 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 1500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

RENO, NV

Destination

SANTA ANA, CA

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 42

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - E55

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1246

Make/Model- 173

Instrument- 129

Multi-Eng - 196

Last 24 Hrs - UNK/NR

Last 30 Days- 5

Last 90 Days- 52

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RECORDED TRANSCRIPT BETWEEN THE PLT AND THE RENO FSS SPECIALIST REVEALS THAT THE PLT WAS AWARE OF MODERATE ICING CONDITIONS BELOW 18000 FEET AND REPORTED MODERATE TO SEVERE TURBULENCE ALONG HIS PROPOSED ROUTE OF FLT. THE PLT REPORTED ICING CONDITIONS AND DOWNDRAFTS IN FLT AND STATED THAT THE ACFT WOULD NOT MAINTAIN ALT. THE ACFT CAME TO REST IN MOUNTAINOUS TERRAIN ABT 21 MILES WEST/NORTHWEST OF BRIDGEPORT, CALIFORNIA.

Brief of Accident (Continued)

File No. - 2713

2/28/83

BRIDGEPORT, CA

A/C Reg. No. N17993

Time (Lc1) - 1427 PST

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

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
3. WEATHER CONDITION - DOWNDRAFT
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
5. WEATHER CONDITION - TURBULENCE IN CLOUDS

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

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

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

Factor(s) relating to this accident is/are finding(s) 1,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2701 3/05/83 BLYTHE,CA A/C Reg. No. N9716T Time (Lcl) - 0930 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - PIPER PA-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 - 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 - 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
PHOENIX,AZ

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 26
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1400 Last 24 Hrs - 4
Make/Model- 300 Last 30 Days- 40
Instrument- 71 Last 90 Days- 120
Multi-Eng - 320

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE ACFT EXPERIENCED A POWER LOSS. DURING THE SUBSEQUENT FORCED LANDING THE ACFT COLLIDED WITH TREES. WRECKAGE EXAMINATION DISCLOSED NO EVIDENCE OF FUEL AND THE ENGINE OPERATED NORMALLY DURING A FUNCTIONAL TEST CONDUCTED 6 DAYS AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2701

3/05/83

BLYTHE,CA

A/C Reg. No. N9716T

Time (Lc1) - 0930 PST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

4. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2692 3/05/83 SIMI, CA A/C Reg. No. N3124 Time (Lcl) - 1200 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -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 - THORP T-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-320B

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 170/005 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 3000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - UNK/NR

Itinerary

Last Departure Point

VAN NUYS, CA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 19

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - GA-7

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 195

Make/Model- 5

Instrument- 2

Multi-Eng - 67

Last 24 Hrs - 1

Last 30 Days- 6

Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN A SCHOOL PLAYGROUND IN A STEEP UNCONTROLLED DESCENT. WITNESSES SAID THE ACFT WAS OBSERVED IN A 60 DEGREE NOSE DOWN ATTITUDE AT ABOUT 1000 FT AGL AND THIS CONTINUED UNTIL GROUND IMPACT. THE ENGINE WAS PRODUCING HIGH POWER AT THIS TIME. NO WITNESSES SAW THE ACFT BEFORE THE DIVE. EXAMINATION REVEALED THAT THE COCKPIT CONTROL STICK HAD FAILED AND THE AILERON AND STABILATOR CROSS-BAR RIGHT MOUNTING POST TUBE WELDED AREA FAILED PRIOR TO THE ACCIDENT. A PRE-EXISTING CRACK HAD EXISTED FOR SOME TIME ON THE CROSS-BAR TUBE WHEN THIS TUBE FAILED THE FLT CONTROLS JAMMED WHICH PREVENTED THE PLT FROM CONTROLLING THE ACFT.

Brief of Accident (Continued)

File No. - 2692

3/05/83

SIMI, CA

A/C Reg. No. N3124

Time (Lcl) - 1200 PST

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

Finding(s)

1. FLIGHT CONTROL, STABILATOR ATTACHMENT - FAILURE, TOTAL
2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
4. FLIGHT CONTROL, STABILATOR ATTACHMENT - FATIGUE

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. - 2615

3/19/83

TRINITY CENTER,CA

A/C Reg. No. N41576

Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

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

Fire
NONE

Crew
Pass

1
1

0
0

0
0

0
0

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

Make/Model - PIPER PA-28-151
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
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 - UNK/NR
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
CRESWELL,OR
Destination
HAYWARD,CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 54
Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 300
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 DEPARTED CRESWELL, OR, SOMETIME AFTER 1800 PST ON 3/19/83. AT 2110 PST, THE PLT CONTACTED PORTLAND FLT WATCH BY RADIO & STATED THAT HE WAS OVER ROSEBURG, OR AT 9500 FT. HE REQUESTED PIREPS OF WX OVER THE SISKIYOU MOUNTAINS & INTO THE SAN FRANCISCO BAY AREA. FLT WATCH ADVISED THAT THE MEDFORD, OR WX WAS ESTIMATED 8000 FT OVERCAST, VISIBILITY 10 MI & THAT A PLT HAD REPORTED THAT CONDITIONS FROM REDMOND, OR TO RED BLUFF, CA, AT 9500 FT, WERE CLEAR & SMOOTH. THE PLT REPLIED THAT HE WAS HAVING A SMOOTH RIDE, ON TOP, & THAT THERE WAS "A LITTLE BIT OF BUILDUPS TO THE WEST." THERE WERE NO FURTHER TRANSMISSIONS FROM THE ACFT. WHEN THE ACFT DID NOT ARRIVE AT ITS DESTINATION, A SEARCH WAS INITIATED. IT WAS FOUND BY HIKERS ON 8/15/83 WHERE IT HAD CRASHED IN MOUNTAINOUS TERRAIN WHILE IN A STEEP DIVE. AT THE TIME OF THE ACCIDENT, SEARCH PERSONNEL COULD NOT GET INTO THE AREA DUE TO LOW CLOUDS, RAIN & SNOW. AN EXAM OF THE WRECKAGE REVEALED NO EVIDENCE OF A PREIMPACT/MECHANICAL MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 2615

3/19/83

TRINITY CENTER,CA

A/C Reg. No. N41576

Time (Lc1) - UNK/NR

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation CRUISE

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. TERRAIN CONDITION - HIGH TERRAIN
3. WEATHER CONDITION - CLOUDS
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

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) 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. - 2783 4/15/83 OCEANA, CA A/C Reg. No. N5985F Time (Lcl) - 1114 PST

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	EL MONTE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAN LUIS OBISPO, CA	OCEANO
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 11
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2270/ 50
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - 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)
STUDENT	Current. - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT, A MEXICAN NATIONAL, WAS ON A SOLO X-COUNTRY FLT. HE REPORTED THAT HE COULD NOT LOCATE THE DESTINATION ARPT AT SAN LUIS OBISPO, CA. AFTER CIRCLING THE AREA, HE SAW THE OCEANA ARPT & STARTED TO LAND. WHILE ON FINAL APCH, THE ENG LOST POWER. SUBSEQUENTLY, THE ACFT COLLIDED WITH A RESIDENTIAL TRAILER DURING AN EMERGENCY LANDING. THE FUEL SELECTOR WAS FOUND POSITIONED TO THE RIGHT FUEL TANK & THE RIGHT TANK WAS EMPTY. FUEL WAS STILL REMAINING IN THE LEFT TANK. THE STUDENT HAD MOVED THE FUEL SELECTOR TO THE RIGHT TANK ABOUT 1/2 HOUR AFTER TAKEOFF & HAD NOT CHANGED ITS POSITION AFTER THAT.

Brief of Accident (Continued)

File No. - 2783

4/15/83

OCEANA,CA

A/C Reg. No. N5985F

Time (Lcl) - 1114 PST

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

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
5. FLUID,FUEL - STARVATION
6. FUEL SUPPLY - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation

Finding(s)

7. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - RESIDENCE

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2747 4/16/83 EL MONTE, CA A/C Reg. No. N714ST Time (Lcl) - 1105 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91

Fire
NONE

Crew
Pass

Accident Occurred During - LANDING - ROLL

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

Make/Model - HOMEBUILT STARDUSTER TWO
Landing Gear - N/A
Max Gross Wt - UNK/NR
No. of Seats - UNK/NR

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

EL MONTE
Runway Ident - 19
Runway Lth/Wid - 3995/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 36
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model- 210
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSVD BY A TWR ATC SPECIALIST TO MAKE A NORMAL 3 PT LNDG AND ENTER INTO A L GD LOOP WHILE EXITING THE RWY ABT 1400 FT FM THE THRESHOLD. HE FURTHER STATED THAT THE ACFT WAS TRAVELING AT A "MODERATE SPEED" WHILE EXITING THE RWY. ANOTHER ACFT WAS PREPARING TO TAXI ONTO THE TAXIWAY FM THE NW CORNER OF THE FUEL PIT AREA WHICH WAS DIRECTLY INLINE WITH N714S7'S EXIT GROUND PATH. THE PATH OBSERVED A TAXING ACFT AND IN ORDER TO AVOID IT INTENTIONALLY "GROUND LOOPED" IT.

Brief of Accident (Continued)

File No. - 2747

4/16/83

EL MONTE, CA

A/C Reg. No. N714ST

Time (Lcl) - 1105 PST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
 4. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2630 4/17/83 LE GRAND, CA A/C Reg. No. NONE Time (Lcl) - 1530 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 103	NONE	Pass	0	1	0	0
Accident Occurred During -DESCENT			0	0	0	0

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

Make/Model - ROTEC RALLY 2B	Eng Make/Model - CUYUNA 430R	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 35 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 120/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4000 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 20000 FT	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
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)
PRIVATE	Current - YES	Total - 88
SE LAND	Months Since - 22	Last 24 Hrs - 1
	Aircraft Type - C-152	Make/Model- 3
		Last 30 Days- 3
		Instrument- 4
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE PLT TOOK OFF & LANDED IN A DAIRY PASTURE WITH NO APPARENT DIFFICULTIES. HE THEN TOOK OFF AGAIN ON AN EASTERLY HEADING. AFTER TAKEOFF, HE TURNED TO A MODIFIED CROSSWIND/DOWNWIND PATTERN & WAS PROCEEDING IN A NORTHWESTERLY DIRECTION. REPORTEDLY, AFTER REACHING AN ALT OF APRX 125 FT AGL, THE VEHICLE ENTERED A NOSE DOWN, WINGS LEVEL ATTITUDE & BEGAN DESCENDING. THE VEHICLE CONTINUED DESCENDING UNTIL COLLIDING WITH THE GROUND. NO EVASIVE ACTION WAS OBSERVED NO PREIMPACT/MECHANICAL FAILURE WAS VERIFIED; HOWEVER, THE PLT'S SEAT WAS FOUND SEPARATED FROM ITS FORWARD & REAR ATTACH FITTINGS. SPEED TAPE HAD BEEN USED TO ATTACH THE SEAT SUPPORT TUBES TO THE MAIN FRAME & WAS FOUND BROKEN. AN INVESTIGATION REVEALED THAT APRX 10 DAYS BEFORE THE ACCIDENT, THE PLT WAS HAVING DIFFICULTY IN GETTING THE VEHICLE TO FLY. HE HAD CONFERRED WITH A ROTEC REP & WAS TOLD THE CG WAS TOO FAR FORWARD & TO MOVE THE SEAT APRX 2 INCHES AFT. THE PLT REMOVED THE BOLTS THAT CONNECTED THE SEAT, BUT DID NOT REINSTALL THEM, INSTEAD, HE USED "SPEED TAPE."

Brief of Accident (Continued)

File No. - 2630

4/17/83

LE GRAND, CA

A/C Reg. No. NONE

Time (Lcl) - 1530 PST

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

Finding(s)

1. FUSELAGE, SEAT - LOOSE
2. MAINTENANCE, INSTALLATION - IMPROPER - PILOT IN COMMAND.
3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED -

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2761 4/30/83 HAWTHORNE, CA A/C Reg. No. N7036G Time (Lcl) - 1038 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - BEECH A36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-225-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/008 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HAWTHORNE
Runway Ident - 25
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 46
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - A35

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 612 Last 24 Hrs - 1
Make/Model- 315 Last 30 Days- 2
Instrument- 5 Last 90 Days- 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE ACFT WAS CLIMBING THRU ABOUT 400 TO 500 FT AGL, AFTER TAKEOFF, THE ENG BEGAN LOSING POWER. THE PLT TURNED ON THE FUEL BOOST PUMP & STARTED A TURN BACK TOWARD THE ARPT. WHEN HE REALIZED THAT HE COULD NOT REACH THE RWY, HE ELECTED TO LAND ON A STREET. DURING THE APCH, THE ACFT COLLIDED WITH TELEPHONE LINES, THEN CRASH LANDED IN THE STREET. BEFORE COMING TO REST, THE LEFT WING OF THE ACFT STRUCK A VEHICLE. DURING AN INVESTIGATION, APRX 1 PINT OF WATER & OTHER CONTAMINANTS WERE DRAINED FROM THE LEFT WING FUEL TANK. THE RIGHT WING TANK CONTAINED MINOR FOREIGN CONTAMINANTS. THE FUEL SELECTOR WAS FOUND POSITIONED TO THE RIGHT MAIN WING TANK & ITS SCREEN CONTAINED EXTENSIVE FOREIGN CONTAMINANTS. THE ENG DRIVEN FUEL PUMP INLET LINE, CARBURETOR INLET LINE, & CARBURETOR FILTER SCREEN CONTAINED WATER & OTHER FOREIGN CONTAMINANTS. THERE WAS EVIDENCE THAT CORROSION PARTICLES HAD COLLECTED IN EXCESS OF A YEAR & THAT THE FUEL STRAINER & VALVE HAD NOT BEEN INSPECTED FOR OVER A YEAR.

Brief of Accident (Continued)

File No. - 2761

4/30/83

HAWTHORNE, CA

A/C Reg. No. N7036G

Time (Lc1) - 1038 PDT

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

Finding(s)

1. MAINTENANCE - INADEQUATE -
2. MAINTENANCE, ANNUAL INSPECTION - IMPROPER - OTHER MAINTENANCE PSNL
3. FLUID, FUEL - CONTAMINATION
4. FLUID, FUEL - WATER
5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING

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

Finding(s)

6. OBJECT - WIRE, TRANSMISSION
7. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Occurrence #5 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

8. OBJECT - VEHICLE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2616

5/12/83

TORRANCE, CA

A/C Reg. No. N83574

Time (Lcl) - 0811 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - ROBINSON R22
Landing Gear - SKID
Max Gross Wt - 1300
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 124 HP

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

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

Weather Data

Wx Briefing - COMPANY
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 110/003 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TORRANCE MUNI
Runway Ident - 11R
Runway Lth/Wid - 3000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
ATP,CFI,FLT ENG
SE LAND,ME LAND,SE SEA
HELICOPTER

Age - 36
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 8567
Make/Model- 1100
Instrument- 569
Multi-Eng - 3465
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - 2500

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER WAS ON AN FAA CERTIFICATION TEST FLT WITH A PART-TIME COMPANY EMPLOYEE IN THE LEFT SEAT AS PILOT-IN-COMMAND (PIC). AN FAA TEST PLT WAS IN THE RIGHT SEAT. THE PURPOSE OF THE FLT WAS TO ESTABLISH NEW DATA FOR THE HELICOPTER'S HEIGHT-VELOCITY (HV) CURVE. THE PIC STATED THAT ALL POINTS ALONG THE CURVE HAD BEEN SUCCESSFULLY DEMONSTRATED ON AN EARLIER DATE. AFTER A NUMBER OF AUTOROTATIONS, THE PIC SUCCESSFULLY DEMONSTRATED A SPECIFIC POINT AT 100 FT & 48 KTS. THE FAA PLT THEN TOOK THE CONTROLS & ATTEMPTED TO DUPLICATE THE POINT IN QUESTIONS. THE FLARE FOR THE LANDING DID NOT ARREST THE DESCENT. SUBSEQUENTLY, THE HELICOPTER LANDED HARD & THE MAIN ROTOR SERVED THE TAIL BOOM. BOTH PLTS ADMITTED THAT THEY DID NOT CLEARLY DEFINE THEIR INDIVIDUAL RESPONSIBILITIES PRIOR TO THE FLT.

Brief of Accident (Continued)

File No. - 2616

5/12/83

TORRANCE, CA

A/C Reg. No. N83574

Time (Lcl) - 0811 PDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CREW/GROUP COORDINATION - INADEQUATE - FAA INSPECTOR
 2. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
 3. PROPER DESCENT RATE - EXCEEDED - FAA INSPECTOR
 4. 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) 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. - 2699

5/22/83

VAN NUYS,CA

A/C Reg. No. N1150S

Time (Lcl) - 1830 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

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

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

Accident Occurred During -MANEUVERING

Other

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

Make/Model - MOONEY M20K

Eng Make/Model - CONTINENTAL TS10-360-GB 4 ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2740

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 4

Rated Power - 210 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 120/010 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - PART OBS

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HAWTHORNE,CA

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

VAN NUYS

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

Age - 40

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - UNK/NR

Total - 717

Last 24 Hrs - UNK/NR

SE LAND

Months Since - UNK/NR

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 3

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS 1 MILE OUT ON THE FINAL APPROACH WHEN THE TOWER ASKED THE PLT TO MAKE A RIGHT TURN TO DOWNWIND. THE REQUEST WAS MADE BECAUSE A C-130 FOLLOWING HAD DECLARED AN EMERGENCY FOR LANDING WITNESSES SAW THE MOONEY M-20 ENTER A RIGHT TURN AND DESCEND. THE ACFT STRUCK A POWER POLE AND EXPLODED INTO A RESIDENTIAL AREA. POST ACCIDENT EXAMINATION OF THE WRECKED ACFT AND THE PLT SHOWED NO DISCREPANCIES OR FAILURES THAT WOULD HAVE CONTRIBUTED TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2699

5/22/83

VAN NUYS, CA

A/C Reg. No. N1150S

Time (Lc1) - 1830 PDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. STALL - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - UTILITY POLE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2774 5/24/83 GOSHEN, CA A/C Reg. No. N51763 Time (Lc1) - 1245 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - ENSTROM 280C
Landing Gear - SKID
Max Gross Wt - 2200
No. of Seats - 3

Eng Make/Model - LYCOMING H10-360-E1BD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 205 HP

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

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

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC

Itinerary

Last Departure Point
VISALIA, CA
Destination
DOS PALOS, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

Wind Dir/Speed- 315/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

Age - 41
Biennial Flight Review
Current - YES
Months Since - 27
Aircraft Type - 280C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1076
Make/Model- 261
Instrument- 47
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 31
Rotorcraft - 261

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 5 MIN AFTER TAKING OFF, THE PLT NOTICED A SUDDEN LOSS OF POWER TO THE TAIL ROTOR. HE MADE AN EMERGENCY LANDING IN AN ALFALFA FIELD. HE REPORTED THAT DURING AN AUTOROTATIVE LANDING, HE HAD INSUFFICIENT COLLECTIVE TO FLARE PROPERLY. SUBSEQUENTLY, THE MAIN ROTOR BLADES SEVERED THE TAIL BOOM, AN EXAM REVEALED THAT THE TAIL ROTOR AFT DRIVE COUPLING, PN 28-13609, HAD FAILED. ALL OF THE INTERNAL GEAR TEETH ON THE FEMALE PORTION OF THE COUPLING WERE STRIPPED. THERE WAS EVIDENCE OF INADEQUATE LUBRICATION.

Brief of Accident (Continued)

File No. - 2774

5/24/83

GOSHEN, CA

A/C Reg. No. N51763

Time (Lcl) - 1245 PDT

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

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - FAILURE, TOTAL
 2. MAINTENANCE, LUBRICATION - INADEQUATE - OTHER MAINTENANCE PSNL
-

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

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2790 5/25/83 LIVE OAK, CA A/C Reg. No. N6627K Time (Lcl) - 1754 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage								
Type of Operation -AERIAL APPLICATION	DESTROYED	Fatal	1	Serious	0	Minor	0	None	0
Flight Conducted Under -14 CFR 91	Fire	Crew	0	0	0	0	0	0	0
Accident Occurred During -MANEUVERING	NONE	Pass	0	0	0	0	0	0	0

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

Make/Model - GRUMMAN SCHWEIZER G-164C	Eng Make/Model - GARRETT TPE-331-1-101	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 - TURBOPROP	
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	LIVE OAK, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 170/007 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 25000 FT SCATTERED	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 - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 8000	Last 24 Hrs - 6
ME LAND, ME SEA	Months Since - 22	Make/Model- 3000	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - 310	Instrument- UNK/NR	Last 90 Days- 125
		Multi-Eng - UNK/NR	Rotorcraft - 150

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT WAS ON A FLIGHT TO SEED A RICE FIELD WITH 2 SETS OF POWER LINES LOCATED NEAR ITS WEST EDGE. THE PLT HAD SEEDED THE FIELD MANY TIMES BEFORE, & REPORTEDLY, WAS FAMILIAR WITH THE AREA. DURING THE 1ST SWATH RUN, WHICH WAS FROM EAST TO WEST, THE ACFT COLLIDED WITH THE 1ST SET OF POWER LINES, APRX 30 FT AGL. SUBSEQUENTLY, THE ACFT CRASHED TO THE GROUND & CAME TO REST ABOUT 150 YARDS WEST OF THE POWER LINES.

Brief of Accident (Continued)

File No. - 2790

5/25/83

LIVE OAK, CA

A/C Reg. No. N6627K

Time (Lcl) - 1754 PDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2705 5/30/83 BAKERSFIELD,CA A/C Reg. No. NONE Time (Lc1) - 0745 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - EIPPER WEIGHT SHIFT
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 500
No. of Seats - 1

Eng Make/Model - YAMAHA YO
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 15 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
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 - 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

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

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

Age - 49
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- 30 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- UNK/NR
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE PLT WAS LINING UP ON FINAL APCH TO LAND WHEN THE ULTRALIGHT VEHICLE COLLIDED WITH A POWER LINE AT APRX 30 FT AGL. ACCORDING TO THE COUNTY CORONER, THE PLT DIED FROM ACCIDENTAL ELECTROCUTION ON 5/31/83.

Brief of Accident (Continued)

File No. - 2705

5/30/83

BAKERSFIELD, CA

A/C Reg. No. NONE

Time (Lcl) - 0745 PDT

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

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2665 5/30/83 BAKERSFIELD, CA A/C Reg. No. NONE Time (Lcl) - 1345 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries.			
Type of Operation -BUSINESS	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 103	NONE	Crew 1	0	0	0
Accident Occurred During -DESCENT		Pass 0	0	0	0

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

Make/Model - ULTRALIGHT ENGINEERING ASTRA	HSEng Make/Model - ROTAX 337	ELT Installed/Activated - NO	N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 37 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	COSTERISAN
Wind Dir/Speed- 350/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg -	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A FAMILIARIZATION FLT IN PREPARATION TO FLY THE ULTRALIGHT VEHICLE ON A X-COUNTRY TO EVALUATE IT FOR A MAGAZINE ARTICLE. THE ENG QUIT ON THE 1ST FLT & A SUCCESSFUL FORCED LANDING WAS MADE. REPORTEDLY, THE VEHICLE REQUIRED ONLY MINOR REPAIRS & A TEST FLT BY A COMPANY PLT WAS DECLINED BY THE PLT PRIOR TO HIS 2ND & LAST FLT. AFTER THE 2ND TAKEOFF, THE VEHICLE WAS OBSERVED TO CLIMB IN A RIGHT TRAFFIC PATTERN. ON DOWNWIND AT APRX 500 FT AGL, THE VEHICLE NOSED OVER INTO ABOUT A 20 DEG DIVE. IT THEN ACCELERATED & POWER WAS MAINTAINED WELL INTO THE DIVE, EVEN AFTER IF APPROACHED 40 DEG. THE VEHICLE THEN WENT INTO A SLOW LEFT BANK & IMPACTED. THE POWER WAS REDUCED BEFORE IMPACT. THE AIRSPEED WAS ESTIMATED WELL ABOVE THE "NEVER EXCEED" SPEED. AN EXAM OF THE WRECKAGE REVEALED NO EVIDENCE OF A PREIMPACT STRUCTURAL OR CONTROL FAILURE. REPORTEDLY, THE VEHICLE WAS SOMEWHAT NOSE HEAVY, BUT NO WT & BALANCE DATA WAS AVAILABLE. ALSO IT WAS REPORTED THAT THE PLT WORE CONTACT LENSES & PREVIOUSLY HAD PROBLEMS WITH HIS GOGGLES COMING OFF & LANDING IN HIS LAP.

Brief of Accident (Continued)

File No. - 2665

5/30/83

BAKERSFIELD, CA

A/C Reg. No. NONE

Time (Lc1) - 1345 PDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - 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. - 2710

6/03/83

REDDING, CA

A/C Reg. No. N1497S

Time (Lcl) - 2042 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 - FLARE/TOUCHDOWN

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA T337H

Landing Gear - UNK/NR

Max Gross Wt - 4630

No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-360-H

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 210 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 160/007 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED

Lowest Ceiling - 15000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

MILLVILLE, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - UNK/NR

Type Apch/Lndg - FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

REDDING MUNI

Runway Ident - 16

Runway Lth/Wid - 7003/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 57

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - T337H

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2587

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - 1821

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 10

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING SEQUENCE AT A PRIVATE AIRSTRIPE THE PLT ATTEMPTED TO LOWER THE LANDING GEAR BUT FOUND IT WOULD NOT LOCK. THE ACFT WAS RETURNED TO THE DEPARTURE ARPT AND AFTER CIRCLING FOR TWO AND ONE HALF HOURS WITH DARKNESS APPROACHING WAS LANDED WITH THE GEAR PARTIALLY EXTENDED. EXAMINATION OF THE HYDRAULIC SYSTEM REVEALED METAL SHAVINGS AND/OR FILINGS IN THE HYDRAULIC FLUID LINES CONNECTING TO THE HYDRAULIC POWER PACK.

Brief of Accident (Continued)

File No. - 2710

6/03/83

REDDING,CA

A/C Reg. No. N1497S

Time (Lcl) - 2042 PDT

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

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
 2. FLUID,HYDRAULIC - CONTAMINATION
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2617 6/09/83 DEATH VALLEY,CA A/C Reg. No. N3894H Time (Lcl) - 1530 PDT

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

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

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

Make/Model - MOONEY M20J	Eng Make/Model - LYCOMING IO-360-A3B6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A		
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	VAN NUYS,CA	DEATH VALLEY
Wind Dir/Speed- 210/010 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 70
Lowest Sky/Clouds - THIN BKN	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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 400
SE LAND	Months Since - 1	Last 24 Hrs - 4
	Aircraft Type - M-20J	Make/Model- 390
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT INITIATED HIS TAKEOFF FROM THE DEATH VALLEY ARPT AT ABOUT 1530 HRS ON A HOT DAY. SUBSEQUENTLY, THE ACFT COLLIDED WITH TREES ON THE LEFT SIDE OF THE RWY & CRASHED. AN INVESTIGATION REVEALED THAT THE ACFT HAD ANGLED TO THE LEFT PRIOR TO REACHING THE 1000 FT MARKER. DEPRESSIONS LOCATED LEFT OF THE RWY INDICATED THAT THE ACFT HAD BECOME AIRBORNE, DEPARTED THE RWY, THEN STRUCK THE GROUND 1036 FT FROM THE APCH END OF RWY 15. THE ACFT BECAME AIRBORNE AGAIN, CONTINUED TO THE LEFT & STRUCK AN 18 INCH MOUND OF DIRT, 1125 FT FROM THE APCH END OF THE RWY. AGAIN, THE ACFT BECAME AIRBORNE & STRUCK 2 MESQUITE TREES, THEN CRASHED & CAME TO REST 1380 FT FROM THE APCH END OF RWY 15, AND 230 FT EAST OF THE RWY CENTERLINE. ACCORDING TO THE PLT, HE DID NOT LOOK AT THE AIRSPEED INDICATOR DURING THE TAKEOFF ROLL. IT WAS HIS HABIT TO "GO BY FEEL." THE WIND HAD BEEN ERRATIC, BUT WAS LIGHT TO NON-EXISTENT MOST OF THE DAY. PREVIOUSLY, HIS LEFT LEG HAD BEEN AMPUTATED BELOW THE KNEE & HE HAD AN ARTIFICIAL LEG. HIS PLT CERTIFICATE WAS BASED ON HIS BRITISH LICENSE.

Brief of Accident (Continued)

File No. - 2617

6/09/83

DEATH VALLEY, CA

A/C Reg. No. N3894H

Time (Lcl) - 1530 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. AIRSPEED INDICATOR - NOT USED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
4. LIFT-OFF - PREMATURE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
7. PROPER ALIGNMENT - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - DIRT BANK

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

9. OBJECT - TREE(S)

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,5,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2706 6/14/83 RANCHO CORDOVA, CA A/C Reg. No. NONE Time (Lcl) - 1730 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
SUBSTANTIAL
Fire NONE

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

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

Make/Model - EIPPER QUICKSILVER MX
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 525
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- VARIABLE/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 37
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	- UNK/NR	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-----

JUST PRIOR TO THE ACCIDENT, THE ULTRALIGHT VEHICLE WAS OBSERVED MANEUVERING IN THE AREA. WHILE MANEUVERING, IT ENTERED A NOSE HIGH ATTITUDE, STALLED & CRASHED IN A STEEP DIVE. THE WIND WAS REPORTED AS VARIABLE AT 5 GUSTING 12 KTS. A TOXICOLOGICAL TEST OF THE PLT'S BLOOD REVEALED AN ALCOHOL LEVEL OF 0.10%.

Brief of Accident (Continued)

File No. - 2706

6/14/83

RANCHO CORDOVA, CA

A/C Reg. No. NONE

Time (Lcl) - 1730 PDT

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

Finding(s)

1. MANEUVER - PERFORMED - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2782 6/22/83 HUNTINGTON BCH,CA A/C Reg. No. N4655L Time (Lcl) - 1557 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - CESSNA 172G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

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

ELT Installed/Activated - 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- 190/010 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
EL MONTE,CA
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

MEADOWLARK
Runway Ident - 19
Runway Lth/Wid - 2070/ 36
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - 150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 167
Make/Model- 39
Instrument- 4
Multi-Eng - 10
Last 24 Hrs - 1
Last 30 Days- 5
Last 90 Days- 13
Rotorcraft - 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT-IN-COMMAND (PIC) & STUDENT PLT WERE ON AN AERIAL PHOTOGRAPHY FLT WHEN THE PIC NOTICED A LOSS OF ENG OIL PRESSURE. THEY SAW MEADOWLARK ARPT & BEGAN AN EMERGENCY APCH. THE PIC STATED THAT SHE RELINQUISHED HER PIC DUTIES TO THE STUDENT BECAUSE SHE BELIEVED HE HAD A HIGHER LEVEL OF FLYING EXPERIENCE. (THE STUDENT HAD TOLD HER THAT HE WAS A FORMER MILITARY PLT, BUT HAD NOT OBTAINED A CIVILIAN PLT CERTIFICATE.) WHILE ON FINAL APCH, THE ACFT WAS HIGH, SO THE STUDENT ELECTED TO MAKE A GO-AROUND AND A 360 DEG TURN. DURING THE TURN, HE RETRACTED THE FLAPS (LATER FOUND A 10 DEG). SUBSEQUENTLY, THE ACFT MUSHED INTO THE ROOF OF A HOUSE & CRASHED INTO A FENCE & PATIO OF AN ADJACENT HOME. AN EXAM REVEALED OIL ON THE UNDERSIDE OF THE FUSELAGE. THE OIL DRAIN SUMP PLUG, QUICK DRAIN, WAS FOUND IN THE OPEN POSITION & NO OIL WAS FOUND IN THE SUMP. THE FORWARD OIL BREATHER TUBE WAS CLOGGED. BEARING BABBIT MATERIAL WAS FOUND IN THE SUMP. THE OIL DRAIN O-RING WAS WORN, WHEN CLEANED/TESTED THE SUMP PLUG LEAKED.

Brief of Accident (Continued)

File No. - 2782

6/22/83

HUNTINGTON BCH,CA

A/C Reg. No. N4655L

Time (Lc1) - 1557 PDT

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

Finding(s)

1. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
2. LUBRICATING SYSTEM,OIL TUBING - BLOCKED(PARTIAL)
3. LUBRICATING SYSTEM,OIL SEAL - WORN
4. LUBRICATING SYSTEM - LEAK
5. FLUID,OIL - EXHAUSTION

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

Finding(s)

6. SUPERVISION - IMPROPER - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE,QUALIFICATION - COPILOT
8. PRECAUTIONARY LANDING - INITIATED - COPILOT
9. DISTANCE - MISJUDGED - COPILOT
10. AIRSPEED - MISJUDGED - COPILOT
11. GO-AROUND - INITIATED - COPILOT
12. OBJECT - RESIDENCE
13. OBJECT - FENCE

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,6,7,9,10,12,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2787

6/23/83

PACOIMA, CA

A/C Reg. No. N5454B

Time (Lcl) - 2026 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

Crew
Pass

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/004 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

WHITEMAN
Runway Ident - UNK/NR
Runway Lth/Wid - 3725/ 40
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 67

Biennial Flight Review
Current - YES
Months Since - 33
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1750	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 MANEUVERING IN THE AREA OF THE ARPT TRAFFIC PATTERN FOR ABOUT 45 MIN BEFORE THE ACCIDENT. INITIAL IMPACT OCCURRED WITH POWER LINES ABOUT 1/2 MI SOUTHWEST OF THE ARPT WHILE THE ACFT WAS ON A HEADING OF ABOUT 320 DEG. THE ACFT THEN STRUCK A POWER POLE, SEPARATING ITS LEFT WING. AFTER TRAVELING ANOTHER 66 YARDS, IT COLLIDED WITH TREES, 2 FENCES & THE FRONT PORTION OF A RESIDENCE BEFORE COMING TO REST. AN EXAM OF THE WRECKAGE REVEALED NO EVIDENCE OF A PREIMPACT, MECHANICAL MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 2787

6/23/83

PACOIMA, CA

A/C Reg. No. N5454B

Time (Lcl) - 2026 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. LIGHT CONDITION - DUSK
3. LOW PASS - PERFORMED - PILOT IN COMMAND
4. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
5. OBJECT - WIRE, TRANSMISSION
6. OBJECT - UTILITY POLE
7. OBJECT - FENCE
8. OBJECT - RESIDENCE

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2796

6/25/83

CORNING, CA

A/C Reg. No. N1695H

Time (Lcl) - 0930 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - RUTAN LONG-EZ-B
Landing Gear - UNK/NR
Max Gross Wt - 1325
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-D2G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 340/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SANTA ROSA, CA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - COMPANY (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 - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 550
Make/Model- 218
Instrument- 14
Multi-Eng - 5
Last 24 Hrs - 2
Last 30 Days- 2
Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & PASSENGER WERE PARTICIPATING IN THE CAFE 400 EFFICIENCY RACE. SHORTLY AFTER PASSING A CHECK POINT, A PORTION OF 1 PROPELLER BLADE SEPARATED & THE PLT SHUT DOWN THE ENG. HE ELECTED TO LAND ON AN INTERSTATE HIGHWAY BY MERGING INTO TRAFFIC. HOWEVER, HE WAS UNABLE TO CLEAR OVER AN OVERPASS & HAD TO GO UNDER. SUBSEQUENTLY, THE ACFT TOUCHED DOWN EARLY. BEFORE STOPPING, THE CANARD HIT & SCRATCHED AN AUTOMOBILE & THE ACFT COLLIDED WITH THE CENTER DIVIDER OF THE HIGHWAY, COLLAPSING THE NOSE GEAR & DAMAGING THE CANARD. THE PROPELLER WAS MADE FROM WOOD & WAS SPECIFICALLY DESIGNED FOR RACING. THE TIP & OUTBOARD TRAILING EDGE OF THE FAILED BLADE HAD SPLIT & SEPARATED. REPORTEDLY, THE PROPELLER HAD BEEN FLOWN THRU DRIVING RAIN AT FULL POWER. ACCORDING TO A SERVICE MANAGER OF A PROPELLER MANUFACTURING FIRM, THE BLADE FAILURE MAY HAVE ORIGINATED WHERE IT WAS STRUCK BY AN OBJECT, BUT THIS WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 2796

6/25/83

CORNING, CA

A/C Reg. No. N1695H

Time (Lc1) - 0930 PDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. OBJECT - VEHICLE

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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. - 2698 6/27/83 BUCKMAN SPRINGS, CA A/C Reg. No. N9065L Time (Lcl) - 0905 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 -HOVER					

-----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-----

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	JACUMBA, CA	Runway Ident - UNK/NR
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
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)
COMMERCIAL, CFI	Current - YES	Total - 2133
SE LAND, ME LAND	Months Since - 17	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 315
		Instrument- 66
		Multi-Eng - 653
		Last 30 Days- UNK/NR
		Last 90 Days- 61
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER EXPERIENCED A LOSS OF LIFT AND DESCENDED INTO A LAKE AFTER TAKEOFF. THE ACFT WAS ABOUT 29 LBS BELOW MAX GROSS WEIGHT AND THE FIELD ELEVATION FOR TAKEOFF WAS 4200 FT; ALSO THE CALCULATED HOVER CEILING OUT OF GROUND EFFECT. THE PLT HAD CLIMBED TO 4300 FT AND TURNED DOWNWIND IN A 10-15 KT WIND AND THE PLT THINKS HE "MAY HAVE LOST TRANSITIONAL LIFT." INVESTIGATION FAILED TO REVEAL ANY PRE-IMPACT FAILURE OF THE ACFT OR ENG THAT COULD HAVE CONTRIBUTED TO THIS ACCIDENT.

Brief of Accident (Continued)

File No. - 2698

6/27/83

BUCKMAN SPRINGS, CA

A/C Reg. No. N9065L

Time (Lc1) - 0905 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. AIRCRAFT PERFORMANCE - EXCEEDED
 4. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
 5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - 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) 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. - 2629 7/20/83 RAMONA, CA A/C Reg. No. NONE Time (Lc1) - 0921 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
	Fire		Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Crew	0	1	0	0
Flight Conducted Under - 14 CFR 103	Pass	0	0	0	0
Accident Occurred During - TAKEOFF					

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

Make/Model - EIPPER MX	Eng Make/Model - CUYUMA UNK/NR	ELT Installed/Activated - NO	N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 35 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	SAN DIEGO ULTRA-LIGHT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 270/ 25
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

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

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RECEIVING DUAL INSTRUCTION IN A 2 PLACE, TRAINING VEHICLE, THE PLT TOOK OFF ON A SOLO FLT FROM A 270 X 25 FT ULTRALIGHT STRIP. HE REPORTED THAT AFTER LIFT-OFF, THE VEHICLE STARTED DRIFTING TOWARD A TREE. HE INITIATED A TURN TO THE RIGHT (AWAY FROM THE TREE); BUT THE VEHICLE BEGAN LOSING LIFT & SUBSEQUENTLY CRASHED IN A NOSE HIGH, SLIGHTLY RIGHT WING LOW ATTITUDE. THE PLT REPORTED THAT THE ENG OPERATED NORMALLY & THAT HE DID NOT USE THE SPOILERONS. HOWEVER, WITNESSES OBSERVED THE VEHICLE IN AN ERRATIC YAW & REPORTED SEEING EXTENSION ON THE RIGHT SPOILERON & LEFT RUDDER DEFLECTION, THEN LATER SAW THE LEFT SPOILERON EXTEND. THE PLT'S INSTRUCTOR CALLED ON THE RADIO TO RETRACT THE SPOILERONS & INCREASE POWER, BUT THE PLT STATED HE DID NOT HEAR THE TRANSMISSION. THE PLT STATED THAT HIS DUAL TRAINING, DURING THE PRECEDING 2 MONTHS, CONSISTED OF TAKEOFFS & LANDINGS ONLY, AND THAT HE WAS NOT TAUGHT TO USE SPOILERONS AND/OR STALL & SLIP MANEUVERS. THE 2 PLACE ULTRALIGHT, USED FOR DUAL TRAINING, WAS NOT EQUIPPED WITH SPOILERONS.

Brief of Accident (Continued)

File No. - 2629

7/20/83

RAMONA, CA

A/C Reg. No. NONE

Time (Lcl) - 0921 PDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2788

8/14/83

JAMUL,CA

A/C Reg. No. N2941H

Time (Lcl) - 1450 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		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 -DESCENT

Fire
NONE

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

Make/Model - SCHWEIZER SGS 1-35C
Landing Gear - UNK/NR
Max Gross Wt - 660
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- 260/010 KTS
Visibility - 9.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JAMUL,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

NICHOLS FIELD
Runway Ident - 27
Runway Lth/Wid - 2600/ 65
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 27

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 925	Last 24 Hrs	- UNK/NR
Make/Model-	3	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- 700

Instrument Rating(s) - HELICOPTER

-----Narrative-----

REPORTEDLY, AFTER WAITING ALMOST 2 HRS, THE PLT DECIDED HE WOULD FLY THE SAILPLANE, EITHER FOR 1 HR OR UNTIL THE OWNER ARRIVED, WHEN THE OWNER ARRIVED, HE OBSERVED THE SAILPLANE FLYING BACK & FORTH ALONG THE NORTH SIDE OF RIDGE AREA. SUBSEQUENTLY, THE ACFT CRASHED IN A WOODED AREA ON THE DOWNWIND SIDE OF A RIDGE THAT SLOPED DOWNWARD TO THE NORTH AT ABOUT A 30 DEG ANGLE. ALTHOUGH THERE WERE NO KNOWN WITNESSES, THE OWNER SAW THE SAILPLANE DISAPPEAR BEHIND A RIDGE IN THE VICINITY OF THE ACCIDENT SIDE. DURING IMPACT, THE SAILPLANE STRUCK A TREE, APRX 12 FT TALL, & BROKE IT IN HALF. IT CAME TO REST ON TREES & BRUSH WITH EXTENSIVE DAMAGE TO THE NOSE & COCKPIT AREAS. NO PREIMPACT MALFUNCTION OR FAILURE OF THE SAILPLANE WAS FOUND. THE CRASH SITE WAS LOCATED IN AN AREA KNOWN TO HAVE PERIODS OF HIGH WIND. THE PLT WAS A NAVAL AVIATOR WITH ONLY ABOUT 3.4 HRS FLT TIME IN THIS MAKE & MODEL.

Brief of Accident (Continued)

File No. - 2788

8/14/83

JAMUL, CA

A/C Reg. No. N2941H

Time (Lcl) - 1450 PDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2694 8/20/83 SHAVER LAKE, CA A/C Reg. No. N190CH Time (Lcl) - 1005 PDT

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

Type Operating Certificate-EXTERNAL LOAD

Type of Operation -UNKNOWN
Flight Conducted Under -14 CFR 133
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - BOEING VERTOL BV-107-II
Landing Gear - UNK/NR
Max Gross Wt - 13500
No. of Seats - 2

Eng Make/Model - GENERAL ELEC CT 581401A
Number Engines - 2
Engine Type - TURBOSHAFT
Rated Power - 1500 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/015 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SHAVER LAKE, CA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model- 2422
Instrument- 44
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - 4211

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ONLY WITNESS, THE HOOKER, WHO GETS LOGS READY FOR TRANSPORT BY THE HELICOPTER, STATED THAT HE HEARD NOISES AND THE ROTOR BLADES BEGAN COMING APART AS THE ACFT STARTED DOWNHILL WITH A LOG. EXAMINATION OF THE WRECKAGE REVEALED THAT #3 SYNCHRONIZING SHAFT (BOEING P/N 10703141-13) HAD FAILED A FATIGUE CRACK ORIGINATING AT A RIVET HOLE. THE TOTAL TIME ON THE SHAFT WAS 17492 HOURS WITH 435 HOURS SINCE OVERHAUL. THE QUALITY OF THE SURFACE FINISH ON THE RIVET HOLES WAS CONSIDERED UNSATISFACTORY IN A POST ACCIDENT LABORATORY EVALUATION. AS A INTERIM MEASURE BOEING VERTOL ARBITRAIRLY IMPOSED A LIFE OF 8750 HOURS ON ALL SYNCHRONIZING SHAFTS OF THIS TYPE. THIS WAS BASED ON THE LIFE OF THIS FAILED PART. A PROGRAM IS ALSO BEING DEVELOPED TO DO A FLT STRAIN SURVEY ON A BV-107 FOR LOGGING OPERATIONS. THE HOOKER STATED THAT THE LOG BEING LIFTED BY THE ACCIDENT ACFT WEIGHED BETWEEN 8000 AND 9000 POUNDS.

Brief of Accident (Continued)

File No. - 2694

8/20/83

SHAVER LAKE, CA

A/C Reg. No. N190CH

Time (Lc1) - 1005 PDT

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

Finding(s)

1. ROTOR DRIVE SYSTEM - FATIGUE
2. ROTOR DRIVE SYSTEM - FAILURE, TOTAL

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

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

Finding(s)

3. TERRAIN CONDITION - DOWNHILL
4. TERRAIN CONDITION - ROUGH/UNEVEN
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. OBJECT - TREE(S)

----Probable Cause----

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

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. - 2628 8/26/83 ROSEVILLE, CA A/C Reg. No. NONE Time (Lcl) - 1015 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
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - MIDWEST MICROLITES - TOMCAT
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - CUYUNA 1
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- 270/010 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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

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

Medical Certificate - NO MEDICAL
Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS ATTEMPTING TO LAND IN A PLOWED FIELD WHICH WAS ADJACENT TO A RICE FIELD. DURING THE LANDING MANEUVER, THE PLT ENTERED A LEFT TURN OVER THE RICE FIELD. AS HE CONTINUED THE TURN OVER THE PLOWED FIELD, A THERMAL WAS ENCOUNTERED & THE VEHICLE ENTERED A 45 DEG RIGHT BANK. HE REPORTED THAT WHEN THE "THERMAL CEASED", THE AIRSPEED HAD DECREASED TO WHERE HE WAS UNABLE TO CORRECT THE STEEP BANK ANGLE. REPORTEDLY, THE BANK ANGLE REMAINED CONSTANT UNTIL THE VEHICLE COLLIDED WITH THE GROUND. AN EXAM OF THE ENG & VEHICLE REVEALED NO EVIDENCE OF ANY PREEXISTING MALFUNCTION OR FAILURE. A GROUND WITNESS REPORTED THAT THE WIND WAS FROM APRX 270 DEG AT 10 KTS. A LEVEE WAS LOCATED NEXT TO THE CRASH SITE.

Brief of Accident (Continued)

File No. - 2628

8/26/83

ROSEVILLE,CA

A/C Reg. No. NONE

Time (Lc1) - 1015 PDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2754

8/27/83

BYRON, CA

A/C Reg. No. NONE

Time (Lcl) - 1957 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Fire
NONE

Crew
Pass

Flight Conducted Under -14 CFR 103

Accident Occurred During -MANEUVERING

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

Make/Model - DAVIS HOMEBUILT

Eng Make/Model - CUYUNA UNKNOWN

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - UNK/NR

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 35 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 225/003 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

BYRON

Runway Ident - UNK/NR

Runway Lth/Wid - 500/ 35

Runway Surface - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 48

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

GROUND WITNESSES REPORTED THAT THE ULTRALIGHT DEPARTED THE PRIVATE AIRSTRIIP TO THE EAST. AFTER DEPARTURE THE PLT NEGOTIATED A 90 DEG LT TURN, FOLLOWED BY A 270 DEG RT TURN. AFTER THE 90/270 DEG TURN WAS COMPLETED, THE PLT NEGOTIATED A RT TRAFFIC PATTERN BUT DID NOT ATTEMPT TO LAND AND CONTINUED ON A WESTERELY HEADING. AFTER PASSING THE APPROACH END OF THE EAST RUNWAY, THE PLT MADE A RT TURN AND THE RT WING OF THE VEHICLE STRUCK TREE TOPS. THE VEHICLE PITCHED STRAIGHT DOWN, TURNED 180 DEG AND CRASHED IN TO A CREEK. EXAMINATION OF THE WRECKAGE FAILED TO REVEAL ANY PREEXISTING AIRFRAME OR ENGINE MALFUNCTIONS AND/OR FAILURES.

Brief of Accident (Continued)

File No. - 2754

8/27/83

BYRON, CA

A/C Reg. No. NONE

Time (Lcl) - 1957 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - TREE(S)
2. LIGHT CONDITION - DUSK
3. ALTITUDE - MISJUDGED - 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. - 2697 9/03/83 ROSEVILLE, CA A/C Reg. No. NONE Time (Lcl) - 0930 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
SUBSTANTIAL
Fire NONE

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

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

Make/Model - WASPAIR TOMCAT HM-81
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 450
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- UNK/NR
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 52
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 147
Make/Model- 64
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD ONLY FLOWN 1 FLT SINCE HE HAD CRASHED THE SAME ULTRALIGHT VEHICLE NEARLY 1 YR PREVIOUSLY. AN EYE WITNESS, WHO WAS PRESIDENT OF THE LOCAL ULTRALIGHT ASSOCIATION, HAD TEST FLOWN THE REPAIRED VEHICLE BEFORE THE PLT FLEW IT. THE PLT, THE EYE WITNESS & A 3RD PLT THEN FLEW THEIR RESPECTIVE VEHICLES TO THE JENKO AIRSTRIP & RETURNED SUCCESSFULLY. NOTING THAT THE WIND HAD INCREASED, THE EYE WITNESS DEPARTED ALONE TO TEST THE WX. HE STATED HE ENCOUNTERED THE WORST TURBULENCE HE HAD EVER FLOWN IN. BEFORE HE COULD TELL THE OTHERS NOT TO TAKEOFF, THEY HAD ELECTED TO DEPART. SUBSEQUENTLY, THE EYE WITNESS SAW THE ACCIDENT VEHICLE IN AN INVERTED DIVE TO THE RIGHT FROM APRX 600 FT AGL. HE REPORTED THAT THE VEHICLE APPEARED TO RECOVER AT ABOUT 150 FT AGL, BUT THEN ROLLED TO THE RIGHT AGAIN & HIT THE GROUND. THE 3RD PLT SAID THE WIND WAS "VERY SEVERE" & HE HAD A HARD TIME CONTROLLING HIS VEHICLE. THE PLT WAS WEARING HIS HELMET & HAD HIS SEAT BELT FASTENED, BUT THE VEHICLE WAS NOT EQUIPPED WITH A SHOULDER HARNESS.

Brief of Accident (Continued)

File No. - 2697

9/03/83

ROSEVILLE,CA

A/C Reg. No. NONE

Time (Lc1) - 0930 PDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER CONDITION - TURBULENCE
-

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

Finding(s)

4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
-

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

Finding(s)

6. MISC EQPT/FURNISHINGS,SHOULDER HARNESS - LACK OF
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2786

9/06/83

NOVATO,CA

A/C Reg. No. N2333E

Time (Lcl) - 1630 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 - FERRY
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/018 KTS
Visibility - 14.0 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
SACRAMENTO,CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GROSS FIELD
Runway Ident - 31
Runway Lth/Wid - 3300/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 25

Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - B-76

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

	Flight Time (Hours)	
Total	430	Last 24 Hrs - 1
Make/Model-	73	Last 30 Days- UNK/NR
Instrument-	28	Last 90 Days- 35
Multi-Eng -	40	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE ATTEMPTED TO TAKEOFF IN STRONG X-WIND CONDITIONS. DURING THE TAKEOFF ROLL, THE ACFT VEERED OFF THE RIGHT SIDE OF THE RWY. AFTER UNSUCCESSFULLY TRYING TO GET BACK ONTO THE RWY, THE PLT ABORTED THE TAKEOFF. HOWEVER, THE ACFT CONTINUED INTO A DITCH & CAME TO REST ON ITS NOSE. ABOUT 40 MI NE AT NAPA, CA, THE 1548 PDT WIND WAS FROM 210 DEG AT 18 KTS.

Brief of Accident (Continued)

File No. - 2786

9/06/83

NOVATO, CA

A/C Reg. No. N2333E

Time (Lc1) - 1630 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
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 TAKEOFF

Finding(s)

5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
6. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE DOWN
Phase of Operation TAKEOFF

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2789 9/07/83 VISALIA, CA A/C Reg. No. NONE Time (Lcl) - 0830 PDT

-----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 -INSTRUCTIONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -DESCENT

Fire
NONE

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

Make/Model - EIPPER MX
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - ROTAX 377
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 - 5.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 25
Runway Lth/Wid - 1200/ 60
Runway Surface - DIRT
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)

Age - 29
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- 13	Last 24 Hrs	- 1
Make/Model-	13	Last 30 Days-	8
Instrument-	0	Last 90 Days-	13

Instrument Rating(s) - NONE

-----Narrative-----

THIS ULTRALIGHT PLT, ACCORDING TO WITNESSES, EXPRESSED SOME ANXIETY ABOUT FLYING ON THE DAY OF THE ACCIDENT. THE INSTRUCTOR REVIEWED THE PROCEDURES WITH HER ON THE GROUND, BUT DID NOT FLY WITH HER. THE ACFT, PRIOR TO TAKEOFF, HAD LESS THAN 2 GALLONS OF FUEL. IT BURNS 2 GALS/HR. THIS FLT WAS SCHEDULED FOR 30 MINUTES. THE ACFT FLEW FOR ABOUT 15 MINS. AFTER TAKEOFF PRIOR TO RETURNING TO LAND. THE ACFT MADE SEVERAL APPROACHES ONLY TO GO-AROUND. THE INSTRUCTOR AND HIS PARTNER TOOKOFF IN A 2 PLACE VEHICLE TO TRY TO LEAD THE STUDENT IN, BUT BROKE OFF THEIR APPROACH BEFORE SHE LANDES. SHE GOT ABOUT 2 FT AGL, BUT WENT AROUND AGAIN WITHOUT EVER REDUCING THE POWER BELOW 75 PERCENT. ON THE NEXT BASE LEG THE ACFT PITCHED UP AND STALLED AFTER WHICH IT PITCHED NOSE DOWN AND CRASHED. AFTER CRASH EXAMINATION REVEALED THAT THE PROPELLER WAS NOT ROTATING AT GROUND CONTACT AND THE ACFT AND ENGINE CONTAINED NO FUEL. THE ENGINE OPERATED AFTER REFUELING.

Brief of Accident (Continued)

File No. - 2789

9/07/83

VISALIA, CA

A/C Reg. No. NONE

Time (Lcl) - 0830 PDT

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

Finding(s)

1. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PRESSURE - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2693

9/10/83

BIG BEAR, CA

A/C Reg. No. N56513

Time (Lcl) - 2020 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

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

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
BIG BEAR, 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

BIG BEAR CITY
Runway Ident - 25
Runway Lth/Wid - 5850/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 24
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - PA-28

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

Total	-	195	Last 24 Hrs -	1
Make/Model-	101	Last 30 Days-	12	
Instrument-	35	Last 90 Days-	55	

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, AFTER A RUNUP, DURING WHICH THE MIXTURE WAS "LEANED", THE ACFT DEPARTED RWY 25 AT BIG BEAR AIRPORT. HE STATED THAT THE NOSE OF THE ACFT WAS LOWERED TO "GAIN 80 KTS IAS," AND THAT THE ACFT "CLIMBED TO APPROXIMATELY 150 TO 200 FT ABOVE THE LAKE AND WOULD CLIMB NO HIGHER." THE ACFT THEN "BEGAN A GRADUAL DESCENT," AND STRUCK THE WATER AT "60 KTS IN WHAT SEEMED LIKE A LEVEL ATTITUDE." INVESTIGATION REVEALED THE ACFT WAS AT LEAST 294 LBS OVER GROSS WT. THE DENSITY ALTITUDE WAS ALSO COMPUTED TO BE 8352 FT WHEN USING 60 DEG F AS A VALVE. THE RECORDED TEMP 15 NM AWAY WAS 86 DEG F. NO PRE-IMPACT DISCREPANCIES WERE FOUND DURING THE EXAMINATION OF ACFT WRECKAGE OR THE SUBSEQUENT ENG TEST.

Brief of Accident (Continued)

File No. - 2693

9/10/83

BIG BEAR,CA

A/C Reg. No. N56513

Time (Lc1) - 2020 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
5. PERFORMANCE DATA - NOT IDENTIFIED - PILOT IN COMMAND
6. STALL - PERFORMED - PILOT IN COMMAND
7. AIRSPEED - BELOW - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - WATER,GLASSY
9. LIGHT CONDITION - DARK NIGHT

----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

Factor(s) relating to this accident is/are finding(s) 1,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2719 9/12/83 SANTA BARBARA, CA A/C Reg. No. N8741B Time (Lcl) - 1200 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - BELLANCA 7GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/014 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
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 - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

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

Pilot-In-Command

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1973
Make/Model- 871
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-----

WHILE CIRCLING AN AREA NEAR SANTA CRUISE ISLAND, CA. DURING AERIAL FISH SPOTTING OPERATIONS, THE ACFT ENG BEGAN TO LOSE PWR. AS THE ACFT APCHD THE ISLAND THE ENG SUSTAINED A COMPLETE PWR LOSS AND NOSED OVER DRNG THE ENSUING FORCED LNDG. AN ENG EXAM REVEALED THAT THE CARB HEAT CTL WAS NOT FUNCTIONING. ACCORDING TO CARB ICING PROB CUVES MODERATE ICING AT CRUISE PWR OR SERIOUS ICING AT GLIDE PWR EXISTED AT THE TIME OF THE ACCD.

Brief of Accident (Continued)

File No. - 2719

9/12/83

SANTA BARBARA, CA

A/C Reg. No. N8741B

Time (Lcl) - 1200 PDT

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

Finding(s)

1. CARBURETOR HEAT CONTROL - INOPERATIVE
 2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

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. - 2792

9/18/83

BURBANK, CA

A/C Reg. No. N4845W

Time (Lcl) - 2320 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

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

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

Make/Model - CESSNA P210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520
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 - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 15000 FT
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
VAN NUYS, CA
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
ON AIRPORT

Airport Data

BURBANK
Runway Ident - 07
Runway Lth/Wid - 6074/ 150
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 - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 488	Last 24 Hrs	- 10
Make/Model-	23	Last 30 Days-	UNK/NR
Instrument-	8	Last 90 Days-	47

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APCH FOR A NIGHT LANDING, THE ENG LOST POWER & THE PLT WAS UNABLE TO REACH THE RWY. SUBSEQUENTLY, DURING AN EMERGENCY LANDING, THE ACFT HIT THE TOP OF A CYCLONE FENCE, DAMAGING THE NOSE GEAR, THEN THE ACFT SLID INTO A BLAST BARRIER. AN ENG RUN-UP WAS MADE, & LATER, A TEARDOWN WAS PERFORMED TO CHECK THE CRANKSHAFT, BUT NO DEFICIENCIES WERE FOUND.

Brief of Accident (Continued)

File No. - 2792

9/18/83

BURBANK, CA

A/C Reg. No. N4845W

Time (Lcl) - 2320 PDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)
2. LIGHT CONDITION - NIGHT
3. OBJECT - FENCE

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2639 9/18/83 SANTA ANA, CA A/C Reg. No. N8052M Time (Lcl) - 1920 PDT

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

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

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

Make/Model - CESSNA T210M	Eng Make/Model - CONTINENTAL TSIO-520-R-1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	CARSON CITY, NV	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	JOHN WAYNE
Wind Dir/Speed- 220/005 KTS	ATC/Airspace	Runway Ident - 19R
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5700/ 150
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 7955
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 500
HELICOPTER	Aircraft Type - 182	Instrument- 625
		Multi-Eng - 1900
		Last 24 Hrs - 2
		Last 30 Days- 15
		Last 90 Days- 36
		Rotorcraft - 1600

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

AFTER LANDING AT NIGHT, THE PLT TAXIED TO A NON-ILLUMINATED RAMP AREA & STOPPED TO DEPLANE THE PASSENGER, WHO HELD A STUDENT PLT CERTIFICATE. THE PURPOSE OF THE PASSENGER DEPLANING IN THAT AREA WAS FOR HER TO OBTAIN A VEHICLE & MEET THE PLT AT THE ACFT'S NORMAL PARKING SPACE. THE PLT STATED THAT HE CAUTIONED THE PASSENGER ABOUT THE ROTATING PROPELLER. AFTER EXITING THE ACFT FROM THE RIGHT SIDE, THE PASSENGER WALKED DIRECTLY FORWARD & INTO THE PROPELLER WHICH WAS TURNING AT IDLE POWER.

Brief of Accident (Continued)

File No. - 2639

9/18/83

SANTA ANA, CA

A/C Reg. No. N8052M

Time (Lc1) - 1920 PDT

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

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. SAFETY ADVISORY - NOT FOLLOWED - PASSENGER

----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. - 2798 9/20/83 PALM SPRINGS,CA A/C Reg. No. N3636X Time (Lc1) - 0910 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

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

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

Make/Model - AERO COMMANDER 100
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2250
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - UNK/NR
Wind Dir/Speed- 090/010 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RIVERSIDE,CA
Destination
PARKER,AZ

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 30
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1825
Make/Model- 117
Instrument- UNK/NR
Multi-Eng - 327
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 23
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE, THE PLT ENCOUNTERED DETERIORATING WX. HE WAS AN INSTRUMENT PLT, BUT HAD CHOSEN NOT TO FILE & FLY UNDER IFR DUE TO TERRAIN, WX, LOW PERFORMANCE OF THE ACFT & LACK OF PITOT HEAT. THE PLT NOTED A CEILING AT 5500 FT MSL WHEN HE CROSSED BANNING PASS. HE SAW DARK CLOUDS & HEAVY RAIN IN THE PALM SPRINGS & BERMUDA DUNES AREA. THE MOUNTAINS NORTH OF DESERT HOT SPRINGS WERE COVERED WITH CLOUDS, SO HE TRIED TO GET THRU YUCCA VALLEY WHERE THE WX LOOKED BETTER. HOWEVER, LOW CEILINGS & RAIN WERE ENCOUNTERED, SO THE PLT MADE A 180 DEG TURN TO RETURN TO RIVERSIDE, CA. HE SOON ENCOUNTERED "A FAST WESTERLY MOVING MASS OF CLOUDS THAT WENT ALL THE WAY TO THE GROUND." DUE TO THE SPEED OF THE STORM, HE WAS FORCED TO LAND QUICKLY & ELECTED TO LAND DOWNWIND ON A ROAD. HOWEVER, OVERFLEW THE ROAD & LANDED IN A ROCKY WASH AREA, EXTENSIVELY DAMAGING THE ACFT.

Brief of Accident (Continued)

File No. - 2798

9/20/83

PALM SPRINGS, CA

A/C Reg. No. N3636X

Time (Lc1) - 0910 PDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
 2. WEATHER CONDITION - CLOUDS
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - RAIN
 5. WEATHER CONDITION - FOG
-

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

Finding(s)

6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 7. WEATHER CONDITION - TAILWIND
 8. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

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. - 2709 9/20/83 SAN MARTIN,CA A/C Reg. No. N2315V Time (Lc1) - 0845 PDT

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

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

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	SOUTH COUNTY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 14
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3100/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 14000
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 9	Make/Model- 703
	Aircraft Type - SENECA	Instrument- 718
		Multi-Eng - 6450
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 68

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE FLARED THE AIRCRAFT AND MADE A NORMAL FULL STALL LANDING. ALMOST IMMEDIATELY THE AIRCRAFT VEERED TO THE LEFT AND BOTH MAIN LANDING GEAR SEPARATED. SUBSEQUENT HARDNESS TESTS ON THE LEFT AND RIGHT MAIN GEAR ATTACH BOLTS REVEALED THAT ALL BOTHS MET OR EXCEEDED THEIR RESPECTIVE SPECIFIED MINIMUM TENSILE STRENGTHS. THE LOGBOOK CONTAINED AN ENTRY DATED 8/21/83 THAT NOTED REPAIRS MADE TO THE LANDING GEAR DUE TO THE AIRCRAFT REPORTEDLY PORPOISING DURING A LANDING SEQUENCE.

Brief of Accident (Continued)

File No. - 2709

9/20/83

SAN MARTIN,CA

A/C Reg. No. N2315V

Time (Lcl) - 0845 PDT

Occurrence MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. 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. - 2669

9/21/83

CLEARLAKE OAKS, CA

A/C Reg. No. N3727

Time (Lcl) - 0919 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

Crew
Pass

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

Make/Model - KECSKES DER JAGER D-1X
Landing Gear - N/A
Max Gross Wt - 1180
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 - 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 - 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 - NONE

Airport Proximity
ON AIRPORT

Airport Data

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

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1500
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND WHILE PERFORMING LOW ALT AEROBATICS AT A PRIVATE RANCH STRIP. THIS SHOW HAD BECOME A REGULAR WED MORNING EVENT TO ENTERTAIN GUEST. ACCORDING TO WITNESSES THE ACFT HAD DONE ROLLS LOOPS AND PULL-UPS. AFTER A LOW PASS THE ACFT PULLED UP EXECUTED A HAMMERHEAD OR WING OVER, MADE A LEFT TURN AND DOVE INTO THE GROUND. THE ENGINE WAS DEVELOPING POWER PRIOR TO IMPACT. INVESTIGATION REVEALED NO EVIDENCE OR ANY PRE-IMPACT DISCREPANCIES OF THE ACFT OR ENGINE. THE PLTS AUTOPSY AND TOXICOLOGY REPORTS WERE NEGATIVE.

Brief of Accident (Continued)

File No. - 2669

9/21/83

CLEARLAKE OAKS, CA

A/C Reg. No. N3727

Time (Lcl) - 0919 PDT

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

Finding(s)
1. AEROBATICS - PERFORMED - PILOT IN COMMAND

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

Finding(s)
2. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2785

9/29/83

TULELAKE, CA

A/C Reg. No. N6089F

Time (Lcl) - 1630 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 340/009 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ENTERPRISE, CA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 45
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 100
Make/Model- 17
Instrument- 3
Last 24 Hrs - UNK/NR
Last 30 Days- 9
Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE MADE A LOW PASS OVER THE MEDICINE LAKE AREA, THEN AFTER CIRCLING FOR A FEW MINUTES, HE CLIMBED BACK TO 7500 FT, ESTABLISHED 2000 RPM & 70 KTS, & CONTINUED THE FLT. APPX 5 MIN LATER, HE NOTICED THAT THE TREES APPEARED TO BE GETTING CLOSER. HE CHECKED HIS VERTICAL VELOCITY INDICATOR & NOTED A 200 FT/MIN DESCENT. HE THEN APPLIED FULL THROTTLE, BUT DID NOT NOTICE THE RPM INCREASE & CONTINUED TO LOSE ALTITUDE. SUBSEQUENTLY, THE ACFT COLLIDED WITH A TREE & CRASHED AT AN ELEVATION OF ABOUT 6000 FT. DURING THE INVESTIGATION, THE ENG WAS EXAMINED & RUN ON A PORTABLE TEST STAND & IT OPERATED NORMALLY. THE DENSITY ALTITUDE OF THE CRASH SITE WAS ESTIMATED TO BE 8300 FT. REPORTEDLY, THE TEMP & DEW POINT IN THE AREA WERE 63 & 32 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, VISIBLE CARB ICING WAS POSSIBLE AT RATED POWER. ALSO, UPDRAFTS & DOWNDRAFTS WERE COMMON IN THE AREA & WERE REPORTED BY OTHER PLTS.

Brief of Accident (Continued)

File No. - 2785

9/29/83

TULELAKE,CA

A/C Reg. No. N6089F

Time (Lc1) - 1630 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
-

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

Finding(s)

4. WEATHER CONDITION - DOWNDRAFT
 5. TERRAIN CONDITION - HIGH TERRAIN
 6. OBJECT - TREE(S)
-

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

Finding(s)

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) 1

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2638 10/08/83 FRESNO,CA A/C Reg. No. N60645 Time (Lc1) - 1747 PDT

-----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 -TAXI		Other 0	0	0	1

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

Make/Model - NORTH AMERICAN SNJ-2	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 5340	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	LONG BEACH,CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FRESNO AIR TERMINAL
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Ident - 29R
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9222/ 150
Lowest Sky/Clouds - 12000 FT	Type of Clearance - UNK/NR	Runway Surface - CONCRETE
Lowest Ceiling - 12000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 0	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 27700
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 16	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 4000
		Instrument- 300
		Last 30 Days- UNK/NR
		Last 90 Days- 7
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A FLT OF 5 NORTH AMERICAN SNJ-2 ACFT WERE ON A FLT FROM LONG BEACH TO FRESNO, CA. BY PRIOR ARRANGEMENT, THE LEAD PLT IN N61563 WAS TO HANDLE THE RADIO COMMUNICATION WITH ATC FACILITIES. DURING ARRIVAL AT FRESNO, THE LOCAL CONTROLLER INQUIRED WHETHER THE GROUP DESIRED TO BE HANDLED AS A FLT. THE LEADER RESPONDED THAT THE ACFT "WILL LAND INDIVIDUALLY." THEREAFTER #1 RECEIVED CLEARANCE TO LAND ON RWY 29R. DURING THE LANDING, THE #1 PLT TURNED OFF ON HI SPEED TAXIWAY "M", BUT WAS INSTRUCTED TO HOLD SHORT OF RWY 29L. HE ACKNOWLEDGED & COMPLIED WITH THE INSTRUCTION. THE #2 PLT IN N60645 ALSO LANDED ON RWY 29R, ABOUT 2000 TO 3000 FT BEHIND #1. HE TOO TURNED OFF ON HI SPEED TAXIWAY "M". BUT DID NOT HEAR THE HOLDING INSTRUCTION THAT WAS ISSUED TO N61563. SINCE THE PLT (#2) OF THE TAILWHEEL EQUIPPED ACFT HAD A BLIND AREA OVER HIS NOSE, HE DID NOT REALIZE HE WAS CONVERGING ON #1. SUBSEQUENTLY, #2 (N60645) COLLIDED WITH #1 (N61563) FROM THE REAR. THE LOCAL CONTROLLER DID NOT INFORM THE PLT OF N60645 THAT HE WAS CONVERGING ON N61563.

Brief of Accident (Continued)

File No. - 2638

10/08/83

FRESNO,CA

A/C Reg. No. N60645

Time (Lc1) - 1747 PDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. COMMUNICATIONS/INFORMATION/ATC - NOT UNDERSTOOD - PILOT IN COMMAND
 2. SAFETY ADVISORY - NOT ISSUED - ATC PSNL(LCL/GND/CLNC)
 3. SAFETY ADVISORY - NOT ISSUED -
 4. OBJECT - AIRCRAFT PARKED
 5. 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) 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. - 2638 10/08/83 FRESNO, CA A/C Reg. No. N61563 Time (Lc1) - 1747 PDT

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

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

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

Make/Model - NORTH AMERICAN SNJ-2	Eng Make/Model - P AND W R-1340-AN1	ELT Installed/Activated - YES/NO
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5340	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing, - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	LONG BEACH, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FRESNO AIR TERMINAL
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Ident - 29R
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9222/ 150
Lowest Sky/Clouds - 12000 FT	Type of Clearance - UNK/NR	Runway Surface - CONCRETE
Lowest Ceiling - 12000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4000
SE LAND, ME LAND	Months Since - 1	Make/Model- 2900
	Aircraft Type - SNJ-2	Instrument- 370
		Multi-Eng - 600
		Last 24 Hrs - UNK/NR
		Last 30 Days- 15
		Last 90 Days- 25

Instrument Rating(s) - AIRPLANE.

-----Narrative-----

A FLT OF 5 NORTH AMERICAN SNJ-2 ACFT WERE ON A FLT FROM LONG BEACH TO FRESNO, CA. BY PRIOR ARRANGEMENT, THE LEAD PLT IN N61563 WAS TO HANDLE THE RADIO COMMUNICATION WITH ATC FACILITIES. DURING ARRIVAL AT FRESNO, THE LOCAL CONTROLLER INQUIRED WHETHER THE GROUP DESIRED TO BE HANDLED AS A FLT. THE LEADER RESPONDED THAT THE ACFT "WILL LAND INDIVIDUALLY." THEREAFTER #1 RECEIVED CLEARANCE TO LAND ON RWY 29R. DURING THE LANDING, THE #1 PLT TURNED OFF ON HI SPEED TAXIWAY "M", BUT WAS INSTRUCTED TO HOLD SHORT OF RWY 29L. HE ACKNOWLEDGED & COMPLIED WITH THE INSTRUCTION. THE #2 PLT IN N60645 ALSO LANDED ON RWY 29R, ABOUT 2000 TO 3000 FT BEHIND #1. HE TOO TURNED OFF ON HI SPEED TAXIWAY "M", BUT DID NOT HEAR THE HOLDING INSTRUCTION THAT WAS ISSUED TO N61563. SINCE THE PLT (#2) OF THE TAILWHEEL EQUIPPED ACFT HAD A BLIND AREA OVER HIS NOSE, HE DID NOT REALIZE HE WAS CONVERGING ON #1. SUBSEQUENTLY, #2 (N60645) COLLIDED WITH #1 (N61563) FROM THE REAR. THE LOCAL CONTROLLER DID NOT INFORM THE PLT OF N60645 THAT HE WAS CONVERGING ON N61563.

Brief of Accident (Continued)

File No. - 2638

10/08/83

FRESNO,CA

A/C Reg. No. N61563

Time (Lc1) - 1747 PDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. COMMUNICATIONS/INFORMATION/ATC - IMPROPER USE OF - PILOT OF OTHER AIRCRAFT
 2. SAFETY ADVISORY - NOT ISSUED - ATC PSNL(LCL/GND/CLNC)
 3. SAFETY ADVISORY - NOT ISSUED - PILOT IN COMMAND
 4. OBJECT - DIRT BANK
 5. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

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

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

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. - 2745 10/16/83 LATON, CA A/C Reg. No. N7916K Time (Lcl) - 1600 PDT

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

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

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

Make/Model - BEECH S35	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/NO
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	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	SELMA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 437
SE LAND, ME LAND	Months Since - 16	Last 24 Hrs - UNK/NR
	Aircraft Type - S35	Make/Model- 13
		Instrument- 40
		Multi-Eng - 15
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN LVL FLT AND CRUISE FLT CONFIGURATION THE PLT STATED THAT THE ENG SUDDENLY BEGAN TO GET ROUGH HE NOTED THAT WHEN PWR WAS PARTIALLY REDUCED THE ROUGHNESS TERMINATED. WHEN THE MIXTURE WAS LEANED THE ENG DIED MOMENTARILY. HE RPTD THAT THE ENG RPM WAS MAINTAINED ABT 2450 RPM BUT ONLY 15 TO 18 IN OF MANIFOLD PRESSURE COULD BE OBTAINED. ON SHORT FINAL TO A SELECTED FIELD THE PLT SAID HE REMEMBERED TO SWITCH THE POSITION OF THE FUEL SELECTOR. PWR RETURNED TO A NORMAL LVL AND THE ROUGHNESS DISAPPEARED. THE PLT ELECTED TO PICK OUT ANOTHER MORE SUITABLE LNDG SITE AND THE ACFT WAS SUBSTANTIALLY DMGD DURING LNDG. NO MECH MALF OF ANY ENG OR ACFT COMPONENT WAS LOCATED WHICH MIGHT HAVE BROUGHT ABT THE TRANSIENT ENG ROUGHNESS WHICH THE PLT RPTDLY EXPERIENCED.

Brief of Accident (Continued)

File No. - 2745

10/16/83

LATON, CA

A/C Reg. No. N7916K

Time (Lcl) - 1600 PDT

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 - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2668 10/26/83 CHINO, CA A/C Reg. No. N8621X Time (Lcl) - 1155 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire
IN FLIGHT

Crew
Pass

Fatal
0
0

Injuries

Serious
0
0

Minor
0
0

None
1
1

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

Make/Model - ENSTROM F28F
Landing Gear - FLOAT
Max Gross Wt - 2350
No. of Seats - 2

Eng Make/Model - LYCOMING HIO-360-FIAD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 205 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 - 55.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

FULL STOP
PRECAUTIONARY LANDIN

Airport Proximity
ON AIRPORT

Airport Data

CHINO
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
SE LAND
HELICOPTER

Age - 34
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - 47G2

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 1598 Last 24 Hrs - UNK/NR
Make/Model- 18 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- UNK/NR
Multi-Eng - UNK/NR Rotorcraft - 1468

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT EXPERIENCED AN IN-FLT FIRE ON THE DOWNWIND LEG OF THE TRAFFIC PATTERN DURING A FLT TEST FOLLOWING ROUTINE MAINTENANCE. THE PLT STATED THAT WHILE FLYING AT 500 FT AGL IN THE TRAFFIC PATTERN SMOKE BEGAN ENTERING THE COCKPIT. ALL GAUGES AND SYSTEMS SEEMED TO BE OPERATING NORMALLY. THE SMOKE INCREASED AND AN EMERGENCY LANDING WAS MADE ON THE RAMP. AFTER TOUCHDOWN THE PLT REQUESTED ASSISTANCE VIA TOWER OF THE FIRE DEPT. THE PASSENGER GRABBED THE ONBOARD FIRE EXTINGUISHER AND DISCHARGED IT ON THE FIRE. THE FIRE WAS NOT EXTINGUISHED. ABOUT 2 MINUTES LATER THE FIRE DEPT PUT IT OUT WITHOUT DIFFICULTY. INVESTIGATION SHOWED THAT A CLAMP (ENSTROM P/N LW 13464) THAT SECURES THE TURBOCHARGER TO ITS EXHAUST PIPE HAD SEPARATED IN-FLT. HOT EXHAUST CASES BURNED THE COWLING AND THE FIREWALL BUCKLED. HEAT IGNITED MATERIAL IN THE COCKPIT. EXAMINATION OF THE CLAMP SHOWED IT FAILED AT A SPOT WELD. THE CHEMICAL AGENT IN THE ACFT FIRE EXTINGUISHER WAS DESCRIBED BY THE MANUFACTURER AS INEFFECTIVE AGAINST ALUMINUM OR MAGNESIUM FIRES.

Brief of Accident (Continued)

File No. - 2668

10/26/83

CHINO, CA

A/C Reg. No. N8621X

Time (Lcl) - 1155 PDT

Occurrence #1 FIRE
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. EXHAUST SYSTEM, TURBOCHARGER - DISCONNECTED
2. EXHAUST SYSTEM, CLAMP - FAILURE, TOTAL
3. EXHAUST SYSTEM, CLAMP - SEPARATION

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

Finding(s)

4. FIRE EXTINGUISHER, PORTABLE - IMPROPER
5. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
6. FIRE EXTINGUISHER, PORTABLE - INADEQUATE
7. REMEDIAL ACTION - INADEQUATE - PASSENGER

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2712 11/03/83 RIVERSIDE, CA A/C Reg. No. N15039 Time (Lcl) - 1935 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - PIPER PA-32-260
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-E4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
BIG BEAR CITY, CA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

RIVERSIDE MUNICIPAL
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
SE LAND, ME LAND
HELICOPTER

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	- 4500
Make/Model	- UNK/NR
Instrument	- UNK/NR
Multi-Eng	- UNK/NR
Last 24 Hrs	- UNK/NR
Last 30 Days	- UNK/NR
Last 90 Days	- UNK/NR
Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER DEPARTURE THE PLT RADIOED IN THAT HE HAD BLOWN A ROD "OR SOMETHING" AND WAS ABOUT TWO MILES OUT ON A RIGHT BASE LEG. HE THEN INFORMED THE TOWER THAT HE WAS NOT GOING TO MAKE THE RUNWAY AFTER WHICH THE LEFT WING CONTACTED A POWER POLE AND THE ACFT EXPLODED ON IMPACT. EXAMINATION OF THE ENGINE REVEALED FOREIGN DEBRIS IN THE OIL PUMP AND THE NUMBER SIX CONNECTING ROD COMPLETELY SEPARATED FROM THE CRANKSHAFT. THE RESPECTIVE END CAP HAD COME APART FROM THE CONNECTING ROD.

Brief of Accident (Continued)

File No. - 2712

11/03/83

RIVERSIDE, CA

A/C Reg. No. N15039

Time (Lc1) - 1935 PST

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

Finding(s)

1. ENGINE ASSEMBLY, CONNECTING ROD - SEPARATION
 2. LUBRICATING SYSTEM, OIL PRESSURE PUMP - FOREIGN OBJECT
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. OBJECT - UTILITY POLE
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2794 11/05/83 LONG BEACH, CA A/C Reg. No. N5254C Time (Lcl) - 1031 PST

-----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	2
Accident Occurred During -LANDING					

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

Make/Model - BEECH B35	Eng Make/Model - CONTINENTAL E-225-8-20	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 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 - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	LONG BEACH
Wind Dir/Speed- 160/006 KTS	ATC/Airspace	Runway Ident - 25L
Visibility - 9.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5420/ 150
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3100 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4789
SE LAND, ME LAND	Months Since - 6	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 467
		Instrument- 336
		Last 30 Days- UNK/NR
		Last 90 Days- 4
		Multi-Eng - 4160

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT AS HE RAISED THE LANDING GEAR DURING TAKEOFF, THE ENG SIMULTANEOUSLY LOST POWER. HE INITIATED AN EMERGENCY LANDING ON THE REMAINING PORTION OF THE RWY. ACCORDING TO HIM, THE ACFT STALLED WHILE HE WAS HOLDING IT IN A NOSE HIGH ATTITUDE & WHILE ATTEMPTING TO EXTEND THE GEAR. THE ACFT STRUCK THE RWY, LEFT WING 1ST WITH THE GEAR IN TRANSIT. THE OUTBOARD 1/3 OF THE LEFT WING WAS BENT UPWARD, THE LEFT GEAR PUNCTURED THE WING & THE RIGHT GEAR COLLAPSED. ALSO, THE FUSELAGE, ENG COWLING & PROP WERE DAMAGED. LATER, THE ENG OPERATED NORMALLY DURING A TEST RUN.

Brief of Accident (Continued)

File No. - 2794

11/05/83

LONG BEACH, CA

A/C Reg. No. N5254C

Time (Lc1) - 1031 PST

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)
2. GEAR EXTENSION - DELAYED - PILOT IN COMMAND
3. FLARE - CONTINUED - PILOT IN COMMAND
4. 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2664 11/05/83 EL MIRAGE, CA A/C Reg. No. NONE Time (Lcl) - 0959 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

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

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

Make/Model - DELTA WING KITES LAZOR 170
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - ROBIN EC34PM
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 34 HP

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

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

Weather Data

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

Wind Dir/Speed- 250/013 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 20000 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
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 26

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 65

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- 13

Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE WEIGHT SHIFT CONTROLLED, ULTRALIGHT VEHICLE HAD JUST RECENTLY BEEN BUILT. THE OWNER & THE PLT HAD AGREED THAT THEY WOULD NOT ATTEMPT TO FLY THE VEHICLE ON THE INITIAL TEST. THE PLT WAS OBSERVED TAXIING EXCESSIVELY FAST, AND REPORTEDLY, HE MADE 1 OR 2 GROUND LOOPS WHILE TAXIING. AFTER HE TAXIED THE VEHICLE APRX 1/2 TO 1 HR, IT BECAME AIRBORNE. THE OWNER REPORTED THAT AFTER LIFT-OFF, THE VEHICLE LEVELED OUT AT ABOUT 50 AGL, THEN WENT ALMOST STRAIGHT UP TO APRX 100 TO 150 FT. IT THEN TURNED & ENTERED A DESCENT & CRASHED IN A NEARLY STRAIGHT-DOWN ATTITUDE. ANOTHER PLT HAD TEST FLOWN THE VEHICLE EARLIER IN THE DAY. HE REPORTED THAT THE CONTROLS RESPONDED NORMALLY. THE PLT THAT WAS INVOLVED IN THE ACCIDENT HAD A BALLOON RATING & WAS INDORSED FOR SOLO FLT'S IN A CESSNA 172; HOWEVER, HE HAD NO PREVIOUS ULTRALIGHT EXPERIENCE.

Brief of Accident (Continued)

File No. - 2664

11/05/83

EL MIRAGE,CA

A/C Reg. No. NONE

Time (Lc1) - 0959 PST

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

Finding(s)

1. LIFT-OFF - INADVERTENT - 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. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
5. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2695 11/06/83 ADELANTO, CA A/C Reg. No. NONE Time (Lcl) - 1300 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 103	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

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

Make/Model - BRADEY GOLDWING	Eng Make/Model - CUYUNA 430D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 620	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 30 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- 220/015 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, DURING A LOCAL FLT, THE ULTRALIGHT VEHICLE ENTERED A STEEP CLIMB. AFTER REACHING APPX 1000 FT AGL, IT WAS OBSERVED TO ENTER A FLAT SPIN, THEN CRASH. WITNESSES REPORTED THAT THE ENG SOUNDED NORMAL. ONE WITNESS INDICATED THAT THE PLT PERFORMED SEVERAL 60 TO 70 DEG BANK WING-OVERS DURING THE FLT, JUST PRIOR TO THE ACCIDENT. NO PREIMPACT FAILURES OR MALFUNCTIONS OF THE VEHICLE WERE FOUND.

Brief of Accident (Continued)

File No. - 2695

11/06/83

ADELANTO, CA

A/C Reg. No. NONE

Time (Lcl) - 1300 PST

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

Finding(s)

1. MANEUVER - PERFORMED - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - 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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2711 11/06/83 HELENDALE, CA A/C Reg. No. N9774Q Time (Lcl) - 1550 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

5

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

Make/Model - PIPER 601P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5700
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-51A5
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 - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAS VEGAS, NV
Destination
BURBANK, CA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 60
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - 601P

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 7230 Last 24 Hrs - 1
Make/Model - 450 Last 30 Days - 10
Instrument - 650 Last 90 Days - 23
Multi-Eng - 4230

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING CRUISE FLIGHT THE RIGHT ENGINE MANIFOLD PRESSURE FELL TO ZERO. THE ENGINE WAS FEATHERED AND SET UP FOR SINGLE ENGINE PERFORMANCE BUT THE ACFT CONTINUED TO DESCEND. SUITABLE AIRPORTS WERE FLOWN OVER DURING THE DESCENT AND THE ACFT FINALLY LANDED IN AN ALFALFA FIELD. EXAMINATION OF THE RIGHT ENGINE REVEALED SEVERE FIRE DAMAGE TO THE IGNITION WIRING HARNESS AND BOTH MAGNETO "P" LEADS SHORTED. AN OIL VENT HOSE ROUTED ON THE OUTBOARD SIDE OF THE INBOARD TURBOCHARGER ALSO DISPLAYED SEVERE HEAT DAMAGE. THE OUTER LAYER OF A HEAT SHIELD ATTACHED TO THE TURBOCHARGER WAS FOUND TORN OPEN AND THE HEAT RESISTANT MATERIAL WAS PUSHED ASIDE OR MISSING FROM AN AREA APPROX ONE INCH SQUARE. THE RIGHT ENGINE AND OVERHAULED TURBOCHARGERS HAD BEEN INSTALLED APPROX 9 HOURS PRIOR TO THE ACCIDENT ACCORDING TO THE HOBBS METER.

Brief of Accident (Continued)

File No. - 2711

11/06/83

HELENDALÉ,CA

A/C Reg. No. N9774Q

Time (Lc1) - 1550 PST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. TURBINE ASSEMBLY,SHROUD - CHAFED
 2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2633 11/08/83 ELK GROVE, CA A/C Reg. No. N700ME Time (Lcl) - 1510 PST

-----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	1	0	0
Accident Occurred During	-DESCENT	NONE	Pass	0	0	0	0

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

Make/Model	- AERO TEK, INC. PITTS S-2B	Eng Make/Model	- LYCOMING AEIO-540-H	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1700	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 260 HP		

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

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

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

Pilot-In-Command	Age - 55	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total
SE LAND, ME LAND	Months Since	- 5	7262
	Aircraft Type	- PITTS	Make/Model
			128
			Instrument
			29
			Multi-Eng
			591
			Last 24 Hrs
			- 1
			Last 30 Days
			- 12
			Last 90 Days
			- 61
			Rotorcraft
			- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AEROBATIC FLT, THE PLT-IN-COMMAND WAS ASKED TO DEMONSTRATE RECOVERY FROM AN INVERTED FLAT SPIN. THE MANEUVER WAS INITIATED AT APRX 5000 FT. AFTER THE ACFT MADE APRX 3/4 OF AN INVERTED TURN, IT ROLLED UPRIGHT AS THE PIC STARTED TO "FEED IN THROTTLE." HE RETARDED THE THOTTLE, HELD FORWARD STICK & RIGHT RUDDER & THE ACFT ROLLED INVERTED AGAIN. AGAIN, POWER WAS APPLIED & THE PLANE ROLLED UPRIGHT AGAIN & "WOUND UP TIGHT." REPORTEDLY, THE PIC RETARDED THE POWER & APPLIED OPPOSITE RUDDER, BUT WAS UNABLE TO STOP THE SPIN, WHICH WAS TO THE LEFT & BETWEEN A NORMAL & FLAT SPIN ATTITUDE. AT APRX 2000 FT, THE PIC ORDERED A BAILOUT, BUT THE 2ND PLT REMAINED IN THE ACFT. FINALLY, THE PIC BAILED OUT AT APRX 500 FT & WAS SERIOUSLY INJURED. THE ACFT STOPPED ROTATING JUST PRIOR TO IMPACTING THE GROUND IN A NOSE DOWN, WINGS LEVEL ATTITUDE. TO RCVR FROM A FLAT, UPRIGHT, LEFT SPIN, THE PROCEDURE WAS: THROTTLE - IDLE, STICK - FULL LEFT TO FORCE THE INSIDE WING DOWN, HOLD UNTIL A NORMAL SPIN DEVELOPS, THEN RCVR FROM NORMAL SPIN; EXPECT 2500 FT ALT LOSS DURING RCVR.

Brief of Accident (Continued)

File No. - 2633

11/08/83

ELK GROVE, CA

A/C Reg. No. N700ME

Time (Lcl) - 1510 PST

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. STALL/SPIN - INTENTIONAL - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

4. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - COPILOT
-

----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. - 2760 11/13/83 LUCERNE VALLEY, CA A/C Reg. No. N7796S Time (Lcl) - 1220 PST

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

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

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

Make/Model	- SCHWEIZER SGS 1-26D	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- UNK/NR	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 600	Engine Type	- N/A		
No. of Seats	- 1	Rated Power	- N/A		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/015 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 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 - PRECAUTIONARY LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">RABBIT DRY LAKE</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 8000 -UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 34
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 34
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HIS 1ST SOLO LAUNCH USING AN AUTO TOW & A NOSE HOOK. DURING THE LAUNCH, THE GLIDER BECAME AIRBORNE AT ABOUT 42 MPH. THEREAFTER, THE STUDENT CLIMBED SUCCESSFULLY TO AN ESTIMATED ALT OF APRX 200 FT. AT ABOUT THAT TIME, THE STUDENT'S INSTRUCTOR PLT (IP), WHO WAS DRIVING THE LAUNCH VEHICLE, OBSERVED SAND SAILERS AT HIS 10 TO 11 O'CLOCK POSITION. TO AVOID A CONFRONTATION & TO PROTECT THE SAND SAILERS FROM THE TOW LINE BEING DROPPED IN THEIR VICINITY, THE IP ALTERED HIS COURSE ABOUT 30 DEG TO THE RIGHT. THE TOW LINE BECAME SLACK & THE STUDENT THOUGHT THE LAUNCH VEHICLE WAS SLOWING (BUT IT WAS REPORTED ACCELERATING). THE STUDENT RELEASED THE TOW CABLE, THEN TURNED TO LAND ON THE DRY LAKE BED/STRIP. HOWEVER, THE GLIDER STALLED. THE STUDENT SAID THAT HE MADE AN INCOMPLETE RECOVERY PRIOR TO A VERY HARD LANDING & GROUND LOOP.

Brief of Accident (Continued)

File No. - 2760

11/13/83

LUCERNE VALLEY,CA

A/C Reg. No. N7796S

Time (Lc1) - 1220 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

1. OBJECT - VEHICLE
 2. PLANNING-DECISION - IMPROPER - 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

Finding(s)

5. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2634 11/15/83 ELSINORE, CA A/C Reg. No. NONE Time (Lcl) - 1440 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	1	Serious	Minor	None
Accident Occurred During -DESCENT			0	0	0	0

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

Make/Model - LAZAIR ULTRALIGHT	Eng Make/Model - ROTAX & PIONEER	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 4	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 10 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- 090/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - 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 - 45	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
	Current - N/A	Total - 100
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- 15
		Instrument- UNK/NR
		Last 90 Days- 35
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER PURCHASING THE 2 ENG ULTRALIGHT, THE PLT MODIFIED IT BY INSTALLING 2 ADDITIONAL ENGS. THESE WERE 6 HP PIONEER ENGS INSTALLED IN THE #1 & #4 POSITIONS. JUST PRIOR TO THE ACCIDENT, WITNESSES OBSERVED THE VEHICLE FLYING OVER THE CENTER OF A LAKE AT APRX 250 FT & AT HI SPEED. REPORTEDLY, IT ENTERED A RIGHT BANK, WHICH CONTINUED, AND SUBSEQUENTLY, THE VEHICLE DESCENDED & STRUCK THE WATER IN A NOSE 1ST ATTITUDE. AN INVESTIGATION REVEALED THAT ON AT LEAST 2 OCCASIONS, AN OUTBOARD ENG HAD INADVERTENTLY SHUT DOWN, INFLT. A FRIEND OF THE PLT HAD FLOWN THIS SAME VEHICLE & HAD EXPERIENCED AN OUTBOARD ENG SHUTDOWN. HE CONFIRMED THAT FULL OPPOSITE RUDDER WAS REQUIRED TO MAINTAIN CONTROL. ALL PROPELLERS WERE FOUND BROKEN, EXCEPT #4 WHICH WAS NOT DAMAGED. FLEXIBLE FUEL LINES WERE FOUND INSERTED IN THE FUEL TANK TO PICKUP FUEL FOR THE #1 & #4 ENGS; HOWEVER, THEY WERE NOT SECURED TO ASSURE PROPER DEPTH. THE VEHICLE WAS NOT EQUIPPED WITH A SHOULDER HARNESS. THE PLT HAD NOT RECEIVED ANY KNOWN PLT GROUND TRAINING. HE HAD FLOWN THE ACFT APRX 5 HRS AFTER IT WAS MODIFIED WITH 4 ENGS.

Brief of Accident (Continued)

File No. - 2634

11/15/83

ELSINORE, CA

A/C Reg. No. NONE

Time (Lc1) - 1440 PST

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

Finding(s)

1. MAINTENANCE, DESIGN CHANGE - PERFORMED - PILOT IN COMMAND
2. FUEL SYSTEM, LINE - LOOSE
3. MAINTENANCE, INSTALLATION - IMPROPER - PILOT IN COMMAND
4. LOW PASS - PERFORMED - PILOT IN COMMAND
5. FLUID, FUEL - STARVATION

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

Finding(s)

6. EMERGENCY PROCEDURE - DELAYED - PILOT IN COMMAND
7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE INITIAL TRAINING - 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) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2753 11/27/83 COALINGA, CA A/C Reg. No. N5016E Time (Lcl) - 1300 PST

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

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

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

Make/Model	- CESSNA 180A	Eng Make/Model	- CONTINENTAL D-470K	ELT Installed/Activated	- YES/YES
Landing Gear	- UNK/NR	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAN JOSE, CA		HARRIS RANCH	
Wind Dir/Speed	- 040/003 KTS	ATC/Airspace		Runway Ident	- 14
Visibility	- 35.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 2820/ 30
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 57	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 3000	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 6	Make/Model - 1730	Last 30 Days - UNK/NR
	Aircraft Type - 180A	Instrument - 65	Last 90 Days - 7
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE DEPARTING, THE ACFT BEGAN VEERING LEFT AS THE TAILWHEEL CAME OFF THE GROUND DURING THE TAKEOFF ROLL. IT ROLLED ONTO A HARD DIRT SHOULDER TO THE LEFT OF THE ASPHALT RWY. THE PLT REPORTED THAT HE CORRECTED THE DRIFT BY APPLYING RIGHT RUDDER & THE ACFT REACTED PROMPTLY; HOWEVER, DIRECTIONAL CONTROL WAS NOT REESTABLISHED. THE ACFT REENTERED THE PAVED RWY SURFACE & LATERALLY CROSSED THE RWY. WHILE THE PLT WAS ATTEMPTING TO REGAIN CONTROL, THE LEFT TIRE FAILED FROM EXCESSIVE SIDE LOADS. SUBSEQUENTLY, THE LEFT GEAR COLLAPSED & LEFT WING & PROP WERE DAMAGED. THE PLT BELIEVED THE LEFT TIRE FAILED AS IT HIT THE EDGE OF THE RWY. HOWEVER, AN EXAM OF THE SKID MARKS SHOWED THAT WHEEL RIM DID NOT CONTACT THE RWY UNTIL AFTER THE ACFT WAS SKIDDING IN A RIGHT YAW NEAR THE CENTER OF THE RWY.

Brief of Accident (Continued)

File No. - 2753

11/27/83

COALINGA, CA

A/C Reg. No. N5016E

Time (Lcl) - 1300 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
3. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2751 12/01/83 FAIRFIELD, CA A/C Reg. No. N48886 Time (Lcl) - 1645 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-TEST	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	0
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/YES
Landing Gear	- UNK/NR	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 110 HP		

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/006 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - 4000 FT SCATTERED</p> <p>Lowest Ceiling - 8000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</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>TRAVIS AERO CLUB</p> <p>Runway Ident - 22</p> <p>Runway Lth/Wid - 2000/ 40</p> <p>Runway Surface - ASPHALT</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>PRIVATE,FLT ENG</p> <p>SE LAND,ME LAND</p>	<p>Age - 44</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 715</p> <p>Make/Model- 260</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - 205</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 23</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKING OFF & WHILE CLIMBING THRU ABOUT 100 TO 300 FT, THE ENG LOST POWER. DURING A FORCED LANDING, THE ACFT IMPACTED A FENCE & A BERM, AND WENT OVER RAILROAD TRACKS, THEN CAME TO REST INVERTED IN A DITCH. AN EXAM OF THE ACFT REVEALED CORROSION IN THE FUEL STRAINER. ABOUT 1 1/2 CUPS OF WATER WAS DRAINED FROM THE RIGHT FUEL TANK LINE & ABOUT 1/8 CUP OF WATER WAS DRAINED FROM THE LEFT FUEL TANK LINE. THIS WAS THE 1ST FLT SINCE THE ENG HAD BEEN REBUILT & INSTALLED.

Brief of Accident (Continued)

File No. - 2751

12/01/83

FAIRFIELD,CA

A/C Reg. No. N48886

Time (Lcl) - 1645 PST

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

Finding(s)

1. MAINTENANCE - IMPROPER -
2. FLUID,FUEL - CONTAMINATION
3. BLEED AIR SYSTEM,VALVE - CORRODED
4. FLUID,FUEL - WATER
5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

6. OBJECT - FENCE

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

Finding(s)

7. TERRAIN CONDITION - DIRT BANK
8. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #5 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - DITCH

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

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

Factor(s) relating to this accident is/are finding(s) 6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2752 12/01/83 FIREBAUGH,CA A/C Reg. No. N8837Q Time (Lcl) - 0650 PST

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

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

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

Make/Model - AERO COMMANDER S2R	Eng Make/Model - P & W R-1340-AN-1	ELT Installed/Activated - NO	-N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 600 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FIREBAUGH
Wind Dir/Speed- 300/004 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3100/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		SOFT
Precipitation - NONE		
Condition of Light - DAWN		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 25900
SE LAND	Months Since - 9	Make/Model- 8244
	Aircraft Type - S2R	Instrument- 70
		Multi-Eng - 95
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 219
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE FORGOT TO REMOVE THE AILERON BLOCKS BEFORE THE FLIGHT. WHEN HE WAS TAKING OFF, THE ACFT BEGAN TO ROLL TO THE LEFT. HE WAS UNABLE TO CONTROL THE BANK ATTITUDE WITH RUDDER CONTROL, SO HE "CUT" THE POWER. SECONDS LATER THE ACFT CRASH LANDED IN A SOFT, PLOWED FIELD & SUBSEQUENTLY CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 2752

12/01/83

FIREBAUGH,CA

A/C Reg. No. N8837Q

Time (Lc1) - 0650 PST

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

Finding(s)

1. FLT CONTROL SYST,AILERON CONTROL - LOCKED
 2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
 4. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
-

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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2759 12/02/83 THERMAL,CA A/C Reg. No. N94330 Time (Lcl) - 1030 PST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-N2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point PALM SPRINGS,CA	
Method - N/A	Destination	Airport Data
Completeness - N/A	SAME AS ACC/INC	THERMAL
Basic Weather - VMC	ATC/Airspace	Runway Ident - 17
Wind Dir/Speed- 250/006 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Visibility - 50.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 37
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 37
		Last 30 Days- 18
		Instrument- 1
		Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

AFTER THE STUDENT RETURNED FROM A SOLO X-COUNTRY, SHE ENCOUNTERED A X-WIND CONDITION DURING HER LANDING. SHE REPORTED THAT ON FINAL APCH FOR THE LANDING, SHE SELECTED FULL FLAPS. POWER WAS REDUCED TO IDLE BEFORE TOUCHDOWN. DURING THE LANDING, THE ACFT BOUNCED, DIRECTIONAL CONTROL WAS LOST & THE ACFT VEERED OFF THE RWY ONTO SOFT GROUND. THE NOSE GEAR THEN PARTIALLY COLLAPSED & THE ACFT NOSED OVER. THE STUDENT DID NOT REMEMBER RECEIVING INSTRUCTION IN X-WIND LANDING TECHNIQUES.

Brief of Accident (Continued)

File No. - 2759

12/02/83

THERMAL,CA

A/C Reg. No. N94330

Time (Lc1) - 1030 PST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - SOFT
 7. LANDING GEAR,NOSE GEAR - OVERLOAD
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2700 12/10/83 CANTUA CREEK, CA A/C Reg. No. N5636J Time (Lcl) - 1100 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING		Other 0	0	0	1

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

Make/Model - CESSNA A 188 A	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		Runway Ident - UNK/NR
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2640/ 60
Wind Dir/Speed- 360/002 KTS	Type of Flight Plan - NONE	Runway Surface - DIRT
Visibility - 5.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - STRAIGHT-IN	
Lowest Ceiling - NONE	FULL STOP	
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)
COMMERCIAL	Current - YES	Total - 1739
SE LAND	Months Since - 14	Last 24 Hrs - 4
	Aircraft Type - 188	Make/Model- 652
		Last 30 Days- UNK/NR
		Instrument- 15
		Last 90 Days- 71
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A PICK-UP TRUCK DURING A LANDING ON A PRIVATE AIRSTRIP. THE TRUCK DRIVER BECAME DISTRACTED WHILE DRIVING ALONGSIDE THE DIRT RWY AND REPORTED THAT HE DID NOT SEE THE ARRIVING ACFT.

Brief of Accident (Continued)

File No. - 2700

12/10/83

CANTUA CREEK, CA

A/C Reg. No. N5636J

Time (Lc1) - 1100 PST

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

Finding(s)

1. OBJECT - VEHICLE
2. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE
3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - OTHER PERSONNEL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2795 12/16/83 VAN NUYS,CA

A/C Reg. No. N8108H

Time (Lcl) - 1122 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0

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

Make/Model - HILLER UH-12A

Landing Gear - SKID

Max Gross Wt - 2500

No. of Seats - 3

Eng Make/Model - FRANKLIN 6V-335-B

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 210 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 - 3.000 SM

Lowest Sky/Clouds - PART OBS

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

VAN NUYS,CA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

HELICOPTER

Age - 30

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4380

Make/Model- UNK/NR

Instrument- 41

Multi-Eng - 500

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 50

Rotorcraft - 380

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PLT (CFI) STATED THAT THE ENG QUIT 2 TIMES AFTER HE REFUELED THE HELICOPTER. HE THEN DRAINED A QUANTITY OF WATER FROM THE FUEL GASCOLATOR & RESTARTED THE HELICOPTER. AFTER THAT HE AIR TAXIED THE HELICOPTER TO THE FLT SCHOOL WHERE, WITHOUT SHUTTING DOWN THE ENG, HIS STUDENT BOARDED. DURING TAKEOFF, THE ENG LOST POWER AS THEY WERE CLIMBING THRU ABOUT 300 FT AGL. THE CFI EXECUTED A 180 DEG TURN & AUTOROTATED TO AN EMERGENCY LANDING ON A FLAT ROOFED BUILDING. DURING THE LANDING, THE MAIN ROTOR BLADES HIT THE TAIL BOOM & THE FRONT CROSS TUBE OF THE LANDING GEAR WAS BENT. DURING AN EXAM OF THE HELICOPTER, ABOUT 1/2 GAL OF WATER WAS DRAINED FROM THE SYS & ABOUT 8 OUNCES OF WATER WAS FOUND IN THE CARBURETOR. THE FUEL TRUCK WAS CHECKED & NO EVIDENCE OF WATER WAS FOUND.

Brief of Accident (Continued)

File No. - 2795

12/16/83

VAN NUYS,CA

A/C Reg. No. N8108H

Time (Lc1) - 1122 PST

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(CFI)
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND(CFI)
 4. OBJECT - BUILDING(NONRESIDENTIAL)
-

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) 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. - 2780 12/17/83 LIVERMORE, CA A/C Reg. No. N4513K Time (Lcl) - 0912 PST

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

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

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

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAN JOSE, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	LIVERMORE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 25
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 4005/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - OBSCURED	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- FOG		
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 - 284
SE LAND	Months Since - 9	Make/Model- 21
	Aircraft Type - PA-28	Instrument- 50
		Multi-Eng - 3
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL IN IFR CONDITIONS, THE PLT WAS VECTORED FOR AN ILS RWY 25 APCH. AT ABOUT 0909 PST, HE WAS CLEARED FOR THE APCH & INSTRUCTED TO MAINTAIN 3000 FT UNTIL INTERCEPTING THE LOCALIZER. A SHORT TIME LATER, THE CONTROLLER INSTRUCTED THE PLT TO CONTACT THE TOWER. AT ABOUT THAT TIME, THE CONTROLLER NOTED THAT THE ACFT'S TRANSPONDER REPLY WAS INDICATING ABOUT 1700 FT, APRX 1100 FT BELOW THE MIN ALTITUDE AT THAT POSITION. THE CONTROLLER IMMEDIATELY QUERIED THE PLT CONCERNING HIS ALTITUDE, BUT RECEIVED NO RESPONSE. ACCORDING TO THE PLT, EVERYTHING APPEARED NORMAL UNTIL THE ACFT COLLIDED WITH POWER LINES & CRASHED. HE STATED THAT HE BELIEVED HE HAD BEEN CLEARED TO 2000 FT, THEN AFTER INTERCEPTING THE LOCALIZER, HE "BEGAN TO DESCEND TO THE GLIDE SLOPE." AN INVESTIGATION REVEALED THE ACFT HAD COLLIDED WITH POWER LINES AT AN ELEVATION OF ABOUT 1525 FT. THE ACCIDENT OCCURRED NEAR THE OUTER MARKER. THE MIN ALTITUDE AT THE OUTER MARKER WAS 2409 FT. NO PREIMPACT, SYS MALFUNCTION OR FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 2780

12/17/83

LIVERMORE,CA

A/C Reg. No. N4513K

Time (Lcl) - 0912 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - FOG
 4. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
 5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 6. TERRAIN CONDITION - HIGH TERRAIN
 7. TERRAIN CONDITION - WIRE,TRANSMISSION
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2750 12/21/83 EL CAJON, CA A/C Reg. No. N4475 Time (Lcl) - 1325 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	2
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING - FLARE/TOUCHDOWN					

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

Make/Model - BELL 47G	Eng Make/Model - FRANKLIN 6V4-200-C32	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 3	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	SAME AS ACC/INC	GILLESPIE FLD
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds -	Type of Clearance - UNK/NR	Runway Surface - GRASS/TURF
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE	SIMULATED 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)
COMMERCIAL,CFI	Current - YES	Total - 2811
SE LAND,ME LAND	Months Since - 11	Make/Model- 411
HELICOPTER	Aircraft Type - 150	Instrument- 70
		Multi-Eng - 66
		Last 24 Hrs - 1
		Last 30 Days- 60
		Last 90 Days- 200
		Rotorcraft - 2270

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A DEMONSTRATION TO SHOW HIS STUDENT HOW TO AUTOROTATE FM A 2 FT HEIGHT AGL THE INSTRUCTOR REDUCED PWR AND INADVERTENTLY APPLIED FWD CYCLIC. THE FRONT PORTION OF THE SKIDS HIT THE GD FOLLOWED BY THE MAIN ROTOR BLADES. HELICOPTER THEN ROCKED BACKWARDS, THE REAR PORTION OF THE SKIDS IMPACTED THE GD AND THE MAIN ROTOR BLADES SLICED THROUGH THE TAILBOOM.

Brief of Accident (Continued)

File No. - 2750

12/21/83

EL CAJON,CA

A/C Reg. No. N4475

Time (Lcl) - 1325 PST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
2. AUTOROTATION - PERFORMED - PILOT IN COMMAND
3. LEVEL OFF - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2717 12/28/83 IRWINDALE,CA A/C Reg. No. N55665 Time (Lcl) - 1555 PST

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

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

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

Make/Model - PIPER PA28-235	Eng Make/Model - LYCOMING O-540-B4B5	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 - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	EL MONTE,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
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 - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1110
SE LAND,ME LAND	Months Since - 4	Last 24 Hrs - 1
	Aircraft Type - 172	Make/Model- 28
		Last 30 Days- 10
		Instrument- 25
		Last 90 Days- 18
		Multi-Eng - 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE FLT INSTR THE ENG LOST PWR AFTER THE STU HAD COMPLETD VAROUS TURNING MANEUVERS. HE STATED THAT THE FUEL SEL WAS IN THE LEFT MAIN POSITION AND ESTIMATED THAT THERE WERE 18 GALS IN THAT TANK, 25 GALS IN THE RIGHT TANK, 5 GALS IN THE LEFT TIP TANK AND 1 GAL IN THE RIGHT TIP TANK. HE ALSO STATED THAT THE TIP TANKS HAD PURPOSELY NOT BEEN REFUELED RECENTLY BECAUSE THE OWNERS WANTED TO BURN OFF WHAT WAS LEFT IN THEM IN ORDER TO SERVICE THEM. DURING THE ENSUING FORCED LANDING THE MAIN GEAR WERE SHEARED OFF AND THE TIP TANKS WERE RUPTURED.

Brief of Accident (Continued)

File No. - 2717

12/28/83

IRWINDALE, CA

A/C Reg. No. N55665

Time (Lc1) - 1555 PST

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

Finding(s)

1. FUEL TANK SELECTOR POSITION - MISJUDGED - PILOT IN COMMAND
 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 2666 12/31/83 LANCASTER,CA A/C Reg. No. N44223 Time (Lcl) - 1350 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -TEST	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - STRIPLIN SKY RANGER	Eng Make/Model - ROTAX 503	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 50 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ULTRA LIGHT PARK
Wind Dir/Speed- 060/007 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 20000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1800
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 40
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT WAS PARTICIPATING IN CERTIFICATION TESTS OF THE ACFT. WITNESSES STATED THAT THE PLT HAD MADE A PASS DOWN THE RWY & WAS ON THE DOWNWIND LEG OF THE TRAFFIC PATTERN, AT ABOUT 100 FT AGL, WHEN THE ACFT SUDDENLY PITCHED DOWN & CRASHED. AN EXAM OF THE ELEVATOR CONTROL CABLES REVEALED THAT THE TURNBUCKLE ASSEMBLY TO THE ELEVATOR WAS NOT CONNECTED. THERE WAS NO EVIDENCE THAT ANY SAFETY DEVICE HAD BEEN INSTALLED ON THE TURNBUCKLE.

Brief of Accident (Continued)

File No. - 2666

12/31/83

LANCASTER, CA

A/C Reg. No. N44223

Time (Lcl) - 1350 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FLT CONTROL SYST, ELEVATOR CONTROL - DISCONNECTED
 2. MAINTENANCE, INSTALLATION - IMPROPER -
 3. MATERIAL DEFECT (INADEQUATE QUALITY CONTROL) - MANUFACTURER
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2607 9/08/83 SILVERTON, CO A/C Reg. No. N758PB Time (Lc1) - 0630 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-BUSINESS	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire		1	0	0	0
Accident Occurred During	-DESCENT	NONE		0	0	0	0
		Crew					
		Pass					

-----Aircraft Information-----

Make/Model	- CESSNA R172K	Eng Make/Model	- CONTINENTAL IO-360-KB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 195 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	LONGMONT, CO	
Completeness	Destination	Airport Data
Basic Weather	DURANGO, CO	
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- VFR	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- UNK/NR
Obstructions to Vision	- NONE	Runway Surface
Precipitation	Type Apch/Lndg	- UNK/NR
Condition of Light	- UNK/NR	

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total - 196
SE LAND	Months Since	- UNK/NR	Last 24 Hrs - 1
	Aircraft Type	- C-172K	Make/Model - 36
			Last 30 Days - UNK/NR
			Instrument - 12
			Last 90 Days - 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED LONGMONT, CO AT ABOUT 0520 MDT. AT 0617 MDT, HE CONTACTED THE DENVER EN ROUTE FLT ADVISORY SERVICE & RECEIVED WX INFO. THE LOCATION OF THE ACFT AT THAT TIME WAS NOT DETERMINED. NO FURTHER RADIO COMMUNICATIONS WERE RECEIVED FROM THE PLT. A SEARCH WAS INITIATED WHEN THE ACFT DID NOT ARRIVE AT ITS DESTINATION. IT WAS FOUND ON 9/9/83 WHERE IT IMPACTED IN MOUNTAINOUS TERRAIN AT AN ELEVATION OF ABOUT 12,500 FT. IMPACT OCCURRED ON STEEP, ROCKY TERRAIN. AN EXAM OF THE WRECKAGE REVEALED THE ACFT HAD CRASHED IN A RIGHT WING LOW, NOSE DOWN ATTITUDE WHILE AT A HIGH RATE OF SPEED. NO EVIDENCE OF A PREIMPACT/MECHANICAL MALFUNCTION OR FAILURE WAS FOUND. THERE WERE NO KNOWN WITNESSES. HOWEVER, PERSONNEL IN THE VICINITY STATED THAT THE SKY CONDITIONS WAS OVERCAST, CLOUD BASES WERE AT ABOUT 10,000 FT, THE MOUNTAINS WERE OBSCURED & LIGHT DRIZZLE WAS FALLING.

Brief of Accident (Continued)

File No. - 2607

9/08/83

SILVERTON,CO

A/C Reg. No. N758PB

Time (Lcl) - 0630 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. IMPROPER DECISION,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
3. WEATHER CONDITION - CLOUDS
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - OBSCURATION
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. TERRAIN CONDITION - LIGHTNING STRIKE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2632 9/09/83 BRECKENRIDGE, CO A/C Reg. No. N2621K Time (Lcl) - 0710 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-D2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 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 - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
KREMMLING, CO

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SUMMIT COUNTY
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRAVEL
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - UNK/NR

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1510	Last 24 Hrs	- 5
Make/Model-	300	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	7
Multi-Eng	- 10		

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING ON A PRIVATE ARPT THAT WAS CLOSED TO PUBLIC USE, THE PLT WAS PROHIBITED FROM USING IT TO TAKEOFF AGAIN. HE RECEIVED PERMISSION FROM THE OWNER OF A GRAVEL PLT TO USE HIS "HAUL ROAD" WHICH WAS LOCATED NEXT TO THE ARPT. THE ELEVATION OF THE ROAD WAS ABOUT 9400 FT. THE PLT TAXIED OFF THE ARPT & ONTO THE GRAVEL PLT ROAD. HE STATED THAT DURING THE TAKEOFF ROLL, HE LOWERED THE TAIL AS HE APPROACHED LIFT-OFF SPEED. AT THAT TIME, THE ACFT HIT A ROLLING DIP IN THE ROAD & LIFTED OFF TO ABOUT 15 TO 20 FT AGL & ROLLED THE ACFT INTO A SHALLOW RIGHT TURN. ACCORDING TO THE PLT, HE EXPERIENCED A POWER LOSS AT THAT TIME. HE LEVELED THE WINGS AND APPLIED FULL FLAPS IN AN ATTEMPT TO CONTINUE FLYING. REPORTEDLY, THE ACFT THEN HIT ON ITS NOSE & SPUN 270 DEG TO THE LEFT. AN EXAM REVEALED THE CARB HEAT WAS ON & THE MIXTURE WAAS AT FULL RICH, BUT NO EVIDENCE OF A PREIMPACT MALFUNCTION WAS FOUND. THE DENSITY ALT WAS ESTIMATED TO BE ABOUT 10,500 FT.

Brief of Accident (Continued)

File No. - 2632

9/09/83

BRECKENRIDGE, CO

A/C Reg. No. N2621K

Time (Lc1) - 0710 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
4. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
5. TERRAIN CONDITION - ROUGH/UNEVEN
6. LIFT-OFF - PREMATURE -
7. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2767 12/01/83 COLORADO SPRING, CO A/C Reg. No. N3621B Time (Lcl) - 1304 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS1-36
Landing Gear - UNK/NR
Max Gross Wt - UNK/NR
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 - NWS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 340/030 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 - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

BLACK FOREST GLIDER PORT
Runway Ident - 35
Runway Lth/Wid - 5200/ 20
Runway Surface - GRASS/TURF
Runway Status - SNOW - COMPACTED

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI
SE LAND
GLIDER

Age - 56

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2539	Last 24 Hrs	- 3
Make/Model-	5	Last 30 Days-	UNK/NR
Instrument-	90	Last 90 Days-	20
Multi-Eng	- 2		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING HIS APCH TO LAND, THE GLIDER ENCOUNTERED TURBULENCE. HE STATED THAT HE WAS "UNABLE TO MAINTAIN DIRECTIONAL CONTROL ON LANDING CONTACT WITH GROUND." THE GLIDER TOUCHED DOWN IN A LEFT YAW. SHORTLY AFTER TOUCHDOWN, HE REGAINED DIRECTIONAL CONTROL & CONTINUED THE LANDING TO A NORMAL STOP. A POST FLT EXAM REVEALED DAMAGE TO THE GLIDER'S GEAR BOX. THE PLT BELIEVED THAT THE TURBULENCE MIGHT HAVE BEEN ASSOCIATED WITH A ROTOR IN THE 3RD STANDING WAVE CYCLE OF A MOUNTAIN WAVE.

Brief of Accident (Continued)

File No. - 2767

12/01/83

COLORADO SPRING, CO

A/C Reg. No. N3621B

Time (Lc1) - 1304 MST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. WEATHER CONDITION - MOUNTAIN WAVE
 3. WEATHER CONDITION - TURBULENCE
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2609 12/30/83 HUDSON,CO A/C Reg. No. N49786 Time (Lcl) - 0910 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -TEST	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING			0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PLATTE VALLEY,CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PLATTE VALLEY
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Ident - 15.
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4150/ 44
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 15000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - CRUSTED
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 225
SE LAND	Months Since - 3	Make/Model- 150
	Aircraft Type - 172	Instrument- 2
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RETURNING FROM A MAINTENANCE TEST FLT, THE PLT MADE A NORMAL APCH TO LAND ON A SNOW COVERED RWY. ACCORDING TO THE PLT & HIS PASSENGER, THE ACFT TOUCHED DOWN ALONG THE RIGHT SIDE OF THE RWY IN SNOW. THE PLANE THEN VEERED TO THE RIGHT & NOSED OVER. NO MALFUNCTION OF THE ACFT'S FLT CONTROLS OR BRAKING SYS WAS FOUND.

Brief of Accident (Continued)

File No. - 2609

12/30/83

HUDSON, CO

A/C Reg. No. N49786

Time (Lcl) - 0910 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2768 4/17/83 CEDAR KEY, FL A/C Reg. No. N8225D Time (Lcl) - 1100 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - BEECH H35	Eng Make/Model - CONTINENTAL O-470-G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 240 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	SARASOTA, FL	CEDAR KEY
Wind Dir/Speed- 225/012 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 935
SE LAND	Months Since - 5	Make/Model- 850
	Aircraft Type - H35	Instrument- 7
		Multi-Eng - 5
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE SWITCHED FUEL TANKS JUST BEFORE THE TAKEOFF ROLL, & SHORTLY AFTER TAKEOFF, THE ENG LOST POWER. HE RETRACTED THE GEAR BEFORE MAKING A FORCED LANDING IN WATER, BEYOND THE END OF THE RWY. AN EXAM OF THE ENG REVEALED NO EVIDENCE TO SUGGEST ANY FAILURE OR MALFUNCTION PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2768

4/17/83

CEDAR KEY, FL

A/C Reg. No. N8225D

Time (Lcl) - 1100 EST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2769

6/01/83

W. PALM BEACH, FL

A/C Reg. No. N831PC

Time (Lcl) - 1340 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	2	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PT 6A-28
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 9000
No. of Seats - UNK/NR

Eng Make/Model - P & W PT6A-28
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 620 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 250/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3000 FT
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ELEUTHERA ISL.
Destination
W. PALM BEACH, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
ATP,CFI
SE LAND,ME LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 6239	Last 24 Hrs - 2
Make/Model- 1300	Last 30 Days- UNK/NR
Instrument- 94	Last 90 Days- 88
Multi-Eng - 4400	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON AN OVER WATER FLT, BOTH ENGS LOST POWER & THE PLT DITCHED THE ACFT AT SEA. BEFORE DITCHING, THE PLT REPORTED THAT THE ACFT WAS OUT OF FUEL, THE ATC CONTROLLER CONTACTED A US COAST GUARD HELICOPTER THAT WAS ON HIS FREQUENCY & REQUESTED ASSISTANCE. THE HELICOPTER WAS FLOWN TO THE DITCHING AREA & THE DOWNED PERSONNEL WERE RESCUED.

Brief of Accident (Continued)

File No. - 2769

6/01/83

W. PALM BEACH, FL

A/C Reg. No. N831PC

Time (Lcl) - 1340 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. FLUID - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 4. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2738 7/06/83 MIAMI, FL A/C Reg. No. N63RC Time (Lcl) - 1625 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -SURVEY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING - FLARE/TOUCHDOWN

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass
Other

	Fatal	Serious	Minor	None
0	0	0	0	4
0	0	0	0	0
0	0	0	0	4

-----Aircraft Information-----

Make/Model - BELL 206B
Landing Gear - EMERGENCY FLOAT
Max Gross Wt - UNK/NR
No. of Seats - 5

Eng Make/Model - ALLISON 250-C-20
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MIAMI, FL
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND, ME LAND
HELICOPTER

Age - 39
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - 206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 11635 Last 24 Hrs - 4
Make/Model- 1773 Last 30 Days- UNK/NR
Instrument- 730 Last 90 Days- 100
Multi-Eng - 7714 Rotorcraft - 3244

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT AS HE SLOWED THE HELICOPTER TO AT OR NEAR "EFFECTIVE TRANSLATIONAL LIFT" TO LET PAXS OBSV SOME CONSTRUCTION HE HEARD THE ENGINE MAKE A LOUD NOISE AND FAIL. THE ACFT WAS AT ABT 300 FT AGL AT 30-40 KTS. DURING LNDG FLARE THE T/R AND T/BOOM CONTACTED A TREE AND SEPARATED FROM THE ACFT AND IT CAME TO REST ON ITS RT SIDE. TEARDOWN EXAM OF THE ENG REVEALED THAT THE BEARING SEPARATOR IN NUMBER 1 BEARING FAILED DUE TO FATIGUE.

Brief of Accident (Continued)

File No. - 2738

7/06/83

MIAMI, FL

A/C Reg. No. N63RC

Time (Lc1) - 1625 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. TURBOSHAFT ENGINE, GAS GENERATOR - FATIGUE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. OBJECT - TREE(S)

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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2779 7/08/83 VERO BEACH, FL A/C Reg. No. N64GM Time (Lcl) - 1225 EDT

-----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	Crew 0	1	0	0
Accident Occurred During -DESCENT		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - GILBERT L. HOUSTON MONI	Eng Make/Model - ITAL-AMERICAN KFM 107	ELT Installed/Activated - NO	-N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 560	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 25 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	VERO BEACH, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NEW HIBISCUS
Wind Dir/Speed- 050/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 160
Lowest Sky/Clouds - 1600 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 10000 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 - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 62
SE LAND	Months Since - 10	Last 24 Hrs - 1
	Aircraft Type - 150	Make/Model- 2
		Instrument- 5
		Last 30 Days- 2
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE A LOCAL FLT FROM THE INDIAN RIVER AERODROME TO THE NEW HIBISCUS ARPT. ACCORDING TO WITNESSES AT NEW HIBISCUS, THE ACFT WAS IN A NOSE HI ATTITUDE WHEN THEY SAW IT TURN ONTO BASE & FINAL APCH. AFTER TURNING FINAL, THE ACFT ENTERED A SPIN, TURNING ABOUT 2 1/2 TIMES, THEN CRASHED. THE PLT WAS SERIOUSLY INJURED & WAS HOSPITALIZED 42 DAYS BEFORE DYING WITH PNEUMONIA. NO EVIDENCE OF A PREIMPACT, MECHANICAL MALFUNCTION OR FAILURE WAS FOUND DURING THE INVESTIGATION. CONSTRUCTION HAD JUST RECENTLY BEEN COMPLETED ON THE HOME BUILT ACFT. THE PLT HAD ONLY 1.7 HRS FLT TIME IN THE ACFT WHEN IT CRASHED.

Brief of Accident (Continued)

File No. - 2779

7/08/83

VERO BEACH, FL

A/C Reg. No. N64GM

Time (Lc1) - 1225 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----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. - 2729

8/05/83

KISSIMMEE, FL

A/C Reg. No. N77R

Time (Lcl) - 0755 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

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING - ROLL

-----Aircraft Information-----

Make/Model - PITTS SPECIAL S-1C

Eng Make/Model - LYCOMING O-320

ELT Installed/Activated - YES/YES

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 1500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 150 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 020/006 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

KISSIMMEE, FL

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 50

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 247

Make/Model- 7

Instrument- 24

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CRUISING AT 2000 FT MSL THE ENG LOST PWR. THE PLT RESTARTED THE ENG 3 TIMES BUT WAS FORCED TO LND WHEN IT WOULD NOT DEVELOP PWR. DURING LNDG ROLL IN A COW PASTURE THE ACFT COLLIDED WITH A FENCE POST, GROUND LOOPED, AND TURNED OUR ON ITS BACK. THE FUEL SYSTEM WAS FOUND EMPTY HOWEVER THE PLT STATED THAT THE FUEL QUANTITY GAUGE INDICATED THAT THERE WAS SOME FUEL IN THE TANK.

Brief of Accident (Continued)

File No. - 2729

8/05/83

KISSIMMEE, FL

A/C Reg. No. N77R

Time (Lc1) - 0755 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - ERRATIC
 2. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
 3. FLUID, FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2728

8/19/83

PERRINE, FL

A/C Reg. No. N103HL

Time (Lcl) - 1510 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation -TEST
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CONDOR II
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 685
No. of Seats - 1

Eng Make/Model - KAWASAKI 436CC TC440C
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- 120/007 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PERRINE, FL
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 44

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	18	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 WAS ON A FLT TO TEST A NEW LIQUID COOLED ENG & ITS RADIATOR SIZE & LOCATION. ON PREVIOUS FLTS, HE HAD NOTED INADEQUATE COOLING. COMPANY PERSONNEL HAD MOVED THE RADIATOR TO IMPROVED ITS EFFICIENCY. ON THE PREVIOUS FLT, THE PLT NOTED THAT THE TEMP GAGE HAD FAILED. HE LANDED ON THE COMPANY'S GRASS STRIP, & WITH ASSISTANCE, DRAINED THE COOLANT SYS, CHANGED THE GAGE & REPORTEDLY RESERVICED THE SYS WITH COOLANT THAT HAD BEEN DRAINED & SAVED. THE PLT STATED THAT PRIOR TO TAKEOFF, HE OPENED THE RADIATOR CAP & HAD SEEN COOLANT IN THE NECK OF THE UPPER SURGE TANK. AFTER TAKING OFF, HE NOTED AN EXCESSIVELY HI COOLANT TEMP. HE REDUCED THE POWER TO PREVENT HEAT DAMAGE TO THE ENG & MANEUVERED TO LAND. ACCORDING TO WITNESSES, THE ACFT SHUDDERED, PITCHED NOSE DOWN & CRASHED. AN EXAM OF THE ACFT REVEALED NO PREIMPACT FAILURE. ONLY ABOUT 2 CUPS OF COOLANT WAS FOUND IN THE SYS. THE COOLING SYS HELD ABOUT 1 GAL OF COOLANT. A 1 GAL CONTAINER USED TO DRAIN & SERVICE THE ACFT WAS FOUND ABOUT 5/8 FUL OF COOLANT.

Brief of Accident (Continued)

File No. - 2728

8/19/83

PERRINE, FL

A/C Reg. No. N103HL

Time (Lcl) - 1510 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF

Finding(s)

1. COOLING SYSTEM - OTHER
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FLUID, WATER - LOW LEVEL
4. COOLING SYSTEM - OVERTEMPERATURE
5. THROTTLE/POWER CONTROL - REDUCED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

6. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
8. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2670 9/06/83 GAINESVILLE,FL A/C Reg. No. N6482Y Time (Lc1) - 1410 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA T-210N	Eng Make/Model - CONTINENTAL TS10-520R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	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	GAINESVILLE,FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BARTOW,FL	Runway Ident - UNK/NR
Wind Dir/Speed- 210/004 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1276
SE LAND,ME LAND	Months Since - 2	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 597
		Instrument- 60
		Multi-Eng - 60
		Last 30 Days- UNK/NR
		Last 90 Days- 126

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A DITCH DURING A FORCED LANDING AFTER ENGINE FAILURE IN FLT. THE PLT STATED THAT DURING THE CLIMB TO CRUISE THE ENGINE QUIT. HE ATTEMPTED TO RESTART IT ONCE AND THEN EXECUTED A FORCED LANDING. EXAMINATION OF THE ACFT WRECKAGE REVEALED THE ACFT LYING ON ITS BACK. THE LEFT FUEL TANK HAD SOME FUEL IN IT AND THE VEGETATION BENEATH THE TANK CAP AND VENT WAS BROWN AND SMELLED OF FUEL. THE RIGHT FUEL TANK WAS EMPTY AND THE VEGETATION BENEATH IT WAS GREEN AND HAD NO FUEL ODOR. THE FUEL SELECTOR WAS ON THE RIGHT TANK. POST ACCIDENT ENGINE RUN ON 2/24/84 WAS SATISFACTORY.

Brief of Accident (Continued)

File No. - 2670

9/06/83

GAINESVILLE, FL

A/C Reg. No. N6482Y

Time (Lcl) - 1410 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - 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)

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. - 2721 9/06/83 PENSACOLA, FL A/C Reg. No. N2305Z Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING - FLARE/TOUCHDOWN					

-----Aircraft Information-----

Make/Model - BUCKER JUNGMAN CASA 1-131E	Eng Make/Model - ENMATIGRE G-IV-A2	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1474	Engine Type - UNK/NR	
No. of Seats - 2	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	PENSACOLA, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	FERGUSON
Wind Dir/Speed- 260/006 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 200
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 3872
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - 25CE500	Make/Model - 123
		Instrument - 698
		Multi-Eng - 1879
		Last 30 Days - UNK/NR
		Last 90 Days - 101

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TKOF THE ENG LOST PWR AND THE PILOT WAS FORCED TO EXECUTE AN EMERG LNDG. THE MAIN LANDING GEAR COLLAPSED DURING TOUCHDOWN ON A HIGHWAY. DURING THE SUBSEQUENT ENGINE TEARDOWN THE MAGNETO TIMING WAS FOUND TO BE RETARDED 24 DEGREES ON THE LEFT MAGNETO FOR ALL CYLINDERS. MAGNETO TIMING WAS FOUND TO BE RETARDED 66 DEGREES FOR THE IMPULSE CYLINDERS AND 47 DEGREES FOR THE OTHER TWO CYLINDERS ON THE RIGHT MAGNETO. THE FUEL INLET SCREEN WAS FOUND TO BE PARTIALLY OBSTRUCTED WITH LINT AND METAL FLAKES. A PAINT FLAKE WAS FOUND TO BE PARTIALLY BLOCKING THE AIR PASSAGEWAY TO THE EMULSION TUBE IN THE CARBURETOR. A CYLINDRICAL PIECE OF METAL WAS FOUND IN THE DRIVE SECTION OF THE FUEL PUMP.

Brief of Accident (Continued)

File No. - 2721

9/06/83

PENSACOLA, FL

A/C Reg. No. N2305Z

Time (Lcl) - 1600 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM, MAGNETO - IMPROPER
 2. MAINTENANCE - IMPROPER -
 3. FUEL SYSTEM, SCREEN - BLOCKED(PARTIAL)
 4. FUEL SYSTEM, CARBURETOR - BLOCKED(PARTIAL)
 5. FUEL SYSTEM, PUMP - FOREIGN OBJECT
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2625 9/10/83 LAKE HAMILTON, FL A/C Reg. No. N951OU Time (Lcl) - 1300 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	DESTROYED						
Type of Operation	-INSTRUCTIONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 91	NONE	Pass	1	Serious	Minor	None
Accident Occurred During	-LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model	- STOL AIRCRAFT UC-1	Eng Make/Model	- LYCOMING IO-360-B1D	ELT Installed/Activated	- YES/NO
Landing Gear	- AMPHIBIAN	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	WINTER HAVEN, FL			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- UNK/NR
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Visibility	- 10.0 SM	Type of Flight Plan	- NONE	Runway Surface	- WATER
Lowest Sky/Clouds	- 3000 FT	Type of Clearance	- NONE	Runway Status	- WATER-CALM
Lowest Ceiling	- 3000 FT BROKEN	Type Apch/Lndg	- TRAFFIC PATTERN		
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, CFI	Current - YES	Total - 13623	Last 24 Hrs - UNK/NR
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 7	Make/Model - 657	Last 30 Days - UNK/NR
	Aircraft Type - UC-1	Instrument - 235	Last 90 Days - 134
		Multi-Eng - 1182	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT WAS A COMMERCIAL PLT WITH RATINGS IN SINGLE & MULTI-ENG LAND & SINGLE ENG SEA ACFT. HE WAS ON HIS 1ST FLT IN THIS MAKE & MODEL OF ACFT TO RECEVE INSTRUCTION FOR A MULTI-ENG SEA RATING. AFTER INSTRUCTING WATER LANDINGS WITH FLAPS, THE INSTRUCTOR TOLD THE STUDENT TO MAKE A NO-FLAP LANDING ON THE WATER. ACCORDING TO THE STUDENT, THE LANDING APCH LOOKED NORMAL. WHEN HE RETARDED THE THROTTLES TO IDLE IN THE FLARE, HIS INSTRUCTOR SAID SOMETHING IN A LOUD VOICE. THEREAFTER, HE FOUND HIMSELF UNDER WATER. AFTER DISCONNECTING HS SEAT BELT, HE CAME TO THE SURFACE & WAS EVENTUALLY PICKED UP BY PERSONNEL IN A BOAT. THE STUDENT THOUGHT A DOOR MIGHT HAVE COME OPEN, BUT HE DID NOT KNOW. MOST OF THE WRECKAGE WAS RECOVERED. THE COCKPIT DOORS WERE NOT RECOVERED, BUT THERE WAS EVIDENCE THAT THEY HAD SEPARATED DURING IMPACT. MAJOR IMPACT DAMAGE TO THE ACFT WAS IN THE NOSE & COCKPIT AREA. NO PREIMPACT FAILURE WAS FOUND. THE 1250 EDT WIND AT LAKELAND, FL (7 MI WEST) WAS CALM. NO SHOULDER HARNESS INSTALLED, CFI FATALLY INJURED.

Brief of Accident (Continued)

File No. - 2625

9/10/83

LAKE HAMILTON, FL

A/C Reg. No. N9510U

Time (Lc1) - 1300 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 2. FLARE - IMPROPER - DUAL STUDENT
 3. STALL - INADVERTENT - DUAL STUDENT
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - DUAL STUDENT
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. MISC EQPT/FURNISHINGS, SHOULDER HARNESS - OTHER
-

----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. - 2734

9/15/83

QUINCY, FL

A/C Reg. No. N4344E

Time (Lcl) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING - FLARE/TOUCHDOWN

-----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- 130/007 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 2300 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

QUINCY, FL

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

QUINCY

Runway Ident - 04

Runway Lth/Wid - 3000/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Age - 48

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

STUDENT

Current - N/A

Total - 16

Last 24 Hrs - UNK/NR

Months Since - N/A

Make/Model- 16

Last 30 Days- UNK/NR

Aircraft Type - N/A

Instrument- 0

Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TURNING FM DOWNWIND TO BASE THE ENG RAN ROUGH AND QUIT. THE ACFT STALLED AT 50 FT AND CAME TO REST IN A SOYBEAN FIELD. EXAMINATION OF THE WRECKAGE REVEALED NO EVIDENCE OF FUEL IN THE ENG OR THE RT TK WITH THE FUEL SELECTOR POSITIONED TO THE RT TK.

Brief of Accident (Continued)

File No. - 2734

9/15/83

QUINCY, FL

A/C Reg. No. N4344E

Time (Lc1) - 1800 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - NOT SELECTED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2624 9/18/83 DOG ISLAND, FL A/C Reg. No. N6024P Time (Lcl) - 1320 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	1
Pass	0	3	2	5

-----Aircraft Information-----

Make/Model - BEECH A36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/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
Visibility - 7.0 SM
Lowest Sky/Clouds - 2000 FT
Lowest Ceiling - 2000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
MACON, GA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

DOG ISLAND
Runway Ident - 34
Runway Lth/Wid - 2750/ 150
Runway Surface - GRASS/TURF
Runway Status - WET
HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 40

Biennial Flight Review

Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 605	Last 24 Hrs	- UNK/NR
Make/Model-	45	Last 30 Days-	UNK/NR
Instrument-	45	Last 90 Days-	19
Multi-Eng	- 70		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER THE PLT ARRIVED AT THE ARPT, A PERSON (WHO LATER WITNESSED THE ACCIDENT) DROVE THE PLT DOWN THE STRIP TO EXAMINE THE RWY. THE WITNESS ASKED THE PLT NOT TO TAKE OFF BECAUSE THE STRIP WAS TOO WET. THE PLT, WHO WAS A SURGEON, TOLD THE WITNESS THAT HE HAD 3 OPERATIONS THE FOLLOWING MORNING & HAD TO RETURN. ACCORDING TO THE WITNESS, THE PLT WENT FROM NORTH TO SOUTH ON THE RWY TO CHECK THE WATER, THEN HE MADE A 2ND RUN TOWARD THE NORTH TO TAKEOFF. HE SAID THAT THE ACFT LEFT THE GROUND & WAS APRX 20 FT AGL WHEN IT HEADED OFF THE NORTHWEST CORNER OF THE RWY TOWARD TALL PINES. HE STATED THE "PLT PULL BACK & STALLED OUT & FELL FLAT" AT THE NORTH END OF THE RWY. ALSO, HE REPORTED THAT THE WIND SWITCHED TO THE SOUTH-SOUTHWEST AS THE ACFT TOOK OFF. THE ACFT IMPACTED NEAR THE END OF THE RWY & SUBSEQUENTLY HIT A DITCH. REPORTEDLY, THERE WAS STANDING WATER & GRASS, 6 TO 10 INCHES TALL, ON THE RWY. WITNESSES REPORTED LARGE "ROOSTER TAILS" OF WATER BEHIND THE ACFT AS IT WAS ON THE TAKEOFF ROLL.

Brief of Accident (Continued)

File No. - 2624

9/18/83

DOG ISLAND, FL

A/C Reg. No. N6024P

Time (Lcl) - 1320 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
5. WEATHER CONDITION - UNFAVORABLE WIND
6. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
8. PULL-UP - ATTEMPTED - PILOT IN COMMAND
9. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

10. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,9

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2770 9/24/83 CLERMONT, FL A/C Reg. No. N8898K Time (Lcl) - 1854 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - STINSON 108-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2078
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-150-B3
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 060/012 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
TAMPA, FL
Destination
ORLANDO, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, SE SEA

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 - 850
Make/Model- 350
Instrument- 30
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT, THE ENG BEGAN RUNNING ROUGH & OIL BEGAN LEAKING & SPREADING ONTO THE WINDSHIELD. THE ENG SUBSEQUENTLY FAILED & THE PLT SELECTED AN AREA FOR A FORCED LANDING, DURING THE LANDING, THE ACFT CONTACTED TREES & WAS DAMAGED. AN INVESTIGATION REVEALED THAT THE #3 EXHAUST VALVE, FRANKLIN PN 18084, HAD FAILED.

Brief of Accident (Continued)

File No. - 2770

9/24/83

CLERMONT, FL

A/C Reg. No. N8898K

Time (Lcl) - 1854 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

2. LIGHT CONDITION - DUSK
 3. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2735 10/03/83 MIAMI, FL

A/C Reg. No. N4860F

Time (Lc1) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	0	0

Type of Operation -PERSONAL

Fire

Flight Conducted Under -14 CFR 91

UNK/NR

Accident Occurred During -LANDING - FLARE/TOUCHDOWN

-----Aircraft Information-----

Make/Model - CESSNA 172

Eng Make/Model - LYCOMING O-320-H

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2300

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - UNK/NR

Rated Power - 160 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 060/012 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 2500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FT. LAUDERDALE, FL

Destination

NAPLES, FL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 40

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 205

Last 24 Hrs - 2

Make/Model- 144

Last 30 Days- UNK/NR

Instrument- 5

Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN A DESCENDING SPIRAL THE PLT STATED THAT THE COCKPIT FILLED WITH SMOKE. HE PROCEEDED TO TURN OFF THE ELECTRICAL MASTER SWITCH. SHORTLY AFT THE ENG FAILED AND THE ACFT WAS DITCHED IN 480 FT OF WATER.

Brief of Accident (Continued)

File No. - 2735

10/03/83

MIAMI, FL

A/C Reg. No. N4860F

Time (Lcl) - 1230 EDT

Occurrence #1 FIRE
Phase of Operation DESCENT - NORMAL

Finding(s)
1. FUSELAGE, CREW COMPARTMENT - SMOKE

Occurrence #2 LOSS OF POWER
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. UNDETERMINED

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2724 10/04/83 PUNTA GORDA, FL A/C Reg. No. N55AK Time (Lcl) - 1515 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -CRUISE					

-----Aircraft Information-----

Make/Model - KIMBAL DYKE DELTA JD2	Eng Make/Model - AVCO LYCOMING O-360-A1A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - UNK/NR	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	PUNTA GORDA, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	-CHARLOTTE COUNTY
Wind Dir/Speed- 020/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED	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 - 70	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 6000
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 14
		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 HOMEBUILT ACFT WAS OBSERVED FLYING NORTHEAST OVR THE EAST SIDE OF CHARLOTTE COUNTY ARPT AT ABT 1000 FT. WITNESSES STATED THAT THE ACFT PITCHED DOWNWARD AND ENTERED A SPIN INTO THE GROUND. WRECKAGE EXAMINATION REVEALED THAT THE WING BONDING MATERIAL EXHIBITED NUMEROUS AREAS OF NON-ADHESIVE BONDING BETWEEN THE FIRST COAT AND THE FIBER GLASS SKIN. A LAB EXAM OF A PORTION OF THE RIGHT WING BONDING MATERIAL SHOWED THAT THE FIRST COAT OF BONDING DISPLAYED SIGNS OF BOND FAILURE TO THE SKIN.

Brief of Accident (Continued)

File No. - 2724

10/04/83

PUNTA GORDA, FL

A/C Reg. No. N55AK

Time (Lcl) - 1515 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. WING, SKIN - INADEQUATE
 2. AIRCRAFT/EQUIPMENT, INADQT COMPLIANCE DETERMINATION - PRODUCTION/DESIGN PSNL
 3. WING, SKIN - SEPARATION
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2765 10/08/83 FT. MCCOY, FL A/C Reg. No. N6511E Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	0	Serious	0	Minor	0	None	1
Type of Operation -PERSONAL	Fire	Crew	0	0	0	0	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	0	0	0
Accident Occurred During -LANDING									

-----Aircraft Information-----

Make/Model - CESSNA 175	Eng Make/Model - CONTINENTAL G0-300-C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 175 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OCALA, FL	FT. MCCOY
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 36
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1000 -UNK/NR
Lowest Sky/Clouds - 900 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 132
SE LAND	Months Since - 12	Make/Model- 36
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 10 MIN AFTER DEPARTING FT MCCOY, FL, THE PLT REALIZED HE HAD FORGOTTEN HIS FLT BAG, SO HE RETURNED TO LAND AT THE AIRSTRIP. DURING THE LANDING, THE ACFT FLOATED, & AFTER TOUCHING DOWN, THERE WAS INSUFFICIENT RWY REMAINING TO SAFELY STOP OR GO AROUND. BEFORE STOPPING, THE ACFT CONTINUED OFF THE STRIP & THE RIGHT WING STRUCK A TREE. THE PLT REPORTED THAT THE WIND WAS LIGHT & VARIABLE.

Brief of Accident (Continued)

File No. - 2765

10/08/83

FT. MCCOY, FL

A/C Reg. No. N6511E

Time (Lcl) - 1100 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2763 10/20/83 OCALA, FL

A/C Reg. No. N1441U

Time (Lcl) - 1349 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	1	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 090/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PALM BEACH, FL
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 55
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model- 400
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-----

WHILE THE PLT WAS DESCENDING NEAR HIS DESTINATION, THE ENG LOST POWER. SUBSEQUENTLY, THE ACFT HIT TREES, A POWER LINE & A FENCE DURING A FORCED LANDING. A TEARDOWN OF THE ENG & AN EXAM OF THE FUEL SYS REVEALED NO EVIDENCE OF A PREIMPACT, MECHANICAL MALFUNCTION OR FAILURE. THE TEMP & DEW POINT WERE 84 & 69 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, SERIOUS CARB ICING COULD HAVE OCCURRED AT GLIDE POWER; HOWEVER, CARB ICING WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 2763

10/20/83

OCALA, FL

A/C Reg. No. N1441U

Time (Lcl) - 1349 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation DESCENT - NORMAL

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)
3. OBJECT - WIRE, TRANSMISSION
4. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2766 10/21/83 CLEWISTON,FL A/C Reg. No. N54CG Time (Lcl) - 1315 EDT

-----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

Injuries				
Fatal	Serious	Minor	None	
Crew 0	0	0	1	
Pass 0	0	1	3	

-----Aircraft Information-----

Make/Model - PIPER PA-31-350
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7000
No. of Seats - 8

Eng Make/Model - LYCOMING LT10-540-J2BD
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 350 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- 030/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3200 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ATLANTA,GA
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

CLEWISTON
Runway Ident - 11
Runway Lth/Wid - 2990/ 60
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
ATP,FLT ENG
SE LAND,ME LAND

Age - 29

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2843	Last 24 Hrs	- UNK/NR
Make/Model-	462	Last 30 Days-	UNK/NR
Instrument-	109	Last 90 Days-	95
Multi-Eng	- 1165		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DURING A X-WIND LANDING, HE WAS HIGH & FAST ON FINAL APCH & DID NOT UTILIZE THE FULL LENGTH OF THE RWY. AFTER TOUCHDOWN, HE CONSIDERED MAKING A GO-AROUND, BUT WAS NOT SURE WHETHER HE COULD CLEAR POWER LINES NEAR THE DEPARTURE END OF THE RWY. HE ELECTED TO CONTINUE THE LANDING & ALLOW THE ACFT TO ROLL OFF THE END ONTO AN AREA OF GRASS. HOWEVER, THE PASSENGER, A RATED PLT IN THE COPILOT'S SEAT, ALSO APPLIED BRAKES. AT THAT TIME, THE ACFT VEERED TO THE LEFT, WENT OFF THE RWY AND HIT A FENCE.

Brief of Accident (Continued)

File No. - 2766

10/21/83

CLEWISTON, FL

A/C Reg. No. N54CG

Time (Lc1) - 1315 EDT

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. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

6. CONTROL INTERFERENCE - PERFORMED - PASSENGER
 7. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #3 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) 2,3,6

Factor(s) relating to this accident is/are finding(s) 1,4,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2730 10/28/83 MILTON, FL A/C Reg. No. N49938 Time (Lc1) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING - FLARE/TOUCHDOWN					

-----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 - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PENSACOLA, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MILTON
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 18
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 18
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSVD DURING A TOUCH AND GO LNDG TO BE HIGH AND FAST. AFT BOUNCING ON INITIAL TOUCHDOWN THE PLT LOWERED THE NOSE AND DURING THE SECOND TOUCHDOWN THE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2730

10/28/83

MILTON, FL

A/C Reg. No. N49938

Time (Lc1) - 1330 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND
 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 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. - 2626 11/10/83 OKEECHOBEE, FL A/C Reg. No. N123EF Time (Lc1) - 2140 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -NON SCHED, DOMESTIC, CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - GRUMMAN AMERICAN AA-5B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 2

Eng Make/Model - LYCOMING O-360
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC
Wind Dir/Speed- 210/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
WEST PALM BEACH, FL
Destination
TAMPA, FL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

OKEECHOBEE
Runway Ident - 04
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2903 Last 24 Hrs - 15
Make/Model- 302 Last 30 Days- UNK/NR
Instrument- 59 Last 90 Days- 450
Multi-Eng - 363

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING FLT, THE ENG HAD A PARTIAL LOSS OF POWER. HE ATTEMPTED TO DIVERT TO AN ARPT. HE WAS ABLE TO GET ON FINAL APCH, BUT WHEN HE SAW HE COULD NOT REACH THE RUNWAY, HE TURNED AWAY FROM THE LIGHTS & A BUILDING FOR AN EMERGENCY LANDING. HOWEVER, BEFORE LANDING, THE ACFT COLLIDED WITH POWER LINES, THEN IMPACTED THE GROUND. AN EXAM OF THE ENG REVEALED THAT THE EXHAUST VALVE HEAD OF THE #1 CYLINDER HAD SEPARATED. WITH CONTINUED OPERATION OF THE ENG, DEBRIS ENTERED THE #1 CYLINDER CAUSING FURTHER DAMAGE & LOSS OF POWER. THE SODIUM COOLED EXHAUST VALVE, PN 74541 AH-ED, HAD APRX 300 HRS IN SERVICE.

Brief of Accident (Continued)

File No. - 2626

11/10/83

OKEECHOBEE, FL

A/C Reg. No. N123EF

Time (Lc1) - 2140 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Finding(s)

2. FLIGHT TO ALTERNATE DESTINATION - ATTEMPTED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
4. OBJECT - WIRE, TRANSMISSION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2764 11/13/83 BOCA RATON, FL A/C Reg. No. N114GW Time (Lcl) - 1700 EST

-----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 -DESCENT					

-----Aircraft Information-----

Make/Model - GARY WILSON QUICKIE	Eng Make/Model - ONAN B48M-GA018	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FT. LAUDERDALE, FL	Runway Ident - UNK/NR
Wind Dir/Speed- 300/007 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 388
SE LAND, SE SEA	Months Since - 7	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 2
		Last 30 Days- 2
		Instrument- 42
		Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, HE HAD ONLY 2 HRS FLT TIME IN QUICKIE ACFT & THIS WAS HIS 1ST FLT IN N114GW. HE REPORTED THAT AFTER TAKING OFF, THE ACFT TRIED TO ROLL LEFT. HE USED ALL AVAILABLE AILERON TO COUNTERACT THE ROLL, BUT IT WAS NOT EFFECTIVE. WHEN IMPACT WAS CONSIDERED INEVITABLE, HE "CUT THE THROTTLE." SHORTLY THEREAFTER, THE ACFT CRASHED INTO A TREE & WAS DESTROYED, BUT THE PLT REPORTED HE WAS NOT INJURED. IMPACT OCCURRED ABOUT 1 1/2 MI FROM THE ARPT.

Brief of Accident (Continued)

File No. - 2764

11/13/83

BOCA RATON, FL

A/C Reg. No. N114GW

Time (Lcl) - 1700 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2727 11/20/83 NR. ORANGEVILLE, FL A/C Reg. No. N85JK Time (Lcl) - 1255 T

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	UNK/NR	Pass 0	0	0	0
Accident Occurred During -UNKNOWN					

-----Aircraft Information-----

Make/Model - CESSNA 340A	Eng Make/Model - CONTINENTAL TSI0520-NB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5995	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	SAVANNAH, GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	FT. LAUDERDALE, FL	Runway Ident - UNK/NR
Wind Dir/Speed- 320/015 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - .750 SM	Type of Flight Plan - IFR	Runway Surface - UNK/NR
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Status - UNK/NR
Lowest Ceiling - 800 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DISAPPEARED FM RADAR COVERAGE WHILE IN CRUISE FLT AT 10,000 FEET MSL NEAR ORANGEVILLE, FL. THE ATC TRANSCRIPT REVEALED THAT THE PLT HAD BEEN INQUIRING ABT THE WEATHER AHEAD OF HIM AND WAS CLEARED TO DESCEND TO 6000 IN ORDER TO GET BELOW STRONG HEADWINDS. ONE MINUTE LATER HE TRANSMITTED THAT HE WAS GOING TO STAY AT 10000 BECAUSE HE DID NOT HAVE ANY CHOICE(STRONG TURBULENCE). HIS LAST TRANSMISSION STATED THE WEATHER WAS GETTING WORSE. THE ACFT HAS NOT BEEN LOCATED.

Brief of Accident (Continued)

File No. - 2727

11/20/83

NR. ORANGEVILLE, FL

A/C Reg. No. N85JK

Time (Lcl) - 1255 T

Occurrence MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s)

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2723 12/23/83 FT. MYERS, FL A/C Reg. No. N9510T Time (Lcl) - 1639 EST

-----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	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 210	Eng Make/Model - CONTINENTAL IO-470E	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FT. MYERS, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PAGE FIELD
Wind Dir/Speed- 280/005 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4998/ 150
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - UNK/NR	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 - 576
SE LAND	Months Since - 16	Make/Model- 300
	Aircraft Type - UNK/NR	Instrument- 38
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TKOF ROLL ABT HALFWAY DOWN THE RWY THE PLT NOTICED THE ACFT WAS NOT ACCELERATING NORMALLY. AFT LIFTOFF HE ATMPD TO RETURN TO THE ARPT HOWEVER WAS FORCED TO DITCH THE ACFT IN THE CALOOSAHATCHE RIVER DUE TO A LOSS OF PWR. EXAM OF THE ENG REVEALED THAT THE FUEL MANIFOLD HAD NO VALID PART NUMBER AND THAT ITS FUEL DIVIDER BLOCK CONTAINED A BRASS SCREEN THAT WAS ABT 50 PERCENT BLOCKED BY CORROSION PRODUCTS. CONDUCTIVITY TESTS SHOWED THAT ITS ALUMINUM HOUSING WAS NOT ANODIZED FOR ANTI-CORROSION TREATMENT.

Brief of Accident (Continued)

File No. - 2723

12/23/83

FT. MYERS, FL

A/C Reg. No. N9510T

Time (Lc1) - 1639 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF

Finding(s)

1. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 2. FUEL SYSTEM, INJECTOR - CORRODED
 3. MAINTENANCE - NOT PERFORMED -
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Occurrence #3 DITCHING
Phase of Operation LANDING

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. - 2758 1/05/83 PEACHTREE CITY,GA A/C Reg. No. N9234S Time (Lcl) - 1615 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 1	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	3	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH C23	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

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	FALCON
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 31
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4600/ 50
Lowest Sky/Clouds - CLEAR	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 - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 2800
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG LOST POWER SHORTLY AFTER THE PLT WAS MAKING A TAKEOFF. SUBSEQUENTLY, THE ACFT WAS BADLY DAMAGED DURING A LANDING IN AN AREA OF RELATIVELY SMALL TREES & BRUSH. AN EXAM OF THE ACFT REVEALED THERE WAS WATER IN THE LEFT FUEL TANK & CARBURETOR. THE FUEL SELECTOR WAS FOUND POSITIONED TO THE LEFT FUEL TANK & THE RIGHT TANK WAS EMPTY. HOWEVER, BOTH FUEL TANKS WERE DAMAGED DURING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2758

1/05/83

PEACHTREE CITY,GA

A/C Reg. No. N9234S

Time (Lc1) - 1615 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2627 7/04/83 THOMASVILLE,GA A/C Reg. No. N37785 Time (Lc1) - 1145 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Fire
NONE

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - SIKORSKY UH-19D

Eng Make/Model - WRIGHT R-1300-3D

ELT Installed/Activated - NO -N/A

Landing Gear - UNK/NR

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 7500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 800 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 020/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3000 FT

Lowest Ceiling -

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

THOMASVILLE,GA

Destination

LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Age - 41

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 13600

Last 24 Hrs - UNK/NR

SE LAND,ME LAND,SE SEA,ME SEA

Months Since - 2

Make/Model- 600

Last 30 Days- UNK/NR

HELICOPTER

Aircraft Type - 182

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - 500

Rotorcraft - 600

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER WAS ON A SWATH RUN AT ABOUT 5 FT AGL & WAS APPROACHING HI OBSTRUCTIONS WHEN THE PLT NOTED THAT THE NEEDLES SPLIT, THE ENG RPM INCREASED & THE MAIN ROTOR RPM BEGAN DECREASING. THE PLT TURNED TO AVOID THE OBSTRUCTIONS, BUT WAS UNABLE TO LEVEL THE ACFT BEFORE GROUND IMPACT. IT HIT THE GROUND IN A RIGHT SIDE, TAIL LOW, ATTITUDE & ROTATED TO THE RIGHT AFTER THE MAIN ROTOR MADE GROUND CONTACT. AN INVESTIGATION REVEALED THE HYDROMECHANICAL CLUTCH HAD BEEN OVERHAULED & INSTALLED, 2.5 FLT HRS PRIOR TO THE ACCIDENT. NO UNUSUAL WEAR, DEFECTIVE PARTS NOR IMPROPER ALIGNMENT OF THE CLUTCH WAS FOUND. THE CLUTCH HAD BEEN LUBRICATED WITH AN UPDATED OIL. THE MILITARY HAD UPGRADE MIL-L-2105 LUBRICANT TO MIL-L-2105B & C WITH NEW ADDITIVES TO PREVENT LOCKUP OF ITS LIMITED SLIP DIFFERENTIALS ON NEWER HELICOPTERS. HOWEVER, THE ADDITIVES WERE NOT COMPATIBLE WITH UH-19D HYDROMECHANICAL CLUTCHES WHICH USED A METAL-TO-METAL PRINCIPLE. AFTER THE ACCIDENT, MIL-L-21260 TYPE 1, GRADE 30 OIL WAS MADE A SUBSTITUTE FOR MIL-L-2105A GRADE 80 OIL, WHICH WAS NO LONGER AVAIL

Brief of Accident (Continued)

File No. - 2627

7/04/83

THOMASVILLE,GA

A/C Reg. No. N37785

Time (Lc1) - 1145 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FLUID - INCORRECT
 2. ROTOR DRIVE SYSTEM,CLUTCH ASSEMBLY - DISABLED
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
 4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 5. MANEUVER - PERFORMED - PILOT IN COMMAND
 6. FLARE - NOT POSSIBLE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2684 9/10/83 STAKE ISLAND,GM A/C Reg. No. N5030E Time (Lcl) - 1945 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 180A
Landing Gear - FLOAT
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-460-K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/003 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 20000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ABETA SPRINGS,LA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA,ME SEA

Age - 32
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	6000
Make/Model-	4000
Instrument-	245
Multi-Eng -	820
Last 24 Hrs -	4
Last 30 Days-	UNK/NR
Last 90 Days-	120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED, THAT WHILE FLYING OVER GULF WATERS HE FORGOT TO SET HIS ALTIMETER AND THOUGHT HE WAS AT 200 FT WHEN THE ACFT CONTACTED THE WATER. THE FLOAT WERE RIPPED OFF AND THE ACFT SANK IN ABOUT 10 FT OF WATER. THE PLT AND PASSENGER HELD ONTO THE FLOAT UNTIL MORNING AND THEN SWAM TO SHORE.

Brief of Accident (Continued)

File No. - 2684

9/10/83

STAKE ISLAND, GM

A/C Reg. No. N5030E

Time (Lc1) - 1945 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CRUISE - NORMAL

Finding(s)

1. TERRAIN CONDITION - WATER, ROUGH
 2. ALTIMETER - NOT CORRECTED - PILOT IN COMMAND
 3. LIGHT CONDITION - DARK NIGHT
 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 5. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2733 12/28/83 VERMILLION 255B,GM A/C Reg. No. N2145C Time (Lcl) - 1130 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
		MINOR					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-STANDING - ENGINE(S) OPERATING			0	1	0	1

-----Aircraft Information-----

Make/Model	- BELL 206B III	Eng Make/Model	- ALLISON 250C20B	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 317 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		OFF AIRPORT/STRIP	
Method	- UNK/NR	SAME AS ACC/INC			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- IMC	UNK/NR		Runway Ident	- UNK/NR
Wind Dir/Speed	- 270/015 KTS	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Visibility	- 3.000 SM	Type of Flight Plan	- UNK/NR	Runway Surface	- UNK/NR
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Status	- DRY
Lowest Ceiling	- 500 FT OVERCAST	Type Apch/Lndg	- NONE		
Obstructions to Vision	- HAZE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4109	Last 24 Hrs - 1
SE LAND,ME LAND	Months Since - 8	Make/Model- 979	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - 206	Instrument- 463	Last 90 Days- 110
		Multi-Eng - 1300	Rotorcraft - 2579

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

WHILE WAITING FOR PASSENGERS TO BOARD THE HELICOPTER THE PLT HEARD AND FELT SOMETHING HIT THE TAIL ROTOR. THE ENG WAS IMMEDIATELY SHUT DOWN AND IT WAS REVEALED THAT A PASSENGER HAD WALKED INTO THE TAIL ROTOR. THE PASSENGER WAS WAS WELL EXPERIENCED IN HELICOPTER OPERATION AT THE SITE AND HAD NOT FOLLOWED ESTABLISHED WALKWAYS TO THE ACFT.

Brief of Accident (Continued)

File No. - 2733

12/28/83

VERMILLION 255B,GM

A/C Reg. No. N2145C

Time (Lc1) - 1130 CST

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PASSENGER.

----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. - 2641

6/10/83

OTTUMWA, IA

A/C Reg. No. N8077A

Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -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 170B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2050
No. of Seats - 4

Eng Make/Model - CONTINENTAL C-145
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 190/014 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ABILENE,KS
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

OTTUMWA INDUSTRIAL
Runway Ident - 31
Runway Lth/Wid - 6499/ 150
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 - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	2362
Make/Model-	145
Instrument-	347
Multi-Eng -	2018
Last 24 Hrs -	10
Last 30 Days-	UNK/NR
Last 90 Days-	86

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PLT CANCELED HIS VFR FLT PLAN WHEN HE WAS ABOUT 3 MI FROM THE ARPT. AT THAT TIME, FSS PERSONNEL ADVISED HIM THAT THE WIND WAS FROM 190 DEG AT 14 KTS & THAT THE WIND FAVORED RWY 22. THERE WAS A TETRAHEDRON WIND INDICATOR NORTH OF THE INTERSECTION OF RWY 22 & 31. HOWEVER, THE PLT SELECTED RWY 31. WHILE ON THE LANDING ROLL, ABOUT 200 FT AFTER TOUCHDOWN, THE ACFT'S LEFT WING RAISED & THE ACFT VEERED TO THE LEFT INTO THE X-WIND. IT CONTINUED OFF THE RWY ONTO SOD SURFACE WHERE THE RIGHT MAIN GEAR DUG IN & COLLAPSED.

Brief of Accident (Continued)

File No. - 2641

6/10/83

OTTUMWA,IA

A/C Reg. No. N8077A

Time (Lcl) - 1830 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. FLIGHT ADVISORIES - ISSUED - ATC PERSONNEL(FSS)
 2. WEATHER CONDITION - HIGH WIND
 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 4. WEATHER CONDITION - CROSSWIND
 5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

8. LANDING GEAR,MAIN GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6

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. - 2715 6/12/83 KNOXVILLE, IA A/C Reg. No. N3054C Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT - UNCONTROLLED

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0

-----Aircraft Information-----

Make/Model - BEECH J35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 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

Itinerary

Last Departure Point
KNOXVILLE, IA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Wind Dir/Speed- 160/018 KTS
Visibility - 7.0 SM

Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 35
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1000	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 LIFT OFF THE RWY AFT ABT A 900 FT GROUND ROLL. THE LNDG GEAR BEGAN TO RETRACT AS IT LIFTED OFF, AND IT BEGAN AN IMMEDIATE LEFT TURN OVERFLYING THE AIRPORT HANGARS. IT WAS FURTHER OBSERVED WITH THE WINGS ALIGNED WITH THE GROUND IN A 90 DEGREE LEFT TURN BFR ENTERING A RIGHT-HAND SPIN INTO THE GROUND.

Brief of Accident (Continued)

File No. - 2715

6/12/83

KNOXVILLE,IA

A/C Reg. No. N3054C

Time (Lcl) - 0900 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2654 6/21/83 DOWS,IA

A/C Reg. No. N3568U

Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 182F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL D-470R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/017 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
CLARION,IA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

DOW PRIVATE
Runway Ident - 09
Runway Lth/Wid - 3000/ 200
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 504
Make/Model- 36
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING TAKEOFF. THE RWY USED WAS 090 AND THE WIND WAS FROM 170 DEGREES AT 17 KTS. THE PLT SAID THE ACFTS RIGHT WING RAISED FOLLOWED BY THE TAIL AND THEN THE LEFT WING DROPPED IMPACTING THE SOD RWY BEFORE THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2654

6/21/83

DOWS,IA

A/C Reg. No. N3568U

Time (Lc1) - 1500 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2606

12/31/83

PRESTON, IA

A/C Reg. No. N2490G

Time (Lcl) - 1649 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-38
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 200/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 7000 FT
Lowest Ceiling - 7000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WINDOM, MN
Destination
MINNEAPOLIS, MN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 38
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model- 4
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT BEGAN A X-COUNTRY FTW WITH NO DIRECTIONAL GTRO INSTALLED. HE STATED THAT HE HAD TAKEN THE ACFT WITH THE ADVICE OF HIS INSTRUCTOR WHO BELIEVED THAT THE MAGNETIC COMPASS WOULD BE SATISFACTORY. ON THE 3RD LEG OF HIS X-COUNTRY, HE TOOK THE WRONG HEADING & BECAME LOST. THE ACFT WAS FLOWN UNTIL FUEL EXHAUSTION OCCURRED. SUBSEQUENTLY, THE PLT CRASH LANDED IN A FIELD AFTER CROSSING OVER POWER LINES NEAR THE EDGE OF THE FIELD.

Brief of Accident (Continued)

File No. - 2606

12/31/83

PRESTON,IA

A/C Reg. No. N2490G

Time (Lc1) - 1649 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
2. FLIGHT/NAV INSTRUMENTS,DIRECTIONAL GYRO - OTHER
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. FLUID,FUEL - EXHAUSTION
7. FUEL SUPPLY - REDUCED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

8. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2601 12/30/83 POCATELLO, ID A/C Reg. No. N8362L Time (Lcl) - 1200 MST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -NON SCHED, DOMESTIC, CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-34-220T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4750
No. of Seats - 2

Eng Make/Model - CONTINENTAL TSIO-360-KB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 220 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 040/004 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 700 FT BROKEN
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 - ILS-COMPLETE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

POCATELLO MUNI
Runway Ident - 21
Runway Lth/Wid - 9056/ 150
Runway Surface - ASPHALT
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND
GLIDER

Age - 36
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-31

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1570 Last 24 Hrs - 3
Make/Model- 27 Last 30 Days- 54
Instrument- 60 Last 90 Days- 137
Multi-Eng - 212

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PLT INITIATED AN ILS APCH TO RWY 2L. AT THAT TIME, THE WX IN PART WAS 700 FT SCATTERED TO BROKEN, 1300 TO 1500 FT OVERCAST, VISIBILITY 1 TO 1 1/2 MI WITH LIGHT SNOW & FOG. ABOUT 3 MIN AFTER CALLING INBOUND ON THE APCH, THE PLT INITIATED A MISSED APCH. HE WAS CLEARED BACK TO THE OUTER MARKER & WAS INSTRUCTED TO MAINTAIN 7000 FT & CONTACT DEPARTURE CONTROL. AFTER CHANGING RADIO FREQUENCIES THE PLT WAS CLEARED FOR ANOTHER ILS APCH, WHICH HE ACKNOWLEDGED. SHORTLY AFTER THAT, THE ACFT CRASHED APRX 1 1/2 MI NORTHWEST OF RWY 21. THERE WERE NO KNOWN WITNESSES. TOWER PERSONNEL STATED THAT THEY SAW THE ACFT BRIEFLY DURING THE MISSED APCH, AND AT THAT TIME, NOTHING UNUSUAL WAS NOTED CONCERNING THE ACFT'S FTL ATTITUDE OR LOCATION. AN EXAM OF THE CRASH SITE REVEALED THAT THE ACFT HAD CRASHED INTO SNOW COVERED TERRAIN WHILE ON A NORTHWESTERLY HEADING, IN A NEAR WINGS LEVEL, STEEP DESCENT. NO EVIDENCE OF A PREIMPACT/MECHANICAL MALFUNCTION OR FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 2601

12/30/83

POCATELLO, ID

A/C Reg. No. N8362L

Time (Lc1) - 1200 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - SNOW
 3. WEATHER CONDITION - FOG
 4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - SNOW COVERED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

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. - 2605 12/17/83 PEORIA, IL A/C Reg. No. N48544 Time (Lcl) - 1110 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - 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- 300/006 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 3000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - SNOW

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

MT. HAWLEY

Runway Ident - 35

Runway Lth/Wid - 2800/ 60

Runway Surface - ASPHALT

Runway Status - ICE COVERED

SNOW - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 42

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 33

Make/Model- 3

Instrument- 2

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT ELECTED TO MAKE A TOUCH & GO LANDING ON A RWY COVERED WITH LOOSE SNOW & PATCHES OF ICE. HE REPORTED THAT WHEN HE ADDED POWER DURING HIS 1ST TOUCH & GO, THE ACFT VEERED TO THE LEFT & SUBSEQUENTLY COLLIDED WITH A SNOWBANK.

Brief of Accident (Continued)

File No. - 2605

12/17/83

PEORIA,IL

A/C Reg. No. N48544

Time (Lcl) - 1110 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
 2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

7. TERRAIN CONDITION - SNOWBANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 2,3,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2778 8/07/83 HUNTER,KS A/C Reg. No. N759GM Time (Lcl) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 182Q
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-U
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 335/005 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
SALINA,KS
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

HUNTER PRIVATE
Runway Ident - 35
Runway Lth/Wid - 2200 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - 182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 710	Last 24 Hrs - 6
Make/Model- 364	Last 30 Days- UNK/NR
Instrument- 61	Last 90 Days- 39

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING ARRIVAL AT THE PRIVATE STRIP, HIS APCH WAS A BIT HI & SLIGHTLY FAST. WHILE LANDING, THE ACFT FLOATED IN GROUND EFFECT. SUBSEQUENTLY, IT OVERRAN THE RWY & IMPACTED A WIRE FENCE & DIRT BANK.

Brief of Accident (Continued)

File No. - 2778

8/07/83

HUNTER,KS

A/C Reg. No. N759GM

Time (Lc1) - 1730 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - FENCE
-

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DIRT BANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2777 8/28/83 BUCKLIN,KS A/C Reg. No. N9620L Time (Lc1) - 1955 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -TAKOFF					

-----Aircraft Information-----

Make/Model - GRUMMAN AMERICAN AA-B	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1560	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 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	BUCKLIN
Wind Dir/Speed- 140/009 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 100
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	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-----

THE PLT TOOK OFF WITH A NEAR FULL LOAD OF FUEL. AN ADULT PASSENGER WAS IN THE RIGHT SEAT & A CHILD WAS SEATED IN THE BAGGAGE COMPARTMENT, WHICH WAS NOT AN APPROVED SEAT. THE DENSITY ALTITUDE AT THE ARPT WAS APRX 4100 FT. THE PLT INDICATED THAT HE ROTATED FOR LIFT OFF AT THE PROPER SPEED. HOWEVER, AFTER LIFT-OFF, THE ACFT WAS CLIMBING SLOWLY WHEN THE RIGHT WING DIPPED, FOLLOWED BY THE LEFT WING. THE ACFT THEN MUSHED & STRUCK THE RWY NOSEWHEEL 1ST. SUBSEQUENTLY, THE ACFT CAME TO REST, OFF TO THE RIGHT SIDE OF THE RWY IN A FIELD. THE ACFT WAS ESTIMATED TO BE ABOVE ITS MAX GROSS WT LIMIT.

Brief of Accident (Continued)

File No. - 2777

8/28/83

BUCKLIN,KS

A/C Reg. No. N9620L

Time (Lc1) - 1955 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. AIRCRAFT WEIGHT AND BALANCE - EXCESSIVE - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2620

9/04/83

DAYTON, KY

A/C Reg. No. N88223

Time (Lc1) - 1620 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -BANNING TOW

Fire NONE Crew Pass

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - BELLANCIA 7GCAA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 1

Eng Make/Model - LYCOMING O-320-A2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 160/010 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 5000 FT
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CINCINNATI, OH
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - UNK/NR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LUNKEN FIELD
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI
SE LAND, ME LAND, SE SEA
GLIDER

Age - 24
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - B-95

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1660	Last 24 Hrs	- 4
Make/Model	- 58	Last 30 Days	- UNK/NR
Instrument	- 64	Last 90 Days	- 245
Multi-Eng	- 15	Rotorcraft	- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS MODIFIED TO TOW BANNERS & WAS BEING USED FOR THAT PURPOSE. AFTER THE ACFT HAD BEEN FLOWN ABOUT 3 HRS & 20 MIN, THE PLT TOOK OFF ON HIS 4TH BANNER TOW FLT. HE STATED THAT HE HAD USED THE FUEL GAGES TO ESTIMATE THE AMOUNT OF FUEL REMAINING. THE ESTIMATED THAT 5 OR MORE GAL OF FUEL WAS ON BOARD PRIOR TO HIS LAST TAKEOFF. HE FLEW TO A STADIUM WHERE HE MADE 6 TO 8 TURNS. HE HAD JUST STARTED BACK TO THE ARPT WHEN THE ENG LOST POWER. FOLLOWING THE LOSS OF POWER, HE REPORTEDLY USED AN AIRSPEED OF 60 MPH. THE OWNER'S MANUAL RECOMMENDED A MINIMUM SPEED OF 65 MPH FOR ATTEMPTING A RESTART. SUBSEQUENTLY, HE RELEASED THE BANNER JUST PRIOR TO DITCHING IN A RIVER. THE ACFT WAS TOWED TO THE RIVER BANK BY A BOAT & WAS RECOVERED LATER. APRX 2 GAL OF FUEL WAS FOUND REMAINING IN THE FUEL TANKS. NO PREIMPACT/MECHANICAL FAILURES WERE FOUND.

Brief of Accident (Continued)

File No. - 2620

9/04/83

DAYTON, KY

A/C Reg. No. N88223

Time (Lc1) - 1620 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION

2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation LANDING

Occurrence #3 DITCHING

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2741

5/17/83

HAYES, LA

A/C Reg. No. N9805

Time (Lc1) - 0630 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	0	0	0	1
Flight Conducted Under	-14 CFR 137	0	0	0	0
Accident Occurred During	-LANDING - ROLL				

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A

Eng Make/Model - P & W R-1340-AN1

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 6075

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 600 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 060/010 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LAKE ARTHUR, LA

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

NONE

Runway Ident - 20

Runway Lth/Wid - 2100/ 50

Runway Surface - GRASS/TURF

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 - 24

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 889

Make/Model- 520

Instrument- 19

Last 24 Hrs - 10

Last 30 Days- UNK/NR

Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE RT SIDE OF THE RWY AND COLLIDED WITH A DIRT EMBANKMENT DRNG LNDG ROLL. BRAKE FLUID WAS FOUND ON THE L MAIN GEAR FOLLOWING THE ACCD. INVESTIGATION REVEALED THE SOURCE OF THE LEAK TO BE A POPPED O-RING IN THE BRAKE ACTUATING CYLINDER.

Brief of Accident (Continued)

File No. - 2741

5/17/83

HAYES,LA

A/C Reg. No. N9805

Time (Lc1) - 0630 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - LEAK
 2. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL
 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
-

Occurrence #3 NOSE 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

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2690 5/25/83 BREAUX BRIDGE, LA A/C Reg. No. N5208Z Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-22-108	Eng Make/Model - LYCOMING O-235-C1B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	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	ON AIRPORT
Method - N/A	BREAUX BRIDGE, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 045/006 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - WET
Obstructions to Vision- NONE		ROUGH
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)
PRIVATE	Current - YES	Total - 362
SE LAND	Months Since - 15	Make/Model- 8
	Aircraft Type - UNK/NR	Instrument- 7
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING LANDING ON A WET SOFT PRIVATE GRASS STRIP. DURING LANDING THE NOSE GEAR DUG IN AND THE ACFT NOSED OVER. THE PLT STATED THAT HE NEEDED MORE EXPERIENCE IN JUDGING GRASS STRIP CONDITIONS.

Brief of Accident (Continued)

File No. - 2690

5/25/83

BREAUX BRIDGE, LA

A/C Reg. No. N5208Z

Time (Lcl) - 1700 CDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT
2. UNSUITABLE TERRAIN - 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. - 2772

6/03/83

KAPLAN, LA

A/C Reg. No. N48503

Time (Lcl) - 0820 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - GRUMMAN G-164B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6075
No. of Seats - 1

Eng Make/Model - P & W R-985-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 225/020 KTS

Visibility - 7.0 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

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

Runway Ident - 18

Runway Lth/Wid - 2200 -UNK/NR

Runway Surface - DIRT

Runway Status - DRY
HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 54

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 20000

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 10

Last 30 Days- UNK/NR

Last 90 Days- 290

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE DEPARTING FROM A PRIVATE STRIP, THE PLT TOOK OFF TO THE NORTH IN CALM WINDS. WHEN HE RETURNED TO LAND, THE WIND HAD BEGUN BLOWING FROM THE SOUTHWEST AT 20 KTS; THUS, HE ELECTED TO LAND TOWARD THE SOUTH. A TRUCK WAS PARKED AT THE APCH END OF THE STRIP, REQUIRING THE PLT TO MANEUVER AROUND IT PRIOR TO TOUCHDOWN. AS HE WAS BANKING THE ACFT TO THE LEFT TO ALIGN IT WITH THE RWY, THE LEFT WING STRUCK A CLUMP OF GRASS & GROUND LOOPE TO A STOP, DAMAGING BOTH WINGS, THE FUSELAGE & ENG MOUNTS, THE PLT HAD A MEDICAL WAIVER FOR VISION TO FLY AFTER 1 EYE HAD BEEN SURGICALLY REMOVED.

Brief of Accident (Continued)

File No. - 2772

6/03/83

KAPLAN, LA

A/C Reg. No. N48503

Time (Lc1) - 0820 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. OBJECT - VEHICLE
3. MANEUVER - PERFORMED - 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) 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. - 2677 6/04/83 KINDER,LA A/C Reg. No. N6642K Time (Lcl) - 1400 CDF

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	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-AN-1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 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		Runway Ident - 09
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2600 -UNK/NR
Wind Dir/Speed- 210/008 KTS	Type of Flight Plan - NONE	Runway Surface - DIRT
Visibility - 15.0 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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3470
SE LAND	Months Since - 6	Last 24 Hrs - 10
	Aircraft Type - UNK/NR	Make/Model- 400
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE AND A LEVEE DURING TAKEOFF. THE PLT SAID THE WIND HAD SHIFTED BEFORE OR DURING TAKEOFF AND THE ACFT AT ROTATION FELT AS IF IT STALLED. THE ACFT FAILED TO CLEAR A SMALL TREE AND THEN WAS FORCED INTO A LEVEE. THE ACFT NOSED OVER DURING THE ACCIDENT, THE PLT SUGGESTED THAT HE COULD HAVE DONE A BETTER CHECK OF THE WIND FOR TAKEOFF.

Brief of Accident (Continued)

File No. - 2677

6/04/83

KINDER, LA

A/C Reg. No. N6642K

Time (Lc1) - 1400 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WIND INFORMATION - MISREAD - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND
5. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
6. LOAD JETTISON - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

7. OBJECT - TREE(S)
8. TERRAIN CONDITION - DIRT BANK

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2742 8/14/83 JONES, LA A/C Reg. No. N61193 Time (Lcl) - 1730 CDT

-----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 - ROLL	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 150	Eng Make/Model	- CONTINENTAL O 200A	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>JONES, LA</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 - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - SOFT</p> <p>ROUGH</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p> <p>Instrument Rating(s) - NONE</p>	<p>Age - 31</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 14</p> <p>Make/Model- 14</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 9</p>
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-----Narrative-----

DURING A PROPERLY ENDORSED SOLO FLT THE STUDENT PLT BECAME LOST IN HAZY CONDITIONS. HE WAS NOT AWARE THAT ONE OF THE ACFT'S FUEL GAUGES WAS INOP AND HAD NO WATCH. EVENTUALLY HE ESTABLISHED HIS LOCATION BUT RAN OUT OF GAS BEFORE REACHING HIS HOME FIELD. THE ACFT NOSED OVER IN DEEP DUST DURING THE LANDING ROLL.

Brief of Accident (Continued)

File No. - 2742

8/14/83

JONES, LA

A/C Reg. No. N61193

Time (Lc1) - 1730 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INOPERATIVE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
4. FLUID, FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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. - 2743 8/28/83 OPELOUSAS, LA A/C Reg. No. N89575 Time (Lcl) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	0
Accident Occurred During	-TAKEOFF - INITIAL CLIMB	ON GROUND	Pass 0	0	0	1

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 190/008 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 10000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>OPELOUSAS, LA</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>ON AIRSTRIP</p> <p>Airport Data</p> <p>UNKNOWN</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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 36</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 13</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 139</p> <p>Make/Model- 65</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 7</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

AFTER ABORTING 3 TKOFS FROM A SHORT GRASS STRIP THE PLT DECIDED THE GRASS WAS TOO LONG. AFT MOWING THE GRASS AND AN ADDITIONAL AREA TO EXTEND THE LENGTH OF THE STRIP THE PLT TOOK OFF ALONE TO SEE IF THE LENGTH WAS SUITABLE FOR TAKOF. THE PLT THEN LNDD AND ATMPD TKOF WITH A PAX ONBOARD. THE PLT STATED THAT HE WAS UNABLE TO CLIMB ABV 50 FT AFT TKOF AND WHILE ATMPG TO AVOID PWR LINES COLLIDED WITH A TREE. HE ALSO ADDED THAT HE SHOULD HAVE DELAYED HIS DEPARTURE UNTIL THE TEMP DECREASED AND ESTIMATED IT TO BE ABT 90 DEGREES.

Brief of Accident (Continued)

File No. - 2743

8/28/83

OPELOUSAS, LA

A/C Reg. No. N89575

Time (Lc1) - 1800 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. MANEUVER - PERFORMED - PILOT IN COMMAND
5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2604 12/21/83 DETROIT,MI A/C Reg. No. N90DF Time (Lcl) - 1345 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation -NON SCHED,DOMESTIC,PASSENGER

Flight Conducted Under -14 CFR 135

Accident Occurred During -LANDING

Crew
Pass

-----Aircraft Information-----

Make/Model - BEECH BE-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 12500
No. of Seats - 11

Eng Make/Model - P & W PT6A-41
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 850 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 120/010 KTS

Visibility - 2.000 SM

Lowest Sky/Clouds - 600 FT

Lowest Ceiling - 600 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - SNOW

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HOUSTON, TX

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - ILS-COMPLETE

Airport Proximity
ON AIRPORT

Airport Data

DETROIT CITY

Runway Ident - 15

Runway Lth/Wid - 5019/ 100

Runway Surface - ASPHALT

Runway Status - ICE COVERED
SNOW - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP, CFI

SE LAND, ME LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4428

Make/Model- 467

Instrument- 138

Multi-Eng - 1999

Last 24 Hrs - 7

Last 30 Days- UNK/NR

Last 90 Days- 348

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE RECEIVING VECTORS FOR AN ILS APCH, THE ACFT ENCOUNTERED RIME ICING CONDITIONS. THE LEFT WINDSHIELD BEGAN ICING OVER & WOULD NOT CLEAR WHEN THE PLT ADJUSTED THE WINDSHIELD HEAT FROM NORMAL TO HIGH. SINCE THE AUTOPILOT WAS ENGAGED, HE MOVED TO THE RIGHT (COPILOT'S) SEAT. AFTER TURNING INBOUND ON THE LOCALIZER, HE DISENGAGED THE AUTOPILOT. PRIOR TO REACHING THE OUTER MARKER, HE CYCLED THE DEICE BOOTS & NOTICED THAT THE WING BOOTS CYCLED PROPERLY. WHILE ON SHORT FINAL WITH 60% FLAPS & 130 KTS, A SINK RATE DEVELOPED. THE PLT APPLIED POWER & THE SINK RATE DECREASED MOMENTARILY, THEN BEGAN INCREASING AGAIN. SUBSEQUENTLY, THE ACFT LANDED HARD ABOUT 125 FT SHORT OF THE RWY. IT THEN ROLLED ONTO THE RWY & SKIDDED OFF THE RIGHT SIDE INTO A SNOW COVERED AREA. THE ACFT RECEIVED WING & ENG DAMAGE DURING THE OCCURRENCE. A POST-ACCIDENT EXAM REVEALED THE RIGHT SIDE OF THE WINDSHIELD WAS COVERED WITH ICE & APPX 1/2 INCH OF ICE REMAINED UNBROKEN ON THE HORIZONTAL STABILIZER. THE STABILIZER DEICE BOOTS WERE CYCLED & FUNCTIONED PROPERLY.

Brief of Accident (Continued)

File No. - 2604

12/21/83

DETROIT, MI

A/C Reg. No. N90DF

Time (Lcl) - 1345 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - SNOW
4. WEATHER CONDITION - ICING CONDITIONS
5. ANTI-ICE/DE-ICE SYSTEM - SELECTED - PILOT IN COMMAND
6. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE
7. HORIZONTAL STABILIZER SURFACE - ICE

Occurrence #2 UNDERSHOOT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

8. AIRSPEED - INADEQUATE - PILOT IN COMMAND
9. STALL/MUSH - PREMATURE -

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

10. FLARE - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,7

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. - 2776

6/09/83

SALEM,MO

A/C Reg. No. N6732S

Time (Lcl) - 2050 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -APPROACH

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA 150H

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 15.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

WEST PLAINS,MO

Airport Proximity

ON AIRPORT

Airport Data

SALEM MEM

Runway Ident - 17

Runway Lth/Wid - 2650/ 30

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1805

Make/Model- 415

Instrument- 24

Multi-Eng - 35

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 160

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT INSTRUCTOR (CFI) INITIATED A SIMULATED FORCED LANDING AT ABOUT 500 FT AGL AS THE ACFT WAS CLIMBING DURING TAKEOFF AT NIGHT. THE STUDENT ELECTED TO TURN DOWNWIND FOR A LANDING ON THE DEPARTURE RWY. WHEN THE CFI DETERMINED THAT THE STUDENT WOULD NOT BE ABLE TO REACH THE RWY, HE INCREASED THE THROTTLE TO 1500 RPM & INSTRUCTED THE STUDENT TO PERFORM NORMAL FULL FLAP LANDING. REPORTEDLY, THE STUDENT BECAME ARGUMENTATIVE ABOUT HIS JUDGEMENT & ABILITY CONCERNING THE SIMULATED FORCED LANDING. THE STUDENT OVERSHOT THE BASE TO FINAL TURN & THE CFI INSTRUCTED HIM TO GO AROUND. REPORTEDLY, THE STUDENT "SHOVED" THE THROTTLE FULL OPEN & RAISED THE FLAPS, & AT THE SAME INSTANT, THE ENG STALLED & THE CFI TOOK THE CONTROLS. SUBSEQUENTLY, THE ACFT HIT THE GROUND IN A 3-POINT ATTITUDE, APRX 160 FT SHORT OF THE RWY, & THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2776

6/09/83

SALEM, MO

A/C Reg. No. N6732S

Time (Lc1) - 2050 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND(CFI)
 3. DISTANCE - MISJUDGED - DUAL STUDENT
 4. ALTITUDE - MISJUDGED - DUAL STUDENT
 5. GO-AROUND - INITIATED -
 6. THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

7. RAISING OF FLAPS - PREMATURE - DUAL STUDENT
 8. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
-

-----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) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2781 2/19/83 JACKSON, MS A/C Reg. No. N2975K Time (Lcl) - 1911 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
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-75	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 60 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- 110/007 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">STARKVILLE, MS</p> <p>Destination</p> <p style="padding-left: 20px;">RAYMOND, MS</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - UNK/NR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">ALLEN C. THOMPSON</p> <p>Runway Ident - 15L</p> <p>Runway Lth/Wid - 8500/ 150</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----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 - 439
SE LAND	Months Since - 20	Make/Model- 286
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT INTENDED TO REFUEL AT STARKVILLE, MS, BUT THE FBO WAS CLOSED. HE CONTINUED TO HIS INTENDED DESTINATION OF RAYMOND, MS, BUT WAS UNABLE TO TURN ON THE RWY LIGHTS. HE THEN DIVERTED TO JACKSON, MS. THE PLT REALIZED THE ACFT WAS LOW ON FUEL, BUT DIDN'T THINK IT WAS CRITICAL. WHILE TURNING ONTO FINAL APCH AT JACKSON, THE ENG LOST POWER FROM FUEL EXHAUSTION & THE PLT WAS UNABLE TO REACH THE RWY. HE ALIGNED THE ACFT WITH THE RIGHT SIDE OF THE APCH LIGHTS & MADE A SOFT FIELD APCH. DURING THE NIGHT LANDING, THE LEFT MAIN GEAR HIT A MUD HOLE & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2781

2/19/83

JACKSON,MS

A/C Reg. No. N2975K

Time (Lcl) - 1911 CST

Occurrence #1

Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. REFUELING - NOT POSSIBLE - PILOT IN COMMAND
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
5. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
6. FLUID, FUEL - EXHAUSTION
7. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2

FORCED LANDING

Phase of Operation

LANDING

Occurrence #3

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - SOFT
9. TERRAIN CONDITION - WET
10. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6,7

Factor(s) relating to this accident is/are finding(s) 1,3,4,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2610 10/14/83 VICKSBURG,MS A/C Reg. No. N357LR Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

-----Aircraft Information-----

Make/Model - LANNY RUNDELL QUICKIE Q2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 640
No. of Seats - 2

Eng Make/Model - REVMaster D2100Q

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 64 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- 090/010 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

VICKSBURG MUNICIPAL

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)

PRIVATE

SE LAND

Age - 56

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- 4

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 9

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON THE LANDING ROLL, THE ACFT WAS ROLLING STRAIGHT DOWN THE CENTERLINE OF THE RWY WHEN THE PLT FELT A BUMP & REAR OF THE ACFT DROPPED. AT THE SAME TIME, ALL DIRECTIONAL CONTROL WAS LOST & THE RUDDER PEDALS WENT FORWARD TO THE FIREWALL. THE ACFT STARTED WEATHERVANING INTO THE X-WIND & VEERED OFF THE RIGHT SIDE OF THE RWY. AFTER LEAVING THE RWY, IT HIT A LOW BANK OF SOFT DIRT, THEN NOSED OVER & FLIPPED IN THE AIR & FINALLY CAME TO REST, RIGHT SIDE UP. AN EXAM OF THE ACFT REVEALED THAT THE FIBERGLASS ROD, USED AS A SUPPORT & SPRING FOR THE TAILWHEEL, HAD FAILED. WITH IT BROKEN LOOSE, THERE WAS NO CONTROL OF THE RUDDER. NO BUMPS WERE FOUND ON THE RWY, BUT A CRACK WAS FOUND WHERE THE 2 HALVES OF ASPHALT PAVEMENT MET AT THE CENTERLINE. THE CRACK WAS SLIGHTLY WIDER THAN THE NARROW TAILWHEEL OF THE ACFT.

Brief of Accident (Continued)

File No. - 2610

10/14/83

VICKSBURG,MS

A/C Reg. No. N357LR

Time (Lc1) - 1430 CDT

Occurrence #1 TAIL GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, TAILWHEEL ASSEMBLY - FAILURE, TOTAL
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. LANDING GEAR, TAILWHEEL ASSEMBLY - OVERLOAD

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

4. DIRECTIONAL CONTROL - NOT POSSIBLE -
5. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. 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) 1,2

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2612 7/28/83 RUTHERFORDTON, NC A/C Reg. No. N2135F Time (Lcl) - 1215 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -LANDING					

-----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	RUTHERFORDTON, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RUTHERFORD-COUNTY
Wind Dir/Speed- 180/004 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4400/ 75
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 216
SE LAND	Months Since - 9	Make/Model- 156
	Aircraft Type - UNK/NR	Instrument- 18
		Multi-Eng - 1
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL, THE PLT NOTED THAT THE RIGHT BRAKE WAS INEFFECTIVE. SHE REQUESTED THAT THE PLT IN THE COPILOT'S SEAT ATTEMPT TO REGAIN CONTROL, BUT THE COPILOT CONFIRMED THE SAME PROBLEM WHILE USING HER BRAKES. SINCE THE RWY WAS RELATIVELY SHORT, THE DENSITY ALTITUDE WAS HIGH & THE ACFT HAD A FULL LOAD OF PASSENGER'S, THE AIRCREW DECIDED NOT TO ATTEMPT A GO-AROUND. THE LAST PART OF THE RWY SLOPED DOWNHILL, MAKING THE ACFT MORE DIFFICULT TO STOP. SUBSEQUENTLY, THE ACFT WENT OFF THE LEFT SIDE OF THE RWY, TRAVELED DOWN A SLOPE & WAS SUBSTANTIALLY DAMAGED. AN EXAM REVEALED THAT THE RIGHT MAIN BRAKE LININGS (CLEVELAND PN 6630) WERE WORN PAST THE RETAINING RIVETS & INTO THE METAL CALIPER. THE EDGE OF THE O-RING PISTON SEAL PROTRUDED PAST THE CYLINDER LIP & WAS BROKEN. ALSO, NO FLUID WAS REMAINING IN THE CYLINDER. THE ACFT HAD BEEN FLOWN APRX 129 HRS SINCE NEW BRAKE LININGS WERE INSTALLED.

Brief of Accident (Continued)

File No. - 2612

7/28/83

RUTHERFORDTON, NC

A/C Reg. No. N2135F

Time (Lcl) - 1215 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN
 2. MAINTENANCE - INADEQUATE -
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE -
 4. GROUND LOOP/SWERVE - UNCONTROLLED -
-

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2631

4/02/83

POWERS LAKE,ND

A/C Reg. No. N3944Z

Time (Lcl) - 1400 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1625
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LEEDS,ND
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS LANDING ON A ROAD NEAR A FRIEND'S HOUSE WHEN THE LEFT WING HIT A STEELPOST AND CAUSED THE ACFT TO VEER OFF THE ROAD AND INTO A DITCH. THE ACFT THEN NOSED OVER IN THE DITCH.

Brief of Accident (Continued)

File No. - 2631

4/02/83

POWERS LAKE,ND

A/C Reg. No. N3944Z

Time (Lc1) - 1400 CST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2791 10/25/83 OAKES,ND A/C Reg. No. N2759K Time (Lcl) - 1015 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					

-----Aircraft Information-----

Make/Model - LUSCOMBE 8E	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1400	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	OAKES,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE AIRSTRIP
Wind Dir/Speed- 135/004 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
Obstructions to Vision- NONE		
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 - 320
SE LAND	Months Since - 12	Make/Model- 13
	Aircraft Type - 172	Instrument- 5
		Last 24 Hrs - 12
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A BRIEF STOP AT OAKS, ND, FOR FUEL, THE PLT TOOK OFF TO FLY ABOUT 5 MI TO HIS PRIVATE STRIP IN AN ALFALFA FIELD. DURING THE LANDING ROLL, THE GEAR HIT A GOPHER MOUND & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2791

10/25/83

OAKES,ND

A/C Reg. No. N2759K

Time (Lc1) - 1015 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
 3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - HIDDEN OBSTRUCTION(S)
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 2650 6/16/83 MOULTONBORO,NH A/C Reg. No. N794Y Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH 76
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3916
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1G6D
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 070/008 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LACONIA,NH
Destination
MOULTONBORO,NH

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 58
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - B76

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 995	Last 24 Hrs	- UNK/NR
Make/Model-	21	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER MAKING AN INSTRUMENT ACPH TO LACONIA, NH, THE PLT LANDED, PHONED HIS WIFE & ADVISED HER OF HIS INTENTION TO FLY TO MOULTONBORO, NH. AFTER TAKING OFF, HE ADVISED MOULTONBORO UNICOM THAT HE HAD DEPARTED LACONIA & WAS OVER A NEARBY LAKE, BUT WAS HAVING A PROBLEM FINDING THE ARPT. THE UNICOM OPERATOR ADVISED THAT THE WX WAS BAD, THERE WAS FOG AT TREETOP LEVEL, BUT IF DESIRED THE RWY LIGHTS WOULD BE ILLUMINATED. THE PLT RESPONDED THAT WOULD NOT BE NECESSARY, HE WOULD CIRCLE A COUPLE OF TIMES TO SEE IF HE COULD FIND THE ARPT, IF NOT, HE WOULD RETURN TO LACONIA. NO FURTHER TRANSMISSIONS WERE RECEIVED FROM THE ACFT. WHEN THE ACFT DID NOT ARRIVE AT EITHER DESTINATION, A SEARCH WAS INITIATED. IT WAS FOUND ABOUT 50 FT BELOW THE TOP OF A MOUNTAIN RIDGE WHERE IT CRASHED AT AN ELEVATION OF APRX 2000 FT. NO EVIDENCE OF A PREIMPACT/MECHANICAL MALFUNCTION OR FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 2650

6/16/83

MOULTONBORO,NH

A/C Reg. No. N794Y

Time (Lc1) - 1030 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 2. WEATHER CONDITION - CLOUDS
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - FOG
 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

6. TERRAIN CONDITION - HIGH TERRAIN
 7. PROPER ALTITUDE - NOT MAINTAINED - 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) 5,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2651 8/14/83 DOVER TOWNSHIP, NJ A/C Reg. No. N900JA Time (Lcl) - 1815 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-MANEUVERING	NONE	Pass 4	1	0	0

-----Aircraft Information-----

Make/Model	- AEROSPATIALE AS350D	Eng Make/Model	- LYCOMING LTS-101-600A2	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4300	Engine Type	- TURBOSHAFT		
No. of Seats	- 6	Rated Power	- 615 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	UNK/NR
Method	LAKEWOOD, NJ	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- UNK/NR
Visibility	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- VFR	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- UNK/NR
Obstructions to Vision	- NONE	Runway Surface
Precipitation	Type Apch/Lndg	- UNK/NR
Condition of Light	- UNK/NR	Runway Status
		- UNK/NR

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	Total	- 4050
SE LAND	Months Since	Make/Model	- UNK/NR
HELICOPTER	Aircraft Type	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES OBSERVED THE HELICOPTER FLY ALONG THE BEACH AT ALT OF ABOUT 100-150 MSL, ENTER A BANK TO THE RIGHT AND DESCEND INTO THE WATER AT AN ANGLE OF ABOUT 45 DEG. EXAMINATION OF THE WRECKAGE FAILED TO REVEAL ANY PRE-IMPACT DISCREPANCIES OF THE AIRCRAFT OR ENGINE.

Brief of Accident (Continued)

File No. - 2651

8/14/83

DOVER TOWNSHIP,NJ

A/C Reg. No. N900JA

Time (Lc1) - 1815 EST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - INITIATED - PILOT IN COMMAND
 2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

3. TERRAIN CONDITION - WATER,ROUGH
 4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2613 12/27/83 NEWARK, NJ

A/C Reg. No. N360CP

Time (Lcl) - 1545 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	1	6	0

Type of Operation -SCHEDULED, DOMESTIC, PASSENGER

Fire

Crew

Flight Conducted Under -14 CFR 135

NONE

Pass

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - AEROSPATIALE SA-360C

Eng Make/Model - TURBOMECA ASTAZOU

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 6400

Engine Type - TURBOSHAFT

No. of Seats - 10

Rated Power - 871 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 250/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 8500 FT

Lowest Ceiling - 8500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

NEW YORK CITY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

Airport Proximity

ON AIRPORT

Airport Data

NEWARK INT'L.

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND

HELICOPTER

Age - 39

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 - 4483

Make/Model- 1615

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 173

Rotorcraft - 4382

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER ARRIVED AT THE NEWARK INTL ARPT AT 1531 AFTER AN UNEVENTFUL FLT FROM NEW YORK, NY WITH 2 EN ROUTE STOPS. AT 1540, THE PLT TAXIED FROM THE PASSENGER GATE FOR DEPARTURE. ACCORDING TO HIM, HE HAD NO CONTROL PROBLEMS, WHILE TAXIING. HE CHECKED THE ANNUNCIATOR PANEL BEFORE STARTING HIS TAKEOFF & SAW NO WARNING LIGHTS. COLLECTIVE PITCH WAS INCREASED TO REDUCE WEIGHT ON THE GEAR, FOLLOWED BY FURTHER PITCH INCREASE TO OBTAIN A HOVER. AT THAT TIME, THE CYCLIC CONTROL MOVED ABRUPTLY TO THE LEFT & WAS ACCOMPANIED WITH THE RIGHT MAIN GEAR BECOMING AIRBORNE. THE PLT APPLIED RIGHT CYCLIC & DECREASED THE COLLECTIVE; HOWEVER, THE HELICOPTER CONTINUED TO ROLL LEFT. THE HELICOPTER THEN HOPPED ON THE LEFT MAIN GEAR 3 TIMES & THE MAIN ROTOR BLADES HIT THE PAVEMENT. SUBSEQUENTLY, THE ACFT CAME TO REST ON ITS LEFT SIDE. AN EXAM & FUNCTIONAL TEST OF THE FLT CONTROL HYDRAULIC SYSTEMS REVEALED NO REASON FOR THE MALFUNCTION. THE TEMP WAS BELOW FREEZING (29 DEG), BUT NO SYSTEM ICING WAS FOUND.

Brief of Accident (Continued)

File No. - 2613

12/27/83

NEWARK,NJ

A/C Reg. No. N360CP

Time (Lcl) - 1545 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
2. ROTORCRAFT FLIGHT CONTROL,CYCLIC CONTROL - UNDETERMINED
3. CYCLIC - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF

Occurrence #3 ROLL OVER

Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2688 5/28/83 LOS LUNAS, NM A/C Reg. No. N1017 Time (Lcl) - 1300 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-TAKEOFF		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- GLASFLUGEL H-301	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	- UNK/NR	Engine Type	- UNK/NR		
No. of Seats	- 1	Rated Power	- N/A		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE/003 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 10000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data MID VALLEY</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 4200/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p> <p>GLIDER</p>	<p>Age - 32</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - UNK/NR</p> <p>Flight Time (Hours)</p> <p>Total - 585</p> <p>Make/Model- 21</p> <p>Instrument- 2</p>	<p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 21</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER GROUND LOOPED OFF THE RWY AFTER THE WINGTIP CONTACTED TALL GRASS. THE ACFT HAD GONE TO THE RIGHT EARLY IN THE TOW BUT THE PLT THOUGHT THE TOW WOULD STRAIGHTEN HIM OUT EVEN AFTER THE WING DROPPED TO THE GROUND. WHEN THE RIGHT WING CONTACTED TALL GRASS & A BUSH, THE ACFT YAWED RIGHT AND WENT INTO A DITCH.

Brief of Accident (Continued)

File No. - 2688

5/28/83

LOS LUNAS,NM

A/C Reg. No. N1017

Time (Lcl) - 1300 MDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
3. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2686 5/29/83 ROSWELL, NM A/C Reg. No. N113E Time (Lc1) - 1105 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 -TAKEOFF			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL C-145-2	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	ROSWELL INDUSTRIAL
Wind Dir/Speed- 040/006 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7415/ 200
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
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)
STUDENT	Current - N/A	Total - 23
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 10
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE SOLO STUDENT PLT WAS PRACTICING TOUCH AND GO LANDINGS. ACCORDING TO THE PLT, AFTER LANDING AND ROLLING ABOUT 200 FT HE APPLIED POWER TO TAKEOFF, THE ACFT TURNED LEFT AND THEN GROUND LOOPED 180 DEGREES. THE RIGHT MAIN LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2686

5/29/83

ROSWELL,NM

A/C Reg. No. N113E

Time (Lc1) - 1105 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2773 5/30/83 FARMINGTON,NM A/C Reg. No. N2375H Time (Lcl) - 0715 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - BALLOON WORKS FIREFLY 7
Landing Gear - N/A
Max Gross Wt - 900
No. of Seats - UNK/NR

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 045/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FARMINGTON,NM
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
FREE BALLOON

Age - 49
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - FF-7

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 100	Last 24 Hrs	- 1
Make/Model	- 100	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- 5

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, A UNAUTHORIZED GROUND CREW RELIEVED THE PLT'S CREW & WOULD NOT FOLLOW HIS INSTRUCTIONS. AFTER THE GROUND CREW MOVED THE BALLOON INTO A POSITION THAT WAS UPWIND FROM A LIGHT POLE, THEY RELEASED IT & IT ASCENDING. THE PLT STATED THAT HE COULD NOT ABORT THE TAKEOFF WITHOUT LANDING ON ANOTHER BALLOON ENVELOPE. HE CONTINUED THE TAKEOFF, BUT COULD NOT CLEAR THE LIGHT POLE.

Brief of Accident (Continued)

File No. - 2773

5/30/83

FARMINGTON,NM

A/C Reg. No. N2375H

Time (Lc1) - 0715 MDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
 2. PLANNING-DECISION - IMPROPER - GROUND PERSONNEL
 3. LIFT-OFF - INADVERTENT - GROUND PERSONNEL
 4. OBJECT - UTILITY POLE
 5. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2718

9/11/83

SPARKS,NV

A/C Reg. No. N11491

Time (Lc1) - 1345 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING - FLARE/TOUCHDOWN

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/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- VARIABLE

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

UNK/NR

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRSTRIP

Airport Data

NEVADA FLYERS

Runway Ident - 16

Runway Lth/Wid - 4600/ 50

Runway Surface - DIRT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 33

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 17 Last 24 Hrs - 1

Make/Model- 17 Last 30 Days- UNK/NR

Instrument- 2 Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE STU PLT STATED HE ENCOUNTERED WIND SHEAR ON SHORT FINAL AND APPLIED FULL PWR BUT THE NOSE WHEEL STRUCK A DIRT BANK AT THE RWY THRESHOLD. THE ACFT BOUNCED BACK INTO THE AIR AND CAME DOWN ON THE RWY AT WHICH TIME THE NOSE GEAR DEPARTED THE ACFT AS IT SLID TO A STOP.

Brief of Accident (Continued)

File No. - 2718

9/11/83

SPARKS,NV

A/C Reg. No. N11491

Time (Lcl) - 1345 PDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
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

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2696 11/04/83 SPARKS,NV A/C Reg. No. NONE Time (Lcl) - 1400 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0

-----Aircraft Information-----

Make/Model - MITCHELL T10
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 752
No. of Seats - 2

Eng Make/Model - ROTAX 436.6 CC
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- 220/014 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 7000 FT
Lowest Ceiling - 7000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND
GLIDER

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7100	Last 24 Hrs	- UNK/NR
Make/Model-	9	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-----

GROUND WITNESSES OBSERVED THE ULTRALIGHT VEHICLE IN STRAIGHT & LEVEL FLT. ACCORDING TO THEM, THE VEHICLE BEGAN A PITCH OSCILLATION, THEN WENT INTO A STEEP, RIGHT DESCENDING SPIRAL UNTIL IT STRUCK THE GROUND. ANOTHER PLT, WHO WAS FLYING IN THE VICINITY REPORTED THAT THE WIND WAS CALM & THERE WAS NO TURBULENCE. DURING THE INVESTIGATION, NO PREIMPACT, MECHANICAL MALFUNCTION OR FAILURE WAS FOUND. THE OWNER THOUGHT THAT THE STUDENT'S FOOT MIGHT HAVE BECOME "HOOKED" BETWEEN HIS RIGHT RUDDER PEDAL & PART OF THE VEHICLE'S STRUCTURE. HOWEVER, THIS WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 2696

11/04/83

SPARKS,NV

A/C Reg. No. NONE

Time (Lcl) - 1400 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

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. - 2762 11/27/83 LAS VEGAS,NV A/C Reg. No. N91478 Time (Lcl) - 1700 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL 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 - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 040/004 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
PHOENIX,AZ
Destination
RENO,NV

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,ATP
SE LAND,ME LAND
GLIDER

Age - 56
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A X-COUNTRY FLT, THE ACFT COLLIDED WITH THE CREST OF A 10,000 FT MOUNTAIN. WITNESSES STATED THAT THE PLT HAD CIRCLED IN THE AREA PRIOR TO THE ACCIDENT. THE ACCIDENT REPORTEDLY OCCURRED AT DUSK, BUT WITNESSES SAID THE AREA TO THE NORTH OF THE SITE WAS "PITCH BLACK."

Brief of Accident (Continued)

File No. - 2762

11/27/83

LAS VEGAS,NV

A/C Reg. No. N91478

Time (Lc1) - 1700 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. LIGHT CONDITION - DUSK
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. 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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2667 12/27/83 MOUNTAIN CITY, NV A/C Reg. No. N206JH Time (Lcl) - 1200 AST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - AERIAL OBSERVATION	Fire	Crew 0	Serious 1	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	1	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BELL 206B III	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 317 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point BOISE, ID	UNK/NR
Method - N/A	Destination MOUNTAIN CITY, NV	
Completeness - N/A		Airport Data
Basic Weather - IMC	ATC/Airspace	Runway Ident - UNK/NR
Wind Dir/Speed- 270/005 KTS	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - UNK/NR
Visibility - 5.0 SM	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Lowest Ceiling - 7000 FT OVERCAST		
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
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, CFI	Current - NO	Total - 12860
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 3500
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 7
		Multi-Eng - 60
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 11000

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE HELICOPTER COLLIDED WITH THE SNOW COVERED GROUND AFTER THE ENG QUIT DURING A POWER-LINE PATROL AT ABOUT 30 FT AGL. THE PLT REPORTED THAT THE VISIBILITY WAS 1/2 MILE WITH LIGHT SNOW FALLING. HE ALSO SAID HE COULD SEE 4 TO 7 OF THE SUPPORTING STRUCTURES. THESE POLES ARE SPACED ABOUT 350 FT APART SO SEVEN POLES TOTALS LESS THAN 1/2 MILE. THE BELL 206B FLT MANUAL STATES THAT "OPERATIONS ARE PERMITTED IN FALLING SNOW WHEN VISIBILITY IS IN EXCESS OF 1/2 MILE, BUT FLT DURATION IS LIMITED TO 1 AND 1/2 HOURS." INVESTIGATION OF THE ENGINE AFTER THE ACCIDENT REVEALED THAT WHEN THE TOP PLUG OF THE FUEL PUMP FILTER WAS LOOSENED, THE SOUND OF ESCAPING AIR WAS NOTED. INVESTIGATION ALSO REVEALED THAT ON THE DAY OF THE ACCIDENT THE FORWARD FUEL BOOST PUMP HAD BEEN REPLACED WITH A NEW IC-38-L TYPE PUMP WHICH HAD BEEN SIGNED OFF AS HAVING BEEN CHECKED FOR PRESSURE AND BLEED.

Brief of Accident (Continued)

File No. - 2667

12/27/83

MOUNTAIN CITY,NV

A/C Reg. No. N206JH

Time (Lcl) - 1200 AST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. FUEL SYSTEM,PUMP - IMPROPER
2. MAINTENANCE,REPLACEMENT - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. WEATHER CONDITION - SNOW
4. TERRAIN CONDITION - SNOW COVERED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2608

5/26/83

HAINES FALLS, NY

A/C Reg. No. N1316T

Time (Lcl) - 0940 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 140 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- 160/010 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
POUGHKEEPSIE, NY
Destination
WATERTOWN, NY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)

Age - 26
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	744
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-----

ON THE PREVIOUS DAY, THE PLT HAD FLOWN TO POUGHKEEPSIE, NY. BEFORE HE DEPARTED ON THE RETRUN TRIP, THE MANAGER OF A FLT SCHOOL INFORMED HIM THAT THE WX WAS BAD; HOWEVER, HE TOOK OFF AT ABOUT 0912 EDT. WHILE ENROUTE, THE ACFT COLLIDED WITH TREES NEAR THE TOP OF MOUNTAINOUS TERRAIN AT AN ELEVATION OF ABOUT 3400 FT. AFTER IMPACT WITH THE 1ST TREE, THE ACFT CONTINUED ABOUT 500 FT BEFORE IT CAME TO REST IN THE WOODED AREA. NO EVIDENCE OF A PREIMPACT, MECHANICAL FAILURE WAS FOUND. STATE POLICE OFFICERS FLYING IN A HELICOPTER REPORTED HEAVY RAIN & LOW CEILINGS IN THE AREA. ABOUT 34 MI NORTH-NORTHEAST AT ALBANY, NY, THE 0948 EDT WX WAS: ESTIMATED 1000 FT OVERCAST, 6 MI VISIBILITY WITH FOG, TEMP 55 DEG, DEW POINT 54 DEG, WIND 60 DEG AT 10 KTS, BREAKS IN OVERCAST WITH HIGHER CLOUDS VISIBLE. THE PLT PREVIOUSLY HAD A STUDENT CERTIFICATE, BUT IT HAD BEEN REVOKED BY THE FAA FOR VIOLATIONS.

Brief of Accident (Continued)

File No. - 2608

5/26/83

HAINES FALLS,NY

A/C Reg. No. N1316T

Time (Lc1) - 0940 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,QUALIFICATION - PILOT IN COMMAND
 3. TERRAIN CONDITION - HIGH TERRAIN
 4. WEATHER CONDITION - CLOUDS
 5. WEATHER CONDITION - LOW CEILING
 6. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 8. OBJECT - TREE(S)
 9. 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) 6,7,9

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2703 10/16/83 WILLIAMSON,NY A/C Reg. No. N82526 Time (Lcl) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During	-MANEUVERING					

-----Aircraft Information-----

Make/Model	- PIPER PA-25-235	Eng Make/Model	- LYCOMING O-540	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 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- VARIABLE</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point WILLIAMSON,NY</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 - 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 - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1066
SE LAND	Months Since - 17	Make/Model- 500
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 50
		Last 90 Days- 150

Instrument Rating(s) - NONE

-----Narrative-----

THE RIGHT WING OF N82526 STRUCK A TELEPHONE POLE GUY WIRE WHILE INVOLVED WITH APPLYING AGRICULTURAL CHEMICALS.

Brief of Accident (Continued)

File No. - 2703

10/16/83

WILLIAMSON, NY

A/C Reg. No. N82526

Time (Lcl) - 1800 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE, STATIC
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2732 11/09/83 WEST SENECA,NY A/C Reg. No. N4708P Time (Lcl) - 0830 EST

-----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	ON GROUND	Pass	1	Serious	Minor
Accident Occurred During -DESCENT - UNCONTROLLED			0	0	0
			0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING O-540-A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BUFFALO,NY	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	WEST SENECA,NY	BUFFALO AIRPARK
Wind Dir/Speed- 160/007 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 60
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
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)
COMMERCIAL	Current - UNK/NR	Total - 375
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 50
		Instrument- 52
		Multi-Eng - 50
		Last 30 Days- 2
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS BEING REPOSITIONED BY THE OWNER FROM A MAINTENANCE FACILITY AT BUFFALO INTL ARPT TO BUFFALO AIRPARK. MAINTENANCE PERSONNEL AT BOTH LOCATIONS WHO HAD DEALT WITH THE OWNER INDICATED HE HAD ATTEMPTED TO CUT COSTS BY PERFORMING UNAUTHORIZED REPAIRS HIMSELF. THESE REPAIRS WERE NOT COMPLETE PRIOR TO DEPARTING BUFFALO INTL. THE PLT OF N4708P ABORTED HIS FIRST TKOF STATING TO THE TWR "...I HAD A LITTLE MISS." WITNESSES STATED THAT DURING THE SECOND TKOF THE ACFT CLIMBED TO ABT 50 FT THEN LOST ALT WITH THE NOSE PITCHING DOWN. THE RATE OF DESCENT WAS ARRESTED BEFORE GD CONTACT AND A SLOW "MUSHY" CLIMB WAS INITIATED. THE ACFT NEVER EXCEEDED 300 FT ALT IN THE 5 MILE FLT TO BUFFALO AIRPARK. IT WAS OBSVD BY THE TWR SUPERVISOR TO OSCILLATE NOSE UP AND DOWN AFT EXTENDING THE LNDG GR FOLLOWED BY ROLLING TO THE RT AND SPINNING INTO THE GD APPROX 1 MILE E OF BUFFALO AIRPARK. INVESTIGATION REVEALED THE PLT HAD ACCUMULATED APPROX 50 HOURS TIME IN PA-23'S, 28 HOURS AS PIC AND 5 HOURS IN THE LAST 90 DAYS.

Brief of Accident (Continued)

File No. - 2732

11/09/83

WEST SENECA, NY

A/C Reg. No. N4708P

Time (Lc1) - 0830 EST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
2. ENGINE ASSEMBLY - FAILURE, PARTIAL
3. MAINTENANCE - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
6. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
8. GEAR EXTENSION - PERFORMED - PILOT IN COMMAND
9. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
10. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

11. OBJECT - TREE(S)
12. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,8,9,10

Factor(s) relating to this accident is/are finding(s) 1,3,5,7,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2740 5/16/83 WOODWARD,OK A/C Reg. No. N65412 Time (Lcl) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	OKLAHOMA CITY,OK	WEST WOODWARD
Wind Dir/Speed- 120/016 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5500/ 100
Lowest Sky/Clouds - 4000 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 - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 42
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 42
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

AS THE A/S INCREASED DRNG TKOF ROLL THE ACFT STARTED TO SKID TO THE RT. THE STUDENT PLT STATED THAT WITH FULL L AILERON AND NO RT RUDDER THE ACFT CONTINUED TO SKID TO THE RT. HE THEN ATMPD TO APPLY L RUDDER AND ABORT THE TKOF BY REDUCING PWR. THE ACFT VEERED SHARPLY TO THE L INTO THE VASI INSTALLATION LOCATED OFF THE L SIDE OF RWY 17.

Brief of Accident (Continued)

File No. - 2740

5/16/83

WOODWARD,OK

A/C Reg. No. N65412

Time (Lcl) - 1730 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - DELAYED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

6. OBJECT - APPROACH LIGHT/NAVAID

Occurrence #3 NOSE DOWN
Phase of Operation TAKEOFF

-----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) 1,2,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2689 5/26/83 OKLAHOMA CITY,OK A/C Reg. No. N66245 Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	2
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 150M	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	OKLAHOMA CITY,OK	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	PAGE
Wind Dir/Speed		Runway Ident
Visibility	ATC/Airspace	- 17L
Lowest Sky/Clouds	Type of Flight Plan	- 3500/ 75
Lowest Ceiling	- NONE	Runway Surface
Obstructions to Vision	- NONE	- ASPHALT
Precipitation	Type Apch/Lndg	Runway Status
Condition of Light	- TRAFFIC PATTERN	- DRY
	FULL STOP	

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current	- YES	Total - 1077
SE LAND,ME LAND	Months Since	- 7	Make/Model- 30
	Aircraft Type	- UNK/NR	Instrument- 57
			Multi-Eng - 82
			Last 24 Hrs - 1
			Last 30 Days- UNK/NR
			Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED HARD SHORT OF THE RWY ON THE NOSEGEAR AND BOUNCED. AS THE ACFT BOUNDED THE CFI ATTEMPTED TO REGAIN CONTROL BUT THE ACFT IMPACTED THE GROUND LEFT WING FIRST AND SLID TO A STOP 100 FT DOWN THE RWY AND 20 FT TO THE LEFT OF THE RWY. ACCORDING TO THE CFI THE STUDENT WANTED TO APPROACH AT 60 MPH BECAUSE OF PREVIOUS INSTRUCTORS TEACHINGS AND HE DESIRED HER TO "FLY AT 70 MPH UNTIL THE RWY WAS MADE." THE STUDENT CONTINUED AT 60 MPH FLARED TOO HIGH, AND STALLED PRIOR TO REACHING THE RWY.

Brief of Accident (Continued)

File No. - 2689

5/26/83

OKLAHOMA CITY,OK

A/C Reg. No. N66245

Time (Lc1) - 1700 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. TERRAIN CONDITION - GROUND
2. AIRSPEED(VSO) - NOT MAINTAINED - DUAL STUDENT
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT TOTAL EXPERIENCE - DUAL STUDENT
4. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)
5. INSTRUCTIONS,WRITTEN/VERBAL - INADEQUATE - PILOT IN COMMAND(CFI)
6. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. FLARE - MISJUDGED - DUAL STUDENT
8. RECOVERY FROM BOUNCED LANDING - IMPROPER - DUAL STUDENT
9. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

10. LANDING GEAR,NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7,8,9

Factor(s) relating to this accident is/are finding(s) 1,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2687

5/28/83

EL RENO,OK

A/C Reg. No. N81978

Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-A65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/004 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
EL RENO,OK
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MUSTANG
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET
SOFT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND
GLIDER

Age - 36
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 505
Make/Model- 27
Instrument- 60
Multi-Eng - 19
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE QUIT. THE PLT STATED THAT WHEN ABOUT 4 MILES FROM THE ARPT AT 200 FT THE ENGINE BEGAN LOSING POWER WITH THE DROPPING FROM 2000 TO 1500 RPM. HE ALSO STATED THAT APPLICATION OF CARBURETOR HEAT DID NOT IMPROVE PERFORMANCE. THE ACFT WAS UNABLE TO MAINTAIN ALT AND A LANDING WAS MADE IN A MUDDY WHEAT FIELD. AFTER THE ACCIDENT THE ENGINE STARTED AND RAN NORMALLY. BOTH THE PLT AND THE OPERATOR ATTRIBUTED THE ENGINE FAILURE TO CARBURETOR ICE.

Brief of Accident (Continued)

File No. - 2687

5/28/83

EL RENO,OK

A/C Reg. No. N81978

Time (Lc1) - 1530 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. FUEL SYSTEM,CARBURETOR - ICE
 2. CARBURETOR HEAT - DELAYED - PILOT IN COMMAND
 3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - SOFT
-

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) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2702 11/23/83 EL RENO,OK A/C Reg. No. N600GA Time (Lcl) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -FLIGHT TEST
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - GULFSTREAM AEROSPACE PEREGRINE Eng Make/Model - P & W JT-15D-4
Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1
Max Gross Wt - UNK/NR Engine Type - TURBOFAN
No. of Seats - 2 Rated Power - 2500 LBS THRUST

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC

Wind Dir/Speed- 320/012 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
OKLAHOMA CITY,OK
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP,CFI
SE LAND,ME LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - 695A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 10763
Make/Model- 129
Instrument- 634
Multi-Eng - 7574
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 49
Rotorcraft - 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ABOUT 215 KTS THE PLT ROLLED THE ACFT IN ORDER TO EVALUATE NEWLY INSTALLED AILERONS. IT HAD BEEN NOTED EARLIER THAT A DEAD-BAND EXISTED IN THE AILERON NEUTRAL RANGE THAT INCREASED WITH AIRSPEED. THE PLT STATED THAT UPON ROLLOUT THE DEAD-BAND WAS STRONGER & SLOWED THE RECOVERY WHICH RESULTED IN AN ADDITIONAL ROLL. AS THE ACFT CONTINUED ITS ROLL, THE NOSE-DOWN ATTITUDE INCREASED CAUSING THE ACFT TO ACCELERATE AT AN EVER INCREASING RATE. DURING THE ROLLOUT OF THE SECOND ROLL, THE STICK RESISTANCE CAUSED THE PLT TO PUSH CONSIDERABLY HARDER, INADVERTENTLY PUSHING THE STICK THROUGH NEUTRAL TO THE OPPOSITE SIDE. AN IMMEDIATE AND RAPID AILERON ROLL REVERSAL RESULTED & ANY ACTION THAT THE PILOT TOOK WOULD NOT AFFECT THE RATE OF ROLL OR DESCENT. THE PLT EJECTED BELOW 3000 FT MSL WHILE IN INVERTED FLT.

Brief of Accident.(Continued)

File No. - 2702

11/23/83

EL RENO,OK

A/C Reg. No. N600GA

Time (Lc1) - 1500 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. FLT CONTROL SYST,AILERON CONTROL - INADEQUATE
 2. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
 3. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),AIRFRAME - MANUFACTURER
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2704 12/10/83 WASHINGTON,OK

A/C Reg. No. N7666M

Time (Lcl) - 0850 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	2	0

-----Aircraft Information-----

Make/Model - CESSNA 175
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - CONTINENTAL GO-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 175 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- VARIABLE/004 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OKLAHOMA CITY,OK
Destination
SULPHUR,OK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP
PRECAUTIONARY LANDING

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 60 Last 24 Hrs - 1
Make/Model- 25 Last 30 Days- UNK/NR
Instrument- 2 Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 15 MIN AFTER TKOF THE PLT BECAME AWARE THAT THE GROUND BELOW WAS COVERED WITH FOG. THE PLT FOUND A HOLD IN THE OBSCURED CEILING, DESCENDED AND ESTABLISHED VISUAL CONTACT WITH A FIELD. AFTER CIRCLING THE PLT LANDED IN THE FIELD. ABOUT HALFWAY DOWN THE FIELD THE ACFT HIT A RIDGE AND BOUNCED BACK INTO THE AIR. FULL RIGHT RUDDER WAS APPLIED PRIOR TO INITIAL CONDUCT WITH A TREE.

Brief of Accident (Continued)

File No. - 2704

12/10/83

WASHINGTON, OK

A/C Reg. No. N7666M

Time (Lc1) - 0850 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - FOG
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - LOW CEILING
 4. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
 5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
 7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 8. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2652 6/22/83 GREAT BEND, PA A/C Reg. No. N2293Y Time (Lcl) - 1650 EDT

-----Basic Information-----

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage								
		DESTROYED		Fatal	0	Serious	0	Minor	0	None
Type of Operation	-PERSONAL	Fire		Crew	2		0		0	0
Flight Conducted Under	-14 CFR 91	NONE		Pass	0		0		0	0
Accident Occurred During	-MANEUVERING									

-----Aircraft Information-----

Make/Model	- CESSNA 177	Eng Make/Model	- LYCOMING O-320-E2D	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES	
Max Gross Wt	- 2350	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 4	Rated Power	- 150 HP			

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	KIRKWOOD, NY			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		KIRKWOOD	
Wind Dir/Speed	- 200/004 KTS	ATC/Airspace		Runway Ident	- 15
Visibility	- 25.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 2400/ 110
Lowest Sky/Clouds	- THIN BKN	Type of Clearance	- NONE	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - UNK/NR	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 12	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE OWNER OF THE ACFT REPORTED THE FLIGHT WAS UNAUTHORIZED. HE STATED THAT DURING TAKEOFF THE ENG QUIT AND THE PLT MADE A RIGHT TURN BACK TO THE FIELD. BEFORE THE TURN WAS COMPLETED, THE ACFT STALLED AND PLUNGED TO THE GROUND. EXAMINATION REVEALED THAT THE GASOLINE USED IN THE ACFT WAS AUTOMOTIVE FUEL.

Brief of Accident (Continued)

File No. - 2652

6/22/83

GREAT BEND, PA

A/C Reg. No. N2293Y

Time (Lc1) - 1650 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL GRADE - IMPROPER
 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 3. STOLEN AIRCRAFT/UNAUTHORIZED USE - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

4. AEROBATICS - INADVERTENT - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2640

11/20/83

FRANKLIN, PA

A/C Reg. No. N6226X

Time (Lc1) - 1819 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Injuries		None
		Serious	Minor	
Crew	1	0	0	0
Pass	5	0	0	0

Type of Operation -EXECUTIVE/CORPORATE

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - AERO COMMANDER 500B

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 6750

No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-E1A5

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 290 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- 240/018 KTS

Visibility - 2.500 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 4000 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - RAIN SHOWERS

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

BURLINGTON, VT

Destination

YOUNGSTOWN, OH

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 24

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1527

Make/Model- 33

Instrument- UNK/NR

Multi-Eng - 203

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE DEPARTING YOUNGSTOWN, OH, THE PLT FILED 2 IFR FLT PLANS, 1 FOR A FLT TO PLATTSBURGH, NY, THE OTHER FOR A RETURN FLT FROM PLATTSBURGH BACK TO YOUNGSTOWN. AFTER A 2 HR & 10 MIN FLT TO PLATTSBURGH, 70 GAL OF FUEL WAS ADDED, BUT THE PERSON WHO SERVICED THE ACFT INDICATED THE TANKS WERE NOT FULL AFTER SERVICING. THE PLANE THEN MADE A 10 MIN FLT TO BURLINGTON, VT, BUT NO FUEL WAS ADDED AT BURLINGTON. THE PLT THEN TOOK OFF ON A RETURN FLT TO YOUNGSTOWN. DURING THE DESCENT PHASE TO YOUNGSTOWN, THE PLT REQUESTED VECTORS TO THE CLOSEST ARPT. HE WAS PROVIDE VECTORS TO THE CHESSE-LAMBERTON ARPT & ADVISED IT WAS 6 MI AWAY. A SHORT TIME LATER, THE PLT SAID THE ACFT HAD LOST POWER. SUBSEQUENTLY, IT CRASHED IN ROLLING, WOODED TERRAIN. DURING AN EXAM, NO FUEL WAS FOUND IN THE ACFT. NO OTHER EVIDENCE OF A MALFUNCTION OR FAILURE WAS FOUND. WITH THE PASSENGER & CARGO LOAD, A MAXIMUM OF ABOUT 104 GAL OF FUEL COULD HAVE BEEN USED WITHOUT EXCEEDING THE CERTIFICATED GROSS WT OF THE ACFT. AT 45 TO 55% POWER, THE ACFT BURNED 17 TO 22 GAL PER HR. WND GSTS 30 KT

Brief of Accident (Continued)

File No. - 2640

11/20/83

FRANKLIN, PA

A/C Reg. No. N6226X

Time (Lc1) - 1819 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. FLIGHT TO ALTERNATE DESTINATION - CONTINUED - PILOT IN COMMAND
 3. FLUID, FUEL - EXHAUSTION
 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 5. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE
-

Occurrence #2 FORCED LANDING
Phase of Operation OTHER

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
 7. WEATHER CONDITION - LOW CEILING
 8. WEATHER CONDITION - FOG
 9. WEATHER CONDITION - RAIN
 10. WEATHER CONDITION - UNFAVORABLE WIND
 11. OBJECT - TREE(S)
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 6,7,8,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2603 11/25/83 ALLENTOWN, PA

A/C Reg. No. N105PE

Time (Lcl) - 0808 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - ALL CARGO

Type of Operation -SCHEDULED,DOMESTIC,CARGO

Flight Conducted Under -14 CFR 135

Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Other

Fatal

1

0

1

Injuries

Serious

0

0

0

Minor

0

0

0

None

0

0

0

-----Aircraft Information-----

Make/Model - BEECHCRAFT H18

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 9900

No. of Seats - 2

Eng Make/Model - P&W R-985

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 450 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 320/010 KTS

Visibility - 1.500 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 1300 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PHILADELPHIA, PA

Destination

WILKES BARRE, PA

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - ASR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ALLENTOWN

Runway Ident - 24

Runway Lth/Wid - 7600/ 150

Runway Surface - MACADAM

Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND, SE SEA

Age - 36

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - 310

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3800

Make/Model- 145

Instrument- 82

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 145

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE, THE PLT ENCOUNTERED ICING CONDITIONS, THEN REPORTED HE WAS UNABLE TO MAINTAIN ALT & WAS HAVING ENG PROBLEMS. HE DIVERTED TOWARD ALLENTOWN, PA, THEN ADVISED HE HAD LOST POWER IN THE LEFT ENG. APCH CONTROL BEGAN ISSUING VECTORS FOR A VOR APCH; HOWEVER, THE PLT ADVISED HE WAS UNABLE TO OPEN HIS APCH PLATES & REQUESTED A SURVEILLANCE RADAR APCH. RADAR VECTORS & ADVISORIES WERE PROVIDED UNTIL THE PLT REPORTED HE HAD THE ARPT IN SIGHT. SEVERAL WITNESSES OBSERVED THAT THE LEFT PROP WAS FEATHERED AS THE ACFT APCHD THE ARPT. THE PLT MANEUVERED THE ACFT TO A LEFT DOWNWIND FOR RWY 24 AT ABOUT 400 FT AGL WITH THE LANDING GEAR EXTENDED. WITNESSES REPORTED THE ACFT'S NOSE PITCH UP, THEN DOWN, THEN THE ACFT ROLLED TO THE LEFT & CRASHED. IN A TRAILER COURT IT HIT A MOBILE HOME & A PROPANE TANK & BURNED. A PERSON IN THE MOBILE HOME WAS FATALLY INJURED. AN EXAM OF THE WRECKAGE REVEALED THE LEFT PROP BLADES WERE AT THE LOW PITCH STOPS. NO PREIMPACT FAILURES WERE FOUND.

Brief of Accident (Continued)

File No. - 2603

11/25/83

ALLENTOWN, PA

A/C Reg. No. N105PE

Time (Lc1) - 0808 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

3. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
 4. FUEL SYSTEM, RAM AIR - ICE
 5. FUEL SYSTEM, RAM AIR - BLOCKED(TOTAL)
-

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

6. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
 7. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2722 9/12/83 CULEBRA ISLAND, PR A/C Reg. No. N11207 Time (Lcl) - 1220 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA C-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 110/015 KTS

Visibility - 9.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ST. THOMAS, VI

Destination
VIEQUES ISLAND, PR

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 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 - 58 Last 24 Hrs - UNK/NR

Make/Model- 58 Last 30 Days- UNK/NR

Instrument- 4 Last 90 Days- 49

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHILE ON HIS LONG CROSS COUNTRY FLIGHT THE ENGINE STARTED TO LOSE PWR. HE THEN FELT A VIBRATION AND THE PROP STOPPED THE ACFT WAS DITCHED NEAR THE SHORE OF CULEBRA ISLAND. IT WAS CALCULATED THAT THE ACFT FLEW ABT 3 HOURS AND 30 MINUTES. ENDURANCE CHARTS IN THE OPERATING HANDBOOK INDICATE THAT UNDER STD CONDITIONS AT 75% PWR THE ACFT WILL FLY FOR 3 AND ONE-HALF HOURS WITH 2.6 GALLONS LEFT FOR RESERVE PROVIDED THE MIXTURE IS PROPERLY LEANED AT CRUISE

Brief of Accident (Continued)

File No. - 2722

9/12/83

CULEBRA ISLAND, PR

A/C Reg. No. N11207

Time (Lc1) - 1220 AST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2756 2/06/83 CHARLESTON, SC A/C Reg. No. N1810M Time (Lc1) - 1245 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-30	Eng Make/Model	- LYCOMING IO-360	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- UNK/NR	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point	ON AIRPORT	
Method	- UNK/NR	OPALOCKA, FL		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- IMC	WILMINGTON, NC	CHARLESTON INTERNATIONAL	
Wind Dir/Speed	- 340/006 KTS		Runway Ident	- 03
Visibility	- 3.000 SM	ATC/Airspace	Runway Lth/Wid	- 7000/ 150
Lowest Sky/Clouds	- 300 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- 1500 FT OVERCAST	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- HAZE	Type Apch/Lndg	- UNK/NR	
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - UNK/NR	Last 24 Hrs - UNK/NR
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT THE LANDING GEAR COLLAPSED AFTER ACFT HAD ROLLED APRX 1200 FT DURING THE LANDING. AN EXAM OF THE ACFT REVEALED THAT THE GEAR RETRACTION TRANSMISSION WAS TORN OUT OF ITS FUSELAGE BULKHEAD MOUNT, THE LANDING GEAR PUSH-PULL CABLE ROD ENDS WERE BROKEN & THE LANDING GEAR CIRCUIT BREAKER WAS POPPED OPEN. ALL FAILED PARTS HAD EVIDENCE OF OVERLOAD FAILURES. NO PREEXISTING CRACKS OR SYS MALFUNCTIONS WERE NOTED.

Brief of Accident (Continued)

File No. - 2756

2/06/83

CHARLESTON, SC

A/C Reg. No. N1810M

Time (Lcl) - 1245 EST

Occurrence GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2622

9/05/83

CAMERON, SC

A/C Reg. No. N4029R

Time (Lcl) - 0730 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	0	0	0	1
Flight Conducted Under	-14 CFR 137	0	0	0	0
Accident Occurred During	-MANEUVERING				

-----Aircraft Information-----

Make/Model - HILLER UH-12E

Eng Make/Model - LYCOMING VO-540-C2A

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2800

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 305 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 190/006 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CAMERON, SC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND

HELICOPTER

Age - 41

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - 210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 8800

Last 24 Hrs - 10

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Instrument- UNK/NR

Last 90 Days- 150

Multi-Eng - UNK/NR

Rotorcraft - 8600

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS ON A TRIMMING/SWATH RUN AT ABOUT 15 FT AGL & 15 MPH WHEN HE HEARD A STRANGE NOISE WHICH WAS FOLLOWED BY A 180 DEG YAW. SUBSEQUENTLY, THE HELICOPTER CRASH LANDED, DAMAGING THE TAIL BOOM & TAIL ROTOR BLADES AND SPREADING THE LANDING GEAR. AN EXAM REVEALED THAT THE ENG DRIVE TORSION COUPLING, PN 21046-5, HAD FAILED AT THE INTERLOCKING STEEL & RUBBER ASSEMBLY.

Brief of Accident (Continued)

File No. - 2622

9/05/83

CAMERON, SC

A/C Reg. No. N4029R

Time (Lcl) - 0730 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ROTOR DRIVE SYSTEM, ENGINE TO TRANSMISSION DRIVE - FAILURE, TOTAL
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 3. AUTOROTATION - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2611

11/01/83

GREER, SC

A/C Reg. No. N40249

Time (Lcl) - 1016 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 -INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-23-250

Eng Make/Model - LYCOMING IO-540-C4B5

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 5200

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 4

Rated Power - 250 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- VARIABLE

Visibility - 7.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

GREENVILLE, SC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

ON AIRPORT

Airport Data

GREENVILLE-SPARTANBURG

Runway Ident - 03

Runway Lth/Wid - 7600/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 25

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 871

Make/Model- 20

Instrument- UNK/NR

Multi-Eng - 100

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 97

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE FLT, HYDRAULIC FAILURE OF THE LANDING SYS OCCURRED & THE AIRCREW WERE UNABLE TO GET THE GEAR LOCKED IN THE DOWN POSITION. AFTER ORBITING FOR OVER AN HOUR, A LANDING WAS MADE. DURING TOUCHDOWN, THE GEAR COLLAPSED. AN EXAM REVEALED THAT AN AILERON BALANCE CABLE HAD CHAFED AGAINST A HYDRAULIC LINE IN THE LANDING GEAR SYS UNTIL A HOLE WAS WORN THRU THE LINE. THIS ALLOWED THE HYDRAULIC FLUID TO LEAK OUT.

Brief of Accident (Continued)

File No. - 2611

11/01/83

GREER, SC

A/C Reg. No. N40249

Time (Lcl) - 1016 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation UNKNOWN

Finding(s)

1. HYDRAULIC SYSTEM, LINE - CHAFED
 2. FLUID, HYDRAULIC - LEAK
 3. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
 4. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - INOPERATIVE
 5. GEAR DOWN AND LOCKED - NOT POSSIBLE -
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2618

11/07/83

COLUMBIA, SC

A/C Reg. No. N1750H

Time (Lcl) - 1142 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -NON SCHED,DOMESTIC,CARGO

Fire

Crew

Flight Conducted Under -14 CFR 135

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-32R-300

Eng Make/Model - LYCOMING IO-540-K1G5D

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3400

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 300 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 160/003 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - 10000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ATLANTA, GA

Destination

COLUMBIA, SC

Airport Proximity

ON AIRPORT

Airport Data

COLUMBIA METRO AIRPORT

Runway Ident - 11

Runway Lth/Wid - 7551/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - UNK/NR

Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 25

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 762 Last 24 Hrs - 6

Make/Model- 17 Last 30 Days- UNK/NR

Instrument- 43 Last 90 Days- 42

Multi-Eng - 62

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE, THE ACFT'S AMMETER WENT TO A ZERO READING, AND SUBSEQUENTLY, A COMPLETE ELECTRICAL FAILURE OCCURRED. PRIOR TO LANDING, THE PLT ATTEMPTED TO LOWER THE LANDING GEAR BY LETTING IT FREEFALL, IN ACCORDANCE WITH RECOMMENDED PROCEDURES. THE GEAR WARNING HORN & GEAR INDICATOR LIGHTS WERE INOPERATIVE. DURING THE LANDING, THE RIGHT MAIN GEAR COLLAPSED & THE ACFT WAS DAMAGED. AN EXAM REVEALED THAT THE ALTERNATOR DRIVE BELT HAD FAILED & THE ACFT BATTERY HAD BECOME DISCHARGED. WITH AN EXTERNAL POWER SOURCE CONECTED, THE LANDING GEAR & INDICATORS FUNCTIONED PROPERLY WHEN CHECKED ON THE GROUND.

Brief of Accident (Continued)

File No. - 2618

11/07/83

COLUMBIA, SC

A/C Reg. No. N1750H

Time (Lc1) - 1142 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - FAILURE, TOTAL
 2. ELECTRICAL SYSTEM, BATTERY - LOW LEVEL
 3. ELECTRICAL SYSTEM - INOPERATIVE
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. GEAR EXTENSION - INITIATED - PILOT IN COMMAND
 5. GEAR DOWN AND LOCKED - NOT ATTAINED -
-

-----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. - 2672

5/18/83

EDNA, TX

A/C Reg. No. N8941H

Time (Lcl) - 0830 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 -AERIAL APPLICATION

Fire Crew
NONE Pass

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6075
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 - 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 - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1200 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LOUISE, TX
Destination
EDNA, TX

Airport Proximity
ON AIRPORT

Airport Data

JACKSON COUNTY
Runway Ident - 32
Runway Lth/Wid - 2640/ 50
Runway Surface - GRASS/TURF
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 - 38
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 4993	Last 24 Hrs - 6
Make/Model- 3358	Last 30 Days- UNK/NR
Instrument- 12	Last 90 Days- 104

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A DIRT BANK WHILE SPRAYING DUE TO REDUCED VISIBILITY FROM SPRAY ON THE WINDSHIELD. AFTER THE COLLISION THE PLT REGAINED CONTROL OF THE ACFT AND FLEW BACK TO JACKSON COUNTY ARPT. THERE HE MADE A DEAD STICK LANDING ON A FLAT AREA ADJACENT TO RWY 32. ON TOUCHDOWN THE RADIAL ENGINE DUG INTO THE GROUND AND THE ACFT NOSED OVER. BOTH MAIN LANDING GEAR HAD BEEN COMPLETELY SHEARED OFF THE ACFT.

Brief of Accident (Continued)

File No. - 2672

5/18/83

EDNA, TX

A/C Reg. No. N8941H

Time (Lc1) - 0830 CDT

Occurrence #1

Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
2. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
4. UNSAFE/HAZARDOUS CONDITION WARNING - DISREGARDED - PILOT IN COMMAND

Occurrence #2

MAIN GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, MAIN GEAR - PREVIOUS DAMAGE

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) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2676 5/25/83 BEAUMONT, TX A/C Reg. No. N543FH Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - FAIRCHILD HILLER FH-1100	Eng Make/Model - ALLISON 250-C18	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2750	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 274 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	HOUSTON, TX	Runway Ident - UNK/NR
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - CONCRETE
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8159
SE LAND, ME LAND	Months Since - 20	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 533
		Last 30 Days- UNK/NR
		Instrument- 58
		Last 90 Days- 40
		Multi-Eng - 32
		Rotorcraft - 1008

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE HELICOPTER WAS DAMAGED IN AN EMERGENCY LANDING IN A STREET. THE ACFT HAD JUST TAKEN OFF FROM AN ADJOINING PARKING LOT IN A SHOPPING CENTER. ACCORDING THE PLT THE ACFT LOST ROTOR RPM AT 150-175 FT DURING CLIMB AFTER TAKEOFF AND WENT INTO A "SETTLING WITH POWER SITUATION." DURING THE LANDING THE ACFT BOUNCED AND SKIDDED INTO A BUILDING.

Brief of Accident (Continued)

File No. - 2676

5/25/83

BEAUMONT, TX

A/C Reg. No. N543FH

Time (Lcl) - 1130 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. FLARE - NOT POSSIBLE - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - BUILDING(NONRESIDENTIAL)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2673 6/05/83 RIO GRANDE CITY, TX A/C Reg. No. N8533L Time (Lcl) - 0635 CDT

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-25-235
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
No. of Seats - 1

Eng Make/Model - LYCOMING O-540-B2B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/006 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
RIO GRANDE, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

STARR COUNTY
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	14600
Make/Model-	2000
Instrument-	162
Multi-Eng -	2025
Last 24 Hrs -	8
Last 30 Days-	UNK/NR
Last 90 Days-	200
Rotorcraft -	1800

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DESTROYED BY FIRE DURING AN EMERGENCY LANDING. SHORTLY AFTER DEPARTURE THE ACFT COCKPIT FILLED WITH HEAVY SMOKE. THE PLT ATTEMPTED TO RETURN TO THE ARPT BUT COULD NOT BECAUSE OF THE HEAVY SMOKE IN THE COCKPIT. EFFORTS TO ELIMINATE IT WERE UNSUCCESSFUL. AN OFF ARPT LANDING WAS MADE AND INTENSE FIRE CONSUMED THE ACFT AFTER IT SLID TO STOP. IT WAS NOT POSSIBLE TO DETERMINE THE ORIGIN OF THE SMOKE OR THE CAUSE OF THE FIRE.

Brief of Accident (Continued)

File No. - 2673

6/05/83

RIO GRANDE CITY, TX

A/C Reg. No. N8533L

Time (Lcl) - 0635 CDT

Occurrence #1 FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
3. REMEDIAL ACTION - 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

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. - 2771 6/07/83 SAN ANTONIO, TX A/C Reg. No. N1757W Time (Lcl) - 1145 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 - TAKEOFF					

-----Aircraft Information-----

Make/Model - BEECH 95-B55	Eng Make/Model - CONTINENTAL IO-470-L	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RIO MEDINA
Wind Dir/Speed- 300/012 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2900/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6000
SE LAND, ME LAND	Months Since - 16	Last 24 Hrs - UNK/NR
	Aircraft Type - T-38	Make/Model- UNK/NR
		Instrument- 950
		Multi-Eng - 2500
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON THE TAKEOFF ROLL, WITH APRX 1400 FT OF RWY REMAINING, THE PLT NOTICED THAT THERE WAS NO INDICATION OF AIRSPEED. HE THEREFORE ELECTED TO ABORT THE TAKEOFF, THE RWY WAS A COMBINATION OF ASPHALT & TURF. FOLLOWING HIS DECISION TO ABORT, THE REMAINING PORTION OF THE RWY WAS TURF, STILL DAMP FROM THE MORNING DEW. HE WAS UNABLE TO STOP ON THE REMAINING RWY. AFTER OVERRUNNING THE RWY, THE ACFT HIT AN IRRIGATION DITCH & NOSED OVER. A POST-ACCIDENT EXAM REVEALED INSECT LARVAE IMBEDDED IN THE PITOT TUBE, ABOUT 1/8 INCH FROM THE TUBE'S END. ACCORDING TO THE PLT, THE ACFT HAD BEEN PARKED OUTSIDE & HAD NOT BEEN FLOWN FOR APRX 70 DAYS PRIOR TO THE ACCIDENT FLT. HE FURTHER RELATED THAT HE NOTICED NOTHING ABNORMAL ABOUT THE PITOT SYS DURING HIS PREFLT INSPECTION.

Brief of Accident (Continued)

File No. - 2771

6/07/83

SAN ANTONIO, TX

A/C Reg. No. N1757W

Time (Lcl) - 1145 CDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. PITOT/STATIC SYSTEM - FOREIGN OBJECT
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLIGHT/NAV INSTRUMENTS, AIRSPEED INDICATOR - INOPERATIVE
4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

6. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2635 6/29/83 HOUSTON, TX A/C Reg. No. N125E Time (Lcl) - 1447 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Aircraft Damage

DESTROYED

Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0
Other	2	0	0	0

-----Aircraft Information-----

Make/Model - BEECHCRAFT-HAWKER BH-125
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 21200
No. of Seats - 10

Eng Make/Model - ROLLS-ROYCE VIPER 522
Number Engines - 2
Engine Type - TURBOJET
Rated Power - 3360 LBS THRUST

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
BEAUMONT, TX

Airport Proximity
ON AIRPORT

Airport Data

HOBBY
Runway Ident - 13R
Runway Lth/Wid - 7600/ 150
Runway Surface - CONCRETE
Runway Status - DRY

Wind Dir/Speed- 240/008 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

ME LAND

Age - 0

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - HS-125

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 9500

Make/Model- 5000

Instrument- 450

Multi-Eng - 8000

Last 24 Hrs - 2

Last 30 Days- 2

Last 90 Days- 4

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE GRUMMAN AMERICAN AA-5A, N9844U, HAD JUST LANDED. WHILE TAXING, THE AIRCREW STOPPED SHORT OF RWY 13R AS BEECHCRAFT. HAWKER BH-125, N125E, WAS TAKING OFF. THE RATED STUDENT IN N125E, WHO WAS ON A TRAINING FLT, WAS AT THE CONTROLS & BEGAN THE TAKEOFF. THE POWER-UP & TAKEOFF ROLL WERE NORMAL. ROTATION WAS DESCRIBED AS NORMAL & THE L THROTTLE WAS RETARDED TO IDLE AT 110 KTS, AS PREBRIEFED, TO SIMULATE AN ENG FAILURE. THE INSTRUCTOR PLT (IP) STATED THAT THE LIFT OFF APPEARED NORMAL & DIRECTIONAL CONTROL WAS GOOD UP TO AN ALT OF 10 TO 20 FT. THE L WING THEN STARTED TO DROP & THE STUDENT APPLIED R AILERON, BUT DID NOT STOP THE ROLL. THE IP BEGAN ADVANCING THE L THROTTLE, BUT DID NOT GET ON THE FLT CONTROLS. THE L WING HIT THE RWY & THE ACFT VEERED LEFT & SETTLED TO THE GROUND. AT IMPACT, BOTH MAIN GEAR MOUNTS FAILED, A FUEL TANK RUPTURED & A FIRE STARTED. N125E THEN SLID INTO N9844U & BOTH ACFT BURNED. BH-125 FLT MAN RCNDS IP FOLLOW THRU, MAX BANK 5 DEG & CAUTIONS NEGATIVE WXVANING IN X-WND. BH-125 RUDDER BIAS ENGAGED. AA-5A CREW THROWN OUT, SEATBELTS UNLATCHED

Brief of Accident (Continued)

File No. - 2635

6/29/83

HOUSTON, TX

A/C Reg. No. N125E

Time (Lc1) - 1447 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 2. WEATHER CONDITION - CROSSWIND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - DUAL STUDENT
 5. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)
 6. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

7. CLEARANCE - NOT MAINTAINED -
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation OTHER

Finding(s)

8. OBJECT - AIRCRAFT PARKED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

Factor(s) relating to this accident is/are finding(s) 2,4,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2635 6/29/83 HOUSTON, TX A/C Reg. No. N9844U Time (Lc1) - 1447 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	- INSTRUCTIONAL	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	- 14 CFR 91	Fire	Crew	2	0	0	0
Accident Occurred During	- STANDING	ON GROUND	Pass	0	0	0	0
			Other	0	0	0	2

-----Aircraft Information-----

Make/Model	- GRUMMAN AMERICAN AA-5A	Eng Make/Model	- LYCOMING O-320-E2G	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 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	HOBBY
Wind Dir/Speed	- 240/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- 4500 FT SCATTERED	Type of Clearance	- UNK/NR
Lowest Ceiling	- NONE	Type Apch/Lndg	- CONCRETE
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 401
SE LAND, ME LAND	Months Since - 12	Make/Model	- 230
	Aircraft Type - UNK/NR	Instrument	- 60
		Multi-Eng	- 21
		Last 24 Hrs	- 2
		Last 30 Days	- UNK/NR
		Last 90 Days	- 13

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE GRUMMAN AMERICAN AA-5A, N9844U, HAD JUST LANDED. WHILE TAXIING, THE AIRCREW STOPPED SHORT OF RWY 13R AS BEECHCRAFT-HAWKER BH-125, N125E, WAS TAKING OFF. THE RATED STUDENT IN N125E, WHO WAS ON A TRAINING FLT, WAS AT THE CONTROLS & BEGAN THE TAKEOFF. THE POWER-UP & TAKEOFF ROLL WERE NORMAL. ROTATION WAS DESCRIBED AS NORMAL & THE L THROTTLE WAS RETARDED TO IDLE AT 110 KTS, AS PREBRIEFED, TO SIMULATE AN ENG FAILURE. THE INSTRUCTOR PLT (IP) STATED THAT THE LIFT-OFF APPEARED NORMAL & DIRECTIONAL CONTROL WAS GOOD UP TO AN ALT OF 10 TO 20 FT. THE L WING THEN STARTED TO DROP & THE STUDENT APPLIED R AILERON, BUT DID NOT STOP THE ROLL. THE IP BEGAN ADVANCING THE L THROTTLE, BUT DID NOT GET ON THE FLT CONTROLS. THE L WING HIT THE RWY & THE ACFT VEERED LEFT & SETTLED TO THE GROUND. AT IMPACT, BOTH MAIN GEAR MOUNTS FAILED, A FUEL TANK RUPTURED & A FIRE STARTED. N125E THEN SLID INTO N9844U & BOTH ACFT BURNED. BH-125 FLT MAN RCMNDS IP FOLLOW THRU, MAX BANK 5 DEG & CAUTIONS NEGATIVE WXVANING IN X-WND. BH-125 RUDDER BIAS ENGAGED. AA-5A CREW THROWN OUT, SEATBELTS UNLATCHED

Brief of Accident (Continued)

File No. - 2635

6/29/83

HOUSTON, TX

A/C Reg. No. N9844U

Time (Lcl) - 1447 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
 3. SEAT BELT - NOT USED - PILOT IN COMMAND(CFI)
 4. SEAT BELT - NOT USED - DUAL STUDENT
-

-----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. - 2675 7/03/83 BELTON, TX

A/C Reg. No. N48891

Time (Lcl) - 1215 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation - INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/012 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KILLEEN, TX
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - SIMULATED FORCED LANDING

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 23

Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	1830
Make/Model-	200
Instrument-	63
Multi-Eng -	30
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH POWERLINES DURING A SIMULATED FORCED LANDING. THE CFI STATED THAT THE STUDENT WAS HIGH ON APPROACH SO HE TOOK OVER TO DEMONSTRATE A SLIP. THE CFI AND STUDENT HAD OBSERVED 3 SETS OF POWERLINES BUT FAILED TO SEE A 4TH SET OF LINES.

Brief of Accident (Continued)

File No. - 2675

7/03/83

BELTON, TX

A/C Reg. No. N48891

Time (Lcl) - 1215 CDT

Occurrence #1 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

2. OBJECT - WIRE, TRANSMISSION
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
4. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND(CFI)
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND(CFI)
6. GO-AROUND - DELAYED - PILOT IN COMMAND(CFI)

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2678

8/16/83

HUMBLE, TX

A/C Reg. No. N3051S

Time (Lcl) - 1340 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 7.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

WILLIAMS
Runway Ident - 35
Runway Lth/Wid - 3600/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4220
Make/Model- 180
Instrument- 112
Multi-Eng - 470
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED SHORT OF THE RWY DURING A FORCED LANDING AFTER THE ENGINE QUIT ON FINAL APPROACH. THE ACFT LANDED IN MUD AND NOSED OVER. THE ACFT HAD NOT FLOWN SINCE MARCH AND DURING PRE-FLIGHT A MUD DAUBER NEST HAD TO BE REMOVED FROM THE PITOT AND TWO QUARTS OF WATER WERE DRAINED FROM THE RIGHT FUEL TANK. THE ACFT WAS FERRIED TO PORTER FIELD WHERE IT WAS REFUELED. AFTER REFUELING THE PLT AND PASSENGER DECIDED TO FLY TOUCH AND GO PRACTICE. THE ENGINE QUIT ON THE 2ND APPROACH. AFTER THE ACCIDENT THE PLT REPORTED MUD DAUBER NEST IN BOTH FUEL TANK VENTS WHICH BLOCKED THE AIR FLOW. NO OTHER DISCREPANCIES WERE FOUND.

Brief of Accident (Continued)

File No. - 2678

8/16/83

HUMBLE, TX

A/C Reg. No. N3051S

Time (Lc1) - 1340 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL SYSTEM, VENT - BLOCKED(TOTAL)
 2. PREFLIGHT PLANNING/PREPARATION - - PILOT IN COMMAND
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - SOFT
 5. TERRAIN CONDITION - WET
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 2679 8/25/83 EL CAMPO, TX A/C Reg. No. N4369S Time (Lcl) - 1450 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - AIR TRACTOR AT301	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 - 5000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NORRIS RAUN
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 17
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2630/ 100
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 17500
SE LAND,ME LAND,SE SEA	Months Since - 5	Make/Model- 350
HELICOPTER ,GLIDER	Aircraft Type - UNK/NR	Instrument- 140
		Multi-Eng - 2000
		Last 24 Hrs - 18
		Last 30 Days- UNK/NR
		Last 90 Days- 165
		Rotorcraft - 1530

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A BERM DAM DURING TAKEOFF AND CARTWHEELED INTO A RICE FIELD. THE ACFT CARRIED HEAVIER FERTILIZER ON THIS PARTICULAR TAKEOFF AND WITH INCREASING AIR TEMPERATURES, THE PLT KNEW HE WAS NOT GOING TO MAKE IT AND DUMPED THE LOAD. THE DUMP GATE WAS SMALL AND BEFORE THE LOAD JETTISON COULD BE EFFECTIVE THE LANDING GEAR HIT A DIRT BANK WHICH TRIPPED THE ACFT INTO NOSING DOWN. THE PLT SAID THAT THE WIND ALSO SHIFTED DURING THE TAKEOFF.

Brief of Accident (Continued)

File No. - 2679

8/25/83

EL CAMPO, TX

A/C Reg. No. N4369S

Time (Lc1) - 1450 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
3. WEATHER CONDITION - TEMPERATURE EXTREMES
4. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
6. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
7. LOAD JETTISON - ATTEMPTED - PILOT IN COMMAND
8. ABORT - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

9. TERRAIN CONDITION - DIRT BANK

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,3,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2744

8/27/83

HOUSTON, TX

A/C Reg. No. N94736

Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire

Crew

Pass

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 - 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- 070/012 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 4500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HOUSTON, TX

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - SIMULATED FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND, SE SEA

Age - 24

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 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-----

AT 1500 FT AGL THE INSTRUCTOR PLT PULLED THE MIXTURE CTL TO THE OFF POSITION TO GIVE THE STU PLT A PRACTICE FCD LNDG. WHEN NEAR THE GD THE INSTRUCTOR PUSHED THE MIXTURE CTL TO FULL RICH BUT WAS UNABLE TO GET THE ENG RESTARTED PRIOR TO GD CONTACT. THERE WAS NO ACFT FAILURES OR MALFS RPTD.

Brief of Accident (Continued)

File No. - 2744

8/27/83

HOUSTON, TX

A/C Reg. No. N94736

Time (Lc1) - 1600 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND(CFI)
2. MIXTURE - DELAYED - PILOT IN COMMAND(CFI)
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2681 8/29/83 HITCHCOCK, TX A/C Reg. No. N3625V Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During - TAKEOFF			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - NO -N/A
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	UNK/NR
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JOHNIE VOLK
Wind Dir/Speed- 160/006 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 100
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 890
SE LAND	Months Since - 13	Make/Model- 454
	Aircraft Type - UNK/NR	Instrument- 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING TAKEOFF. THE FLT SAID THAT THE RWY WAS 50 FT WIDE BUT HAD BEEN MOWED ONLY TO A WIDTH OF 20 FT. THE PLT ALLOWED THE ACFT TO DRIFT INTO THE HIGH GRASS ALONGSIDE THE RWY. THE ACFT CONTINUED OFF THE RWY AND NOSED OVER IN TAIL GRASS. ACCORDING TO CHARTS THE RWY IS 100 FT WIDE.

Brief of Accident (Continued)

File No. - 2681

8/29/83

HITCHCOCK, TX

A/C Reg. No. N3625V

Time (Lcl) - 1600 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2682 8/30/83 KATY, TX A/C Reg. No. N3696X Time (Lcl) - 0930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - AERO COMMANDER S2R	Eng Make/Model - P & W R-1340-AN-1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WESTHIMER AIR PARK
Wind Dir/Speed- 290/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2000 FT SCATTERED	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 - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 19306
SE LAND, ME LAND	Months Since - 11	Make/Model- 4972
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 44
		Multi-Eng - 977
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 250
		Rotorcraft - 29

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED IN A FORCED LANDING FOLLOWING ENGINE FAILURE AFTER TAKEOFF. THE PLT STATED THAT A SUPERCHARGER BEARING FAILURE CAUSED THE ENGINE TO FAIL. DURING THE LANDING IN A FLOODED RICE FIELD THE LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2682

8/30/83

KATY, TX

A/C Reg. No. N3696X

Time (Lcl) - 0930 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. EXHAUST SYSTEM, EXTERNAL SUPERCHARGER - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - WET

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 2685 9/10/83 MONAHANS, TX A/C Reg. No. N3447R Time (Lcl) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 230 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	UNK/NR	ROY HURD MEM
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - MACADAM
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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

N3447R COLLIDED WITH A HANGER AFTER THE PLT HAND PROPPED THE UNOCCUPIED AND UNCHOCKED ACFT. THE PLT STATED THAT THE ACFT'S BATTERY WAS TOO WEAK TO TURN IT PAST THE COMPRESSION STROKE. THE PLT GOT OUT TO PULL THE PROP THROUGH TOP DEAD CENTER AND IT STARTED. WHEN HE TRIED TO GET BACK IN THE ACFT HE SLIPPED AND THE ACFT TAXIED INTO A HANGAR.

Brief of Accident (Continued)

File No. - 2685

9/10/83

MONAHANS, TX

A/C Reg. No. N3447R

Time (Lcl) - 1200 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. OBJECT - BUILDING(NONRESIDENTIAL)
2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
3. PROPER ASSISTANCE - NOT ATTAINED - PILOT IN COMMAND
4. 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) 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. - 2736

11/22/83

EL PASO, TX

A/C Reg. No. N4742P

Time (Lcl) - 0046 MST

-----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

ON GROUND

Pass

3

0

0

0

Accident Occurred During -CLIMB

-----Aircraft Information-----

Make/Model - CESSNA 210N

Eng Make/Model - CONTINENTAL TS10-520-P

ELT Installed/Activated - UNK/NR

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 4000

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 310 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - UNK/NR

Wind Dir/Speed- 310/007 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 2300 FT BROKEN

Obstructions to Vision- NONE

Precipitation - RAIN SHOWERS

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

EL MONTE, CA

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 48

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 - 1200

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-----

N4742P, DEPARTED EL PASO, TX, ON A IFR FLIGHT PLAN WITH CLEARANCE TO CLIMB TO 10,000 FEET. NO CLIMB RESTRICTIONS WERE INCLUDED IN THE CLEARANCE. DEPARTURE CONTROL SERVICE WAS PROVIDED BY ALBUQUERQUE AIR ROUTE TRAFFIC CONTROL CENTER SINCE EL PASO TOWER HAD SHUT DOWN FOR THE NIGHT. THE CONTROLLER ESTABLISHED RADAR CONTACT WITH N4742P AND ASKED THE PILOT, IF HE COULD MAINTAIN A HEADING OF 260 DEGREES AND, SUBSEQUENTLY, GAVE HIM A TEN DEGREE TURN TO THE LEFT. THE CONTROLLER STATED HE OBSERVED THE ACFT TURN TO THE RIGHT BEFORE HE LOST RADAR CONTACT. THE ACFT CRASHED ABOUT 200 FEET BELOW THE CREST OF A 6,250 FT HIGH MOUNTAIN RIDGE. THE PLT AND THREE PASSENGERS ABOARD THE ACFT WERE FATALLY INJURED AS A RESULT OF CRASH IMPACT AND ENSUING FIRE. INVESTIGATION REVEALED A TOTAL COMMUNICATION BREAKDOWN BETWEEN THE PILOT AND CONTROLLER REGARDING NORMAL AIR TRAFFIC CONTROL PROCEDURES AND PRACTICES.

Brief of Accident (Continued)

File No. - 2736

11/22/83

EL PASO, TX

A/C Reg. No. N4742P

Time (Lc1) - 0046 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. LIGHT CONDITION - DARK NIGHT
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
6. COMMUNICATIONS/INFORMATION/ATC - IMPROPER - ATC PERSONNEL(ARTCC)
7. COMMUNICATIONS - POOR - ATC PERSONNEL(ARTCC)
8. IMPROPER USE OF PROCEDURE, INFORMATION UNCLEAR(PHRASEOLOGY) - ATC PERSONNEL(ARTCC)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,3,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2708

8/05/83

MISSING ACFT,UN

A/C Reg. No. N3624H

Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

UNK/NR

Pass

2

0

0

0

Accident Occurred During -UNKNOWN

-----Aircraft Information-----

Make/Model - MOONEY M20K

Eng Make/Model - CONTINENTAL TS10-360-GB

ELT Installed/Activated - UNK/NR

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2900

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 4

Rated Power - 210 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- UNK/NR

Precipitation - UNK/NR

Condition of Light - UNK/NR

Itinerary

Last Departure Point

GRAND CANYON,AZ

Destination

FULLERTON,CA

Airport Proximity

UNK/NR

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 60

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 - 500

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 DEPARTED AT ABOUT 1830 MST ON THE CONTINUATION OF A CROSS-COUNTRY PLEASURE FLIGHT. WHEN THE FLIGHT FAILED TO ARRIVE AT ITS DESTINATION, CONCERNED RELATIVES REPORTED IT OVERDUE AND A SEARCH WAS INITIATED ON AUGUST 10, 1983. TO THIS DATE, NO EVIDENCE OF THE AIRCRAFT HAS BEEN FOUND. A WEATHER STUDY INDICATED THERE WERE VISUAL METEOROLOGICAL CONDITIONS ALONG THE ASSUMED ROUTE DURING THE TIME PERIOD IT WOULD NORMALLY HAVE BEEN FLOWN.

Brief of Accident (Continued)

File No. - 2708

8/05/83

MISSING ACFT,UN

A/C Reg. No. N3624H

Time (Lc1) - 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. - 2757

1/30/83

BRODNAX,VA

A/C Reg. No. N2711J

Time (Lcl) - 2130 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	1	0

Type of Operation -OTHER
Flight Conducted Under -ILLEGAL OPER
Accident Occurred During -LANDING

Crew
Pass

-----Aircraft Information-----

Make/Model - BEECH 65-80
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 8000
No. of Seats - UNK/NR

Eng Make/Model - LYCOMING IGS0-530-A1A
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 - 5.0 SM

Lowest Sky/Clouds -
Lowest Ceiling - 4700 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
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	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT WAS DAMAGED DURING A LANDING IN A FIELD AT NIGHT NEAR THE INTERSECTION OF ROUTE 623 & ROUTE 53 NORTH. AFTER THE ACCIDENT, 2 INDIVIDUALS WERE OBSERVED LEAVING THE ACFT & RUNNING INTO THE WOODS WITH DUFFEL BAGS. THE ACFT CONTAINED APRX 1000 LBS OF COCAINE.

Brief of Accident (Continued)

File No. - 2757

1/30/83

BRODNAX, VA

A/C Reg. No. N2711J

Time (Lc1) - 2130 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 3. LIGHT CONDITION - NIGHT
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2655

6/29/83

FLEETON,VA

A/C Reg. No. N7284P

Time (Lc1) - 0926 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	1	0	0	0
UNK/NR	Pass	1	0	0	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -UNKNOWN

-----Aircraft Information-----

Make/Model - PIPER PA-24

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 2550

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 - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 060/006 KTS

Visibility - 4.000 SM

Lowest Sky/Clouds - 600 FT THIN BKN

Lowest Ceiling - 500 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - UNK/NR

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NEW BERN,NC

Destination

LANCASTER,PA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,ME LAND

Age - 62

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1356

Make/Model- 3

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-----

ON JULY 2, A MAIN LANDING GEAR, IDENTIFIED BY THE FAA AS PART OF N7284P, WAS FOUND FLOATING IN THE CHESAPEAKE BAY. THE BODY OF THE DESEASED PASSENGER WAS LOCATED ON JULY 9, 1983 IN THE BAY. INVESTIGATION REVEALED NO RECORD OF COMMUNICATION BETWEEN THE ACFT AND ANY FAA FACILITY AFTER DEPARTURE. WX IN THE VICINITY OF WHERE THE LANDING GEAR WAS LOCATED WAS NOT SUITABLE FOR VFR FLIGHT.

Brief of Accident (Continued)

File No. - 2655

6/29/83

FLEETON,VA

A/C Reg. No. N7284P

Time (Lc1) - 0926 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - 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. - 2619 9/08/83 FAIRMONT, WV A/C Reg. No. N28706 Time (Lcl) - 1250 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - GRUMMAN AA-5B	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MORGANTOWN, WV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FAIRMONT MUNICIPAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 04
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2810/ 75
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	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)
PRIVATE	Current - YES	Total - 4000
SE LAND, ME LAND	Months Since - 6	Make/Model- 40
	Aircraft Type - UNK/NR	Instrument- 750
		Multi-Eng - 1200
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING ARRIVAL, HE FLEW OVER THE FIELD, CHECKED THE WIND INDICATOR, THEN ELECTED TO LAND ON RWY 4. WHILE IN THE TRAFFIC PATTERN, HE NOTICED TALL TREES AT THE APCH END OF THE RWY & THAT THE RWY DROPPED OFF AT THE OTHER END. HE MADE HIS APCH OVER THE TREES, THEN TOUCHED DOWN ABOUT HALFWAY DOWN THE DOWNWARD SLOPING RWY. THE ACFT BOUNCED & HE ADDED POWER TO RECOVER. HE STATED THAT HE DID NOT FEEL THERE WAS SUFFICIENT RWY REMAINING TO CLEAR TREES AT THE DEPARTURE END OR TO STOP PRIOR TO RUNNING OFF THE END WHERE THE TERRAIN DROPPED OFF. THEREFORE, THE PLT ELECTED TO GO OFF THE RWY & GROUND LOOP THE THE ACFT. WHEN HE DID THIS, THE GEAR COLLAPSED & THE ACFT SKIDDED ABOUT 100 FT BEFORE COMING TO REST.

Brief of Accident (Continued)

File No. - 2619

9/08/83

FAIRMONT, WV

A/C Reg. No. N28706

Time (Lcl) - 1250 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DOWNHILL

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. GO-AROUND - NOT POSSIBLE - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
9. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2775 6/23/83 GILLETTE,WY A/C Reg. No. N6029V Time (Lcl) - 1101 MDT

-----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	1	3	0	0	
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- LAKE LA-4-200	Eng Make/Model	- LYCOMING IO-360-A1B	ELT Installed/Activated	- YES/NO
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2690	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/012 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination CALGARY,CN</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 ON AIRPORT</p> <p>Airport Data</p> <p>GILLETTE CAMBELL COUNTY</p> <p>Runway Ident - 20</p> <p>Runway Lth/Wid - 2970/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 43</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 11</p> <p>Aircraft Type - C-150</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 484</td> <td>Last 24 Hrs</td> <td>- 3</td> </tr> <tr> <td>Make/Model</td> <td>- 33</td> <td>Last 30 Days</td> <td>- 33</td> </tr> <tr> <td>Instrument</td> <td>- 44</td> <td>Last 90 Days</td> <td>- 33</td> </tr> <tr> <td>Multi-Eng</td> <td>- 3</td> <td></td> <td></td> </tr> </table>	Total	- 484	Last 24 Hrs	- 3	Make/Model	- 33	Last 30 Days	- 33	Instrument	- 44	Last 90 Days	- 33	Multi-Eng	- 3		
Total	- 484	Last 24 Hrs	- 3															
Make/Model	- 33	Last 30 Days	- 33															
Instrument	- 44	Last 90 Days	- 33															
Multi-Eng	- 3																	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD RECENTLY PURCHASED THE ACFT. WHILE ON A X-COUNTRY TRIP, HE LANDED AT AN ARPT WITH AN ELEVATION OF 4363 FT & REFUELED. WHEN HE WAS TAKING OFF, THE DENSITY ALT WAS APRX 7089 FT & THE ACFT WAS NEAR ITS MAX GROSS WT LIMIT. SHORTLY AFTER LIFT-OFF, THE PLT RADIOED THAT HE "WAS HAVING A LITTLE TROUBLE GAINING ALT." HE THEN STATED THAT THE ACFT HAD PROBLEMS & HE DIDN'T KNOW WHAT THEY WERE. A STALL WARNING HORN WAS OPERATING AS HE WAS TRANSMITTING. THE ACFT SUBSEQUENTLY CRASHED IN A NOSE DOWN, LEFT WING LOW ATTITUDE WHILE AT A RELATIVELY LOW AIRSPEED. AN EXAM OF THE ENG, ACFT SYSTEMS & FLT CONTROLS REVEALED NO EVIDENCE OF A FAILURE OR MALFUNCTION. ACCORDING TO A LYCOMING REP, THE ENG WOULD HAVE BEEN PRODUCING A MIXIMUM OF 79% OF ITS RATED POWER AT A DENSITY ALT OF 7089 FT.

Brief of Accident (Continued)

File No. - 2775

6/23/83

GILLETTE, WY

A/C Reg. No. N6029V

Time (Lc1) - 1101 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

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. - 2799 10/07/83 GROVONT,WY A/C Reg. No. N7039W Time (Lcl) - 1700 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	1	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA R182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 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

Itinerary

Last Departure Point
JACKSON,WY
Destination
LARAMIE,WY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 270/020 KTS
Visibility - 100.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - ROUGH

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 233	Last 24 Hrs	- 1
Make/Model-	43	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	2

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AFTER TAKING OFF, THE GEAR WARNING HORN SOUNDED WHEN HE RETRACTED THE GEAR. HE CONTINUED EN ROUTE WHILE TRYING TO GET A SAFE INDICATION. SUBSEQUENTLY, APRX 20 MI EAST OF THE DEPARTURE POINT, HE ELECTED TO ENTEND THE GEAR & RETURN TO THE ARPT. AFTER INITIATING A TURN BACK TO THE WEST, HE HEARD A LOUD BANGING OR KNOCKING NOISE FROM THE FRONT OF THE ACFT. ABOUT 30 SEC LATER, THE ENG COMPLETELY LOST POWER. HE FOUND AN AREA OF RELATIVELY FLAT TERRAIN AMONG STEEP MOUNTAIN RIDGES & ELECT TO LAND THERE. DURING THE LANDING, THE ACFT BOUNCED & SLID TO A STOP ABOUT 100 FT FROM THE INITIAL TOUCHDOWN POINT. A SUBSEQUENT ENG TEARDOWN & METALLURGICAL EXAM REVEALED THAT THE CRANKSHAFT HAD FAILED FROM FATIGUE AT THE CHEEK JUST FORWARD OF THE #3 BEARING. THE ACFT HAD PREVIOUSLY BEEN INVOLVED IN A MISHAP ON 1/19/80, IN WHICH, THE PROPELLER WAS DAMAGED. REPORTEDLY, THE ENG HAD NO POWER & THE PROPELLER WAS WINDMILLING DURING A LANDING IMPACT ON 1/19/80.

Brief of Accident (Continued)

File No. - 2799

10/07/83

GROVONT,WY

A/C Reg. No. N7039W

Time (Lcl) - 1700 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. ENGINE ASSEMBLY,CRANKSHAFT - FATIGUE
-

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 - MOUNTAINOUS/HILLY
 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

EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 7059

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