

PB85-916916

# NATIONAL TRANSPORTATION SAFETY BOARD



WASHINGTON, D.C. 20594

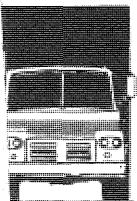
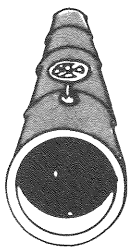
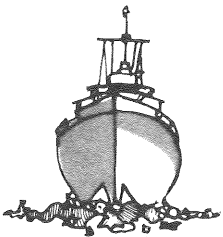
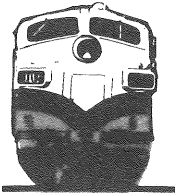
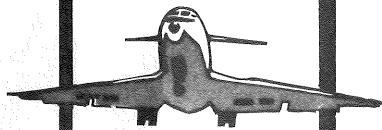
## AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 15 OF 1983 ACCIDENTS



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Issue 15



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: 2801 through 3000					
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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 eighteen (18) times per year and contains approximately 200 U.S. and foreign aircraft accident/incident reports arranged in state and date order.

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

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

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

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

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

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## DEFINITIONS

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

### Aircraft Accidents

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

### Fatal Injury

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

### Serious Injury

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

### Substantial Damage

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

## OCCURRENCE

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

## Gear Collapsed

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

### TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

#### 1. GENERAL AVIATION

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

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

##### Personal

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

##### Business

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

##### Corporate/Executive Operations

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

##### Instructional Flying

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

##### Other Flying

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

## **2. AIR CARRIER**

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

### **Airframe/Component/System Failure/Malfunction**

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

### **Powerplant - Loss of Power**

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

### **PHASE OF OPERATION**

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

### **CAUSES AND RELATED FACTORS**

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

## **BASIC WEATHER CONDITIONS**

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

**FILE ORDER LISTING**

**ISSUE NUMBER 15**

**CALENDAR YEAR 1983**

## File Order Listing - Issue No. 15, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2801	92019	100183	SNOW WATER LAKE, NV	CESSNA	182M	FATAL	246
2802	739YL	110483	ELKO, NV	CESSNA	172N	FATAL	250
2803	5007G	083083	SHANDON, CA	HUGHES	369D	NONE	72
2804	6599L	073183	PLEASANTON, CA	CESSNA	152	FATAL	66
2805	30533	083083	MARATHON, FL	PIPER	PA-28-161	FATAL	124
2806	88314	100583	FREMONT, CA	BELLANCA	7KCAB	NONE	86
2807	111JP	081383	SAND SPRINGS, OK	PIERCE	GS-1	NONE	270
2808	8999	070783	LOS LUNAS, NM	PIPER	PA-18-150	SERIOUS	230
2809	714UX	053083	BON WIER, TX	CESSNA	152	NONE	306
2811	770JW	100983	CENTER, CO	CESSNA	421C	NONE	116
2812	3254Y	101383	HANKSVILLE, UT	CESSNA	182	FATAL	380
2813	201MD	021283	MARIETTA, GA	MOONEY	M20J	NONE	130
2814	328OK	021583	PADUCAH, KY	HUGHES	369 HS	NONE	174
2815	49018	021683	MOCKSVILLE, NC	CESSNA	152	NONE	216
2816	8472E	021583	PICKENS, SC	PIPER	PA-34-220T	NONE	280
2817	88037	021883	STOCKBRIDGE, GA	PIPER	J-3C	NONE	132
2818	1327Q	021983	COLUMBUS, MS	CESSNA	150	NONE	206
2819	300T	112783	OCEANSIDE, CA	PIPER	PA-18-105	NONE	106
2820	200CF	112583	SCOTTSDALE, AZ	BEECH	BE-35	NONE	44
2821	47947	122183	TEHACHAPI, CA	PIPER	PA-28R-201	FATAL	112
2822	8337D	112583	ONTARIO, CA	BEECH	J-35	MINOR	100
2823	68564	091983	FAIRBANKS, AK	BELLANCA	7GCBC	NONE	4
2824	5886T	121983	ANCHORAGE, AK	CESSNA	C-185-D	SERIOUS	10
2825	9002Q	112683	CAIRO, IL	BEECH	V35B	FATAL	160
2826	3311D	110683	MONTAGUE ISLAND, AK	CESSNA	180	NONE	8



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2827	6488	080683	GATLINGURG, TN	SIKORSKY	S-58D	NONE	296
2828	5835G	050683	KENNESAW, GA	CESSNA	150	FATAL	134
2829	9491X	120483	COLUMBIA, SC	CESSNA	210A	SERIOUS	286
2830	2556D	110483	CORONA, CA	PIPER	PA38-112	NONE	92
2831	6075H	022383	AHOSKIE, NC	PIPER	PA 34-200T	SERIOUS	218
2832	47048	092483	HAWTHORNE, CA	CESSNA	152	SERIOUS	82
2833	758NT	022183	SCOTTSBORO, AL	CESSNA	172K	NONE	12
2834	3750P	021983	STAFFORD, VA	PIPER	PA-22-150	MINOR	382
2835	3239J	021983	PUCKETT, MS	CESSNA	T188C	NONE	204
2836	9961J	041583	MODESTO, CA	CESSNA	188B	NONE	56
2837	23626	070483	ANGIER, NC	TAYLOR CRAFT	BL-65	SERIOUS	220
2838	133AW	122583	PHOENIX, AZ	BOEING	737-200	SERIOUS	50
2839	3222U	122983	LAS VEGAS, NV	CESSNA	182F	MINOR	252
2840	8761P	122683	FONTANA, CA	PIPER	PA 24-260	FATAL	114
2841	7740S	120383	BLACK CANYON, AZ	SCHWEIZER	I-26D	NONE	46
2842	711KR	120383	JACUMBA, CA	BLANLK	L-13	NONE	110
2843	1317Z	070983	MCCOMB, MS	BEECH	N35	FATAL	210
2844	922TE	070883	HUNTSVILLE, AL	HILLER	UH-12B	NONE	14
2845	951X	070883	HAZLEHURST, MS	GRUMMAN	G164A	MINOR	208
2846	441UJ	070783	DAMASCUS, MD	SCHEMPP-HIRT	CIRRUS	FATAL	196
2847	70517	070683	CHARLOTTE, NC	CESSNA	182L	NONE	222
2848	52471	070483	CHARLESTON, SC	CESSNA	172P	NONE	282
2849	113ML	120883	GRAND CANYON, AZ	BELL	206B III	SERIOUS	48
2850	3801N	112783	ARMUCHEE, GA	BEECH	A36	FATAL	140
2851	4829M	122883	ST. CATHERINES, GA	BEECH	BE-36	FATAL	144

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2853	4924E	010683	TOGIAK, AK	CESSNA	185	MINOR	2
2854	4559F	092183	VALDEZ, AK	CESSNA	185	FATAL	6
2855	6039Z	050983	MINONK, IL	BEECH	A36	SERIOUS	152
2856	533H	050483	LOGANSPOET, IN	CESSNA	A185F	MINOR	162
2857	9611G	122983	EVELETH, MN	CESSNA	U206F	NONE	200
2858	1537H	033183	PALO ALTO, CA	CESSNA	195A	NONE	52
2858	2084L	033183	PALO ALTO, CA	BEECH	V35B	NONE	54
2859	4557E	080183	WEST CHICAGO, IL	GULFSTREAM	AA-5B	NONE	158
2860	4116B	110883	CLINES CORNERS, NM	AERO COMMAND	520	FATAL	240
2861	3177G	121083	ALBUQUERQUE, NM	BELL	222U	NONE	244
2863	7320Z	112783	RIVERSIDE, CA	CESSNA	TU206F	SERIOUS	104
2863	20JK	112783	RIVERSIDE, CA	KEPPLE	PITTS SPEC	SERIOUS	102
2864	7187P	092283	MARIPOSA, CA	PIPER	PA24-250	SERIOUS	80
2864	3382V	092283	MARIPOSA, CA	CESSNA	150	SERIOUS	78
2865	46757	081183	TEMECULA, CA	CESSNA	152	NONE	70
2865	12HK	081183	TEMECULA, CA	STINSON	108-3	NONE	68
2866	20PE	080883	CORDELE, GA	EIRIAVION OY	PIK-20B	NONE	138
2867	7506S	061683	HYSHAM, MT	CESSNA	182Q	NONE	214
2869	3374J	090583	FREER, TX	CESSNA	150G	NONE	362
2870	7699	090383	MORSE, LA	GRUMMAN	G-164A	NONE	192
2871	18314	033083	ENID, OK	BEECH	A36	FATAL	258
2872	734ZR	040283	CUERO, TX	CESSNA	172N	FATAL	304
2873	2222F	120883	WEST LAFAYETTE, IN	CESSNA	310L	MINOR	166
2874	84223	121683	DAMASCUS, GA	CESSNA	182P-SYLAN	NONE	142
2875	731KY	062383	CAMPBELL HILL, IL	CESSNA	188B	NONE	154

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2876	4186R	033183	MILTONA, MN	PIPER	PA-32-300	FATAL	198
2877	90DD	071183	FARMINGDALE, NY	STINSON	108	FATAL	254
2878	930AA	072783	VALPARISO, IN	AMERICAN AER	EAGLE 2	FATAL	164
2879	8981P	121383	MCDONALD, TN	PIPER	PA-24-260B	FATAL	302
2880	8146T	100483	BURBANK, CA	CESSNA	175B	FATAL	84
2881	6295T	112483	OCEANSIDE, CA	PIPER	PA-24-250	FATAL	98
2882	1WA	063083	OCOTILLO, CA	BELL	204B	NONE	60
2883	27111	071283	REMINGTON, VA	PIPER	J3C-65	SERIOUS	384
2884	731HP	101683	LAWRENCE, KS	CESSNA	P210N	MINOR	172
2885	4457E	123183	FLOYD, IA	PIPER	PA-38-112	FATAL	150
2886	911SC	111183	SAN DIEGO, CA	BEECH	56TC	FATAL	96
2887	2570V	111083	INGLEWOOD, CA	PIPER	PA-38-112	SERIOUS	94
2888	7069J	070483	WHEELER, IL	BELL	47G-4A	NONE	156
2891	182U	070283	MARTINEZ, GA	HAMILTON	T-28R-2	FATAL	136
2892	39584	120383	BOCA RATON, FL	PAUL S. KERR	CONDOR III	SERIOUS	128
2893	29PB	090583	TAMPA, FL	CESSNA	402C	NONE	126
2894	28271	111683	MORRISTOWN, NJ	GULFSTREAM A	AA-5B	NONE	226
2895	2459T	123083	SPRING VALLEY, NY	NAVION	G	NONE	256
2896	4431U	111983	HOOD RIVER, OR	HELIO	H-391B	NONE	276
2897	2041B	101883	CASA GRANDE, AZ	LUSCOMBE	8A	NONE	42
2898	555EZ	100883	PACIFICA, CA	JOHNSON	VARIEZE	FATAL	88
2899	5781C	080183	SYRACUSE, KS	CESSNA	170A	NONE	170
2900	4010Y	070483	MOUND VALLEY, KS	CESSNA	185	NONE	168
2901	82319	070183	CEDARCREEK, MO	PIPER	PA-28-236	NONE	202
2902	56TM	071383	BISHOP, CA	ROLLADEN-SCH	LS3-A	FATAL	62

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2903	5754M	061483	TEMECULA, CA	BELL	206B	MINOR	58
2904	3667L	051283	PEMBROKE PINES, FL	GREAT LAKES	2T-1A-2	FATAL	120
2906	3538	081783	LANTANA, FL	SCARBORO	COUGAR-1	SERIOUS	122
2907	734RL	090883	NEWPORT BEACH, CA	CESSNA	172N	FATAL	74
2909	4888Y	111883	NAGEEZI, NM	CESSNA	T210N	FATAL	242
2910	908S	111483	HOUSTON, TX	BELL	206L-1	NONE	374
2911	60655	062983	EL CAMPO, TX	CESSNA	150J	FATAL	336
2912	5010U	061683	EUGENE ISL.BLK, GM	BELL	206B III	FATAL	146
2913	36062	051883	VENICE, LA	AEROSPATIALE	AS-350D	FATAL	176
2914	84703	091483	COLLIER TWNSHP, PA	PIPER	PA-32R-301	FATAL	278
2915	6338L	061383	LAGRANGE, TX	GRUMMAN	AA1A	FATAL	314
2916	6020X	082683	GILA BEND, AZ	MOONEY	M20A	SERIOUS	38
2917	8353M	072383	STONYFORD, CA	CESSNA	A150K	FATAL	64
2918	25814	092983	APISON, TN	PIPER	PA-38-112	MINOR	298
2919	3206W	120183	HOLTVILLE, CA	PIPER	PA-32-260	FATAL	108
2921	4579Z	120483	PAWNEE, OK	PIPER	PA-22-108	FATAL	274
2922	201TH	112183	EL PASO, TX	MOONEY	M20J	FATAL	376
2923	2309E	091083	MESA, AZ	CASSUTT	3-M	FATAL	40
2924	4648F	121583	CHARLESTON, SC	CESSNA	P206A	NONE	288
2925	6257F	012883	KNOXVILLE, TN	CESSNA	172N	NONE	294
2926	7221P	112383	CLEMSON, SC	PIPER	PA-24	NONE	284
2927	38234	101783	GREENSBORO, NC	BEECH	A36	SERIOUS	224
2928	5523B	100183	HAMILTON, AL	CESSNA	152II	NONE	20
2929	8349Z	100183	SEWANEE, TN	PIPER	PA-32-301	NONE	300
2930	3630H	102383	COMPTON, CA	ERCOUPE	415-CD	FATAL	90

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2931	8370Z	101383	SCHURZ, NV	CESSNA	210-5 (205	FATAL	248
2932	4297T	092183	LAKE GENEVIEVE, CA	PIPER	PA 28-140	FATAL	76
2933	68040	070883	CEDARVILLE, AR	TEXAS	OH-13-EM-7	FATAL	30
2934	41761	053083	DECATUR, TX	PIPER	PA28R200	FATAL	308
2935	7041W	101783	EL PASO, TX	CESSNA	150M	NONE	372
2936	9857L	070383	JEFFERSON, TX	GRUMMAN	AA-1B	NONE	342
2937	7BL	062683	MARION, TX	GLOBE	GC-1B	MINOR	328
2938	6303Z	061983	ABILENE, TX	PIPER	PA-25-235	NONE	320
2939	4903P	062783	FRANKLINTON, LA	PIPER	PA-23-250	NONE	182
2940	8075R	070583	RUIDOSO, NM	PIPER	PA-34-200T	NONE	228
2941	4237	062783	GRUBBS, AR	GRUMMAN	G-164A	NONE	26
2942	9950J	062483	WAXAHACHIE, TX	CESSNA	T188C	NONE	324
2943	44294	062183	LEGGETT, TX	PIPER	PA-28R-200	MINOR	322
2944	48374	070483	DAYTON, TX	GRUMMAN	G-164A	NONE	346
2945	96585	070383	FORT WORTH, TX	GRUMMAN	AA-1B	NONE	344
2946	4999K	063083	KATY, TX	I.C.A. BRASO	IS-2902	NONE	338
2947	6056G	070583	ARCADIA, OK	CESSNA	150K	NONE	262
2948	3904L	062783	LAFAYETTE, LA	BELL	206L-1	NONE	184
2949	46929	092283	GEIGER, AL	AERONCA	O-58B	SERIOUS	18
2950	3199L	091183	BIRMINGHAM, AL	CESSNA	310J	NONE	16
2951	4011T	091783	SLEDGE, MS	AYRES	S2R-600	NONE	212
2952	9997Y	090583	DANEVANG, TX	CHAMPION	7GCB	SERIOUS	364
2953	5092U	102583	MONTICELLO, AR	CESSNA	172RG	NONE	36
2954	714WM	091183	FORT WORTH, TX	CESSNA	152	NONE	366
2955	49311	091883	HASKELL, OK	PITTS	S-1T	MINOR	272

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2956	NONE	062683	LANGLEY, OK	PIPER	PA-22	MINOR	260
2957	5040K	062783	KENEDY, TX	RYAN	NAVION-A	NONE	330
2959	2693H	081483	CADDO MILLS, TX	SCHWEIZER	SGS 1-26F	NONE	356
2960	57714	082383	SAN ANTONIO, TX	AERONCA	O-58B	SERIOUS	360
2961	303RH	081483	LYONS, TX	SCHEMPP-HIRT	STANDARD C	MINOR	358
2962	53282	081583	PLAIN DEALING, LA	CESSNA	A188B	NONE	190
2963	8272Y	100883	JUNCTION, TX	PIPER	PA-32-301T	NONE	368
2964	3239G	062583	NAS KINGSVILLE, TX	KATE	301	MINOR	326
2965	3483M	062983	EL PASO, TX	PIPER	PA-12	MINOR	334
2966	1109	072583	KEMAH, TX	HUGHES	369D	SERIOUS	350
2967	26468	081283	GROVE, OK	GRUMMAN	AA-5A	MINOR	268
2968	3594G	090283	FORT SMITH, AR	PIPER	PA-31-350	SERIOUS	34
2969	40990	070583	MANDEVILLE, LA	PIPER	PA28-151	MINOR	186
2970	28008	061883	CLIFTON, TX	BELLANCA	17-30A	SERIOUS	318
2971	9934J	062483	EUDORA, AR	CESSNA	T188C	NONE	24
2972	53303	061683	BRANCH, LA	CESSNA	A-188B	NONE	178
2973	6450B	061283	LEAGUE CITY, TX	CESSNA	152	NONE	312
2974	6581	061383	NEWPORT, AR	GRUMMAN	G-164A	NONE	22
2975	39589	062983	PORT MANSFIELD, TX	PIPER	PA-32RT-30	NONE	332
2976	25838	061683	ARLINGTON, TX	CESSNA	152	MINOR	316
2977	7712R	062083	PINEVILLE, LA	BEECH	95-B55	NONE	180
2978	67176	101183	DALLAS, TX	CESSNA	152	NONE	370
2979	9109L	101783	CAPITAN, NM	BELLANCA	7GCBC	NONE	238
2980	2727K	110183	PATTERSON, LA	CESSNA	180K	NONE	194
2981	5560V	101283	SANTA FE, NM	CESSNA	310B	NONE	236

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2985	6386Q	070183	SAN ANTONIO, TX	CESSNA	152	NONE	340
2986	3924N	071983	ALBUQUERQUE, NM	HACKETT/MCKO	KR-2	MINOR	232
2987	2518M	080583	WESTWEGO, LA	SIKORSKY	S-58	SERIOUS	188
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2989	5999V	073183	CASHION, OK	PIPER	PA-28-161	NONE	266
2990	4903X	080183	EUDORA, AR	ROCKWELL	S2R	NONE	32
2991	65419	060983	ADDISON, TX	CESSNA	152	NONE	310
2992	771SB	081083	PORTLAND, TX	CESSNA	182Q	NONE	352
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2997	8667F	091283	WOODRUFF, UT	HUGHES	369D	MINOR	378
2998	199CF	101983	PIERRE, SD	CONVAIR	340/440	NONE	290
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**AIRCRAFT ACCIDENT REPORTS**

**BRIEF FORMAT**

**U.S. CIVIL AND FOREIGN AVIATION**

**ISSUE NUMBER 15 OF 1983 ACCIDENTS**

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2853

1/06/83

TOGIAK, AK

A/C Reg. No. N4924E

Time (Lc1) - 1400 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -NON SCHED, DOMESTIC, PASSENGER

Fire  
NONE

Flight Conducted Under -14 CFR 135

Accident Occurred During -TAKEOFF

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

Make/Model - CESSNA 185

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3350

No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-D

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 230/035 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - 1500 FT

Lowest Ceiling - 1500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

DILLINGHAM

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

TOGIAK

Runway Ident - 27

Runway Lth/Wid - 987/ 80

Runway Surface - GRAVEL

Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND, SE SEA

Age - 41

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - 185

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 8000

Make/Model- 1500

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS ASSISTED BY A WING WALKER WHILE TAXIING TO THE TAKEOFF POSITION. THE WIND HAD BEEN INCREASING STEADILY DURING HIS STOP & IT CHANGED DIRECTION AS HE ARRIVED AT THE TAKEOFF POSITION. AS HE TURNED THE ACFT INTO POSITION ON RWY 27, THE RIGHT WING RAISED UNEXPECTEDLY. THE PLT ADDED POWER IN AN ATTEMPT TO CORRECT THE SITUATION & TAKEOFF; HOWEVER, HE WAS UNABLE TO CONTROL THE ACFT. IT TIPPED ONTO THE LEFT WING, STRUCK A DIRT BANK, THEN CARTWHEELED & CAME TO REST ON ITS LANDING GEAR ABOUT 200 FT FROM WHERE THE OCCURRENCE BEGAN. THE PLT STATED THAT HE HAD THE PASSENGER FASTEN HER SINGLE STRAP SHOULDER HARNESS PRIOR TO TAXIING. HOWEVER, AS THEY REACHED THE TAKEOFF POINT, SHE HAD REMOVED IT, COMPLAINING THAT IT WAS UNCOMFORTABLE. WHEN THE PLANE BEGAN TO ROLL, THE PLT TRIED TO PROTECT HER & SLID FROM UNDER HIS OWN SHOULDER HARNESS. HE FELT THAT IF SHE HAD KEPT HER SHOULDER HARNESS ON, NEITHER OF THEM WOULD HAVE BEEN INJURED. HE REPORTED THE WIND WAS VARIABLE 230 TO 290 DEG AT 35 GUSTING 55 KTS.

Brief of Accident (Continued)

File No. - 2853

1/06/83

TOGIAC,AK

A/C Reg. No. N4924E

Time (Lc1) - 1400 ADT

Occurrence #1      ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation      TAKEOFF

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - GUSTS
5. COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND

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

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

Finding(s)

6. TERRAIN CONDITION - DIRT BANK
7. MISC EQPT/FURNISHINGS, SHOULDER HARNESS - NOT ENGAGED
8. MISCELLANEOUS EQUIPMENT - NOT USED - PASSENGER

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2823

9/19/83

FAIRBANKS, AK

A/C Reg. No. N68564

Time (Lcl) - 1330 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Fire  
NONE

Accident Occurred During - TAXI

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

Make/Model - BELLANCA 7GCBC

Eng Make/Model - LYCOMING O-320-A2B

ELT Installed/Activated - YES/NO

Landing Gear - FLOAT

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1800

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 150 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - UNK/NR

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FAIRBANKS, AD

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - WATER

Runway Status - WATER-CALM

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - UNK/NR

Type Apch/Lndg - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND, SE SEA

Age - 32

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3402

Make/Model - 39

Instrument - 83

Multi-Eng - 520

Last 24 Hrs - 3

Last 30 Days - UNK/NR

Last 90 Days - 180

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A SAND BAR AND NOSED OVER WHILE STEP TAXIING ON A RIVER DURING A TRAINING FLT. THE CFI SAID HE COULD NOT SEE CLEARLY FROM THE REAR SEAT AND WAS NOT AWARE OF THE SAND BAR UNTIL IT WAS STRUCK. HE DID NOT FILE AN ACCIDENT REPORT. THE OPERATOR REPORTED THAT, IN HIS OPINION, THE ACCIDENT WOULD NOT HAVE OCCURRED IF THE STUDENT HAD NOT REDUCED POWER WHEN HE OBSERVED THE SANDBAR. THE STUDENT STATED THAT HE NEVER SAW THE SANDBAR AND ONLY REDUCED POWER AFTER THE ACFT RAN AGROUND.

Brief of Accident (Continued)

File No. - 2823

9/19/83

FAIRBANKS, AK

A/C Reg. No. N68564

Time (Lc1) - 1330 ADT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2854

9/21/83

VALDEZ, AK

A/C Reg. No. N4559F

Time (Lcl) - 1115 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				

Type of Operation -NON SCHED, DOMESTIC, PASSENGER

Fire  
NONE

Crew  
Pass

1  
1

0  
0

0  
0

0  
0

Flight Conducted Under -14 CFR 135

Accident Occurred During -APPROACH

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

Make/Model - CESSNA 185

Eng Make/Model - CONTINENTAL IO-520-D

ELT Installed/Activated - YES-UNK/NR

Landing Gear - FLOAT

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3350

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 4

Rated Power - 300 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 3.000 SM

Lowest Sky/Clouds - 300 FT PART OBS

Lowest Ceiling - 1000 FT BROKEN

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ROBE LAKE, AK

Destination

SILVER LAKE, AK

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - 15000 -UNK/NR

Runway Surface - WATER

Runway Status - WATER - CHOPPY

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, SE SEA

Age - 34

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2500

Make/Model- UNK/NR

Instrument- 136

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 2000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD TRIED TO FLY TO SILVER LAKE, EARLIER THAT MORNING, BUT HAD TO ABORT THE MISSION DUE TO LOW CEILING & VISIBILITY. WHEN HE HAD RETURNED AT 1110 ADT, THE CEILING HAD IMPROVED, BUT THERE WAS STILL LAYERS OF STRATUS & FOG BELOW THE MAIN CLOUD BASE. WITNESSES OBSERVED THE ACFT CIRCLE TWICE & BELIEVED THE PLT INTENDED TO LAND. DURING A DESCENDING LEFT TURN WITH 15 TO 20 DEG OF BANK, THE ACFT STRUCK THE WATER WITH THE LEFT FLOAT, THEN BOUNCED HIGH ABOVE THE WATER. AT THE TOP OF THE BOUNCE, HIGH ENG WAS HEARD, THEN THE ACFT PITCHED DOWN ABRUPTLY & CRASHED IN THE WATER. WHEN THE WATER & SPRAY SUBSIDED, WITNESSES SAW 2 FLOATS, THE REAR SECTION OF THE FUSELAGE & DEBRIS ON THE WATER. ABOUT 2 MIN LATER, THEY SAW THE 2 OCCUPANTS CLIMB ONTO THE FLOATING WRECKAGE. THE WITNESSES BEGAN BUILDING A LOG RAFT TO RESCUE THE OCCUPANTS, BUT BEFORE COMPLETING THE RAFT, THE OCCUPANTS HAD DRIFTED OUT OF SIGHT IN FOG & RAIN. A SEARCH WAS MADE FOR THE OCCUPANTS, BUT THEY COULD NOT BE FOUND & WERE PRESUMED TO HAVE DROWNED.

Brief of Accident (Continued)

File No. - 2854

9/21/83

VALDEZ,AK

A/C Reg. No. N4559F

Time (Lc1) - 1115 ADT

---

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

Finding(s)

1. WEATHER CONDITION - RAIN
  2. WEATHER CONDITION - OBSCURATION
  3. WEATHER CONDITION - FOG
  4. TERRAIN CONDITION - WATER, GLASSY
  5. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  6. FLARE - DELAYED - PILOT IN COMMAND
  7. RECOVERY FROM BOUNCED LANDING - 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) 5,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2826      11/06/83      MONTAGUE ISLAND, AK      A/C Reg. No. N3311D      Time (Lcl) - 1700 AST

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

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-J	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	PALMER, AK	Runway Ident - UNK/NR
Wind Dir/Speed- 360/012 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 - UNK/NR	Runway Status - WET
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 812
SE LAND, SE SEA	Months Since - 32	Last 24 Hrs - 1
	Aircraft Type - 172XP	Make/Model- 39
		Last 30 Days- 7
		Instrument- 35
		Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT GROUND LOOPED DURING TAKEOFF FROM A BEACH ON MONTAGUE ISLAND. THE ACFT HAD BEEN PARKED ON THE BEACH AND THE WATER HAD BEEN OVER THE LANDING GEAR DUE TO THE TIDE. THE PLT DID NOT CONSIDER THAT THE WET BRAKES WOULD NOT BE EFFECTIVE IF NEEDED. THERE WAS A 90 DEGREE CROSS WIND OF 12 KTS FOR THE TAKEOFF. THE PLT LOST CONTROL OF THE ACFT AND A GROUND LOOP ENSUED ON THE WET SANDY BEACH. INVESTIGATION REVEALED THAT THE ACFT WAS EST TO BE LOADED ABOVE THE ALLOWABLE GROSS WT AND OUTSIDE THE CG RANGE.



Brief of Accident (Continued)

File No. - 2826

11/06/83

MONTAGUE ISLAND, AK

A/C Reg. No. N3311D

Time (Lc1) - 1700 AST

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

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
  2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
  5. BRAKES(NORMAL) - POOR - PILOT IN COMMAND
- 

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

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

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. - 2824      12/19/83      ANCHORAGE, AK      A/C Reg. No. N5886T      Time (Lcl) - 1053 AST

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

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

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

Make/Model - CESSNA C-185-D	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CORDOVA, AK	MERRILL FIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 60
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 15000 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 - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7015
SE LAND	Months Since - 12	Last 24 Hrs - UNK/NR
	Aircraft Type - C-185	Make/Model- 2008
		Last 30 Days- UNK/NR
		Instrument- 46
		Last 90 Days- 55
		Multi-Eng - 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED SHORTLY AFTER TAKEOFF FOLLOWING A POWER LOSS. THE PLT STATED THAT SMOKE ENTERED THE COCKPIT FROM THE HEAT VENTS. HE THOUGHT THE SMOKE WAS FROM RESIDUAL OIL SPILLED ON THE ENGINE DURING AN OIL CHANGE AND HE PULLED THE ENGINE CUT OFF MISTAKING IT FOR THE CABIN AIR. THE ACFT CRASH LANDED IN A GRAVEL PIT ABOUT 1/2 MILE FROM INITIAL POINT OF DEPARTURE. A MAINTENACE INSPECTION DID NOT REVEAL ANY PREIMPACT FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 2824

12/19/83

ANCHORAGE, AK

A/C Reg. No. N5886T

Time (Lc1) - 1053 AST

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

Finding(s)

1. FUEL SUPPLY - INADVERTENT DEACTIVATION - PILOT IN COMMAND

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

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2833      2/21/83      SCOTTSBORO,AL      A/C Reg. No. N758NT      Time (Lcl) - UNK/NR

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

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

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

Make/Model - CESSNA 172K	Eng Make/Model - CONTINENTAL IO-360-K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1700	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 195 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SCOTTSBORO,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SCOTTSBORO MUNICIPAL
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4035 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - ADF/NDB	Runway Status - DRY
Obstructions to Vision- NONE	TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - DAWN		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 115
SE LAND	Months Since - UNK/NR	Make/Model- 15
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED IN A HARD LANDING. THE PLT DID NOT BELIEVE THE ACFT WAS SUBSTANTIALLY DAMAGED AND HAS DISAGREED WITH FILING AN ACCIDENT REPORT. EXAMINATION OF THE ACFT BY A MECHINIC SHOWED A PARTIALLY COLLAPSED NOSE GEAR BUCKLED FIREWALL AND DEFORMED FORWARD FUSELAGE.

Brief of Accident (Continued)

File No. - 2833

2/21/83

SCOTTSBORO,AL

A/C Reg. No. N758NT

Time (Lc1) - UNK/NR

---

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, NOSE GEAR - OVERLOAD
  2. FLARE - IMPROPER - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
  4. RECOVERY FROM BOUNCED LANDING - 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. - 2844      7/08/83      HUNTSVILLE,AL      A/C Reg. No. N922TE      Time (Lcl) - 2012 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - HILLER UH-12B  
Landing Gear      - UNK/NR  
Max Gross Wt      - 2500  
No. of Seats      - 3

Eng Make/Model      - FRANKLIN 6V4-335-5D  
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      - NWS  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 040/004 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
DECATUR,AL  
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)  
COMMERCIAL,ATP,CFI  
SE LAND,ME LAND,SE SEA  
HELICOPTER ,GLIDER

Age - 37  
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	- 5975	Last 24 Hrs	- 2
Make/Model-	15	Last 30 Days-	UNK/NR
Instrument-	145	Last 90 Days-	77
Multi-Eng	- 1798	Rotorcraft	- 289

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS DAMAGED IN A FORCED AUTOROTATIVE LANDING AFTER THE ENGINE QUIT AT 1200 FT MSL IN CRUISE FLT. THE ACFT LANDED IN A MOWED WHEAT FIELD AND THE RIGHT SKID DUG INTO THE SOFT GROUND. THE PLT AND PASSENGERS DECLARED NO INJUREIS. THE PLT SAID THE RIDE IN THE BACK OF A PICK-UP TRUCK ACROSS THE ROUGH FIELD AFTER THE LANDING WAS MUCH WORSE THAN THE ACTUAL ACFT LANDING. THE PLT STATED THAT THE ACFT HAD 2 HOURS FUEL ON BOARD AND THE ENGINE QUIT AFTER 1 HOUR AND 36 MINUTES. WHEN THE ENGINE WAS EXAMINED AFTER THE ACCIDENT THE INLET LINE TO THE CARBURETOR WAS OPENED. NO FUEL WAS NOTED. THE LINES TO THE BOOST BUMP WERE OPENED. NO FUEL WAS NOTED. THE OUTLET LINE FROM THE FUEL TANK WAS OPENED. NO FUEL WAS NOTED. THE GASCOLATOR CONTAINED 2 OUNCES OF FUEL. THE CAPACITY IS 4 TO 6 OUNCES. THE FUEL TANK DRAIN WAS OPENED AND ONE QUART OF FUEL WAS REMOVED. THE CARBURETOR WAS DRAINED AND 4 DROPS OF FUEL WERE RECOVERED.

Brief of Accident (Continued)

File No. - 2844

7/08/83

HUNTSVILLE,AL

A/C Reg. No. N922TE

Time (Lc1) - 2012 CDT

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

Finding(s)

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

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

Finding(s)

5. TERRAIN CONDITION - SOFT
  6. AUTOROTATION - PERFORMED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2950      9/11/83      BIRMINGHAM, AL      A/C Reg. No. N3199L      Time (Lcl) - 1830 CDT

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

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

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

Make/Model - CESSNA 310J	Eng Make/Model - CONTINENTAL IO-470-D27	ELT Installed/Activated - YES-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 - 4	Rated Power - 260 HP	

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

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ALBERTVILLE, AL	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - VMC	LOCAL	BIRMINGHAM
Wind Dir/Speed- 180/012 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 10000/ 150
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - WET
Obstructions to Vision- HAZE		
Precipitation - RAIN SHOWERS		
Condition of Light - DUSK		

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

<b>Pilot-In-Command</b>	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3367
ME LAND	Months Since - 1	Make/Model- 50
	Aircraft Type - UNK/NR	Instrument- 50
		Multi-Eng - 1047
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 99

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDING GEAR COLLAPSED DURING LANDING. AN FAA INSPECTOR SAID THE GEAR MADE GRINDING NOISES WHEN EXTENDED. DURING A FLY-BY THE LEFT GEAR DOOR APPEARED TO BE JAMMED. REPORTEDLY THE LANDING GEAR TRANSMISSION ASSEMBLY FAILED.



Brief of Accident (Continued)

File No. - 2950

9/11/83

BIRMINGHAM,AL

A/C Reg. No. N3199L

Time (Lcl) - 1830 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE,TOTAL
2. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - BINDING(MECHANICAL)

Occurrence #2 COMPLETE 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. - 2949

9/22/83

GEIGER,AL

A/C Reg. No. N46929

Time (Lcl) - 1845 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

1

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

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

Make/Model - AERONCA O-58B

Eng Make/Model - CONTINENTAL A-65

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1260

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 3

Rated Power - 65 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 7.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GEIGER,AL

Destination

SCOOBA,MS

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GEIGER

Runway Ident - UNK/NR

Runway Lth/Wid - 3200/ 50

Runway Surface - UNK/NR

Runway Status - UNK/NR

-----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 - 1000

Last 24 Hrs - UNK/NR

SE LAND

Months Since - 2

Make/Model- 400

Last 30 Days- UNK/NR

Aircraft Type - AEROS

Instrument- 3

Last 90 Days- UNK/NR

Rotorcraft - 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT IMPACTED THE GROUND IN A NOSE LOW ATTITUDE. A WITNESS SAW THE ACFT CIRCLE AT 300-400 FT AGL AND THEN DO A SNAP ROLL. THE ACFT THEN ENTERED A SPIN AND SPUN ABOUT 2 TURNS BEFORE IMPACT. THE WITNESS SAID THE ENGINE SOUNDED NORMAL THROUGHOUT THE MANEUVER. THE PLT STATED THAT HE INTENDED TO PERFORM A SINGLE TURN "SNAP ROLL". HE SAID HE REMEMBERS ENTERING THE ROLL BUT HAS NO FURTHER RECOLLECTION. THE PLT INDICATED THAT HE HAD DONE THIS MANEUVER ABOUT 200 TIMES IN THE PAST. ON THIS OCCASION THE MANEUVER WAS DONE INTO THE SETTING SUN.

Brief of Accident (Continued)

File No. - 2949

9/22/83

GEIGER,AL

A/C Reg. No. N46929

Time (Lc1) - 1845 CDT

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

Finding(s)

1. LIGHT CONDITION - SUNGLARE
  2. AEROBATICS - PERFORMED - PILOT IN COMMAND
  3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2928      10/01/83      HAMILTON, AL      A/C Reg. No. N5523B      Time (Lcl) - 1300 CDT

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

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

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

Make/Model - CESSNA 152II	Eng Make/Model - LYCOMING O-235-12C	ELT Installed/Activated - 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 : UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point ANNISTON, AL</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>MARION COUNTY</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 7000/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 27</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 - 50</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) - UNK/NR

-----Narrative-----

THE ACFT MADE A HARD LANDING DURING A X-COUNTRY FLT. THE ACFT WAS SEEN TO MAKE A SLOW APPROACH AND STALL PRIOR TO TOUCHDOWN. THE ACFT LANDED HARD AND BOUNCED AFTER WHICH THE NOSE GEAR WAS DAMAGED. THE STUDENT PLT HAD NOT LANDED AT THIS ARPT BEFORE.

Brief of Accident (Continued)

File No. - 2928

10/01/83

HAMILTON,AL

A/C Reg. No. N5523B

Time (Lcl) - 1300 CDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2.     IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. ABORT - IMPROPER - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2974      6/13/83      NEWPORT, AR      A/C Reg. No. N6581      Time (Lcl) - 1000 CDT

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

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

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

Make/Model	- GRUMMAN G-164A	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	- 4500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 450 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 170/015 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point NEWPORT, AR</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data BOLLMAN</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 4000 -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 - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 526
SE LAND	Months Since - UNK/NR	Make/Model- 200
	Aircraft Type - UNK/NR	Instrument- 13
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, AFTER HE TOOK OFF, HE WAS UNABLE TO MAINTAIN ALT & BEGAN DUMPING HIS LOAD OF 1500 LBS OF CHEMICALS. HE TURNED BACK TOWARD THE AIRSTRIP, BUT WAS FORCED TO LAND SHORT OF A BEAN FIELD. AFTER TOUCHDOWN, THE ACFT ROLLED INTO A SMALL DRAINAGE DITCH & THE LEFT MAIN GEAR FAILED. THE PLT DID NOT BELIEVE THE ENG WAS DEVELOPING FULL POWER, BUT NO MECHANICAL PROBLEMS WERE VERIFIED. THE ACFT STILL HAD CHEMICALS ON BOARD WHEN IT CRASHED. THE ACFT WAS 308 POUNDS OVER MAXIMUM GROSS WEIGHT.

Brief of Accident (Continued)

File No. - 2974

6/13/83

NEWPORT, AR

A/C Reg. No. N6581

Time (Lc1) - 1000 CDT

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

Finding(s)

1. UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING

Finding(s)

2. LOAD JETTISON - INITIATED - PILOT IN COMMAND  
-----

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

Finding(s)

3. TERRAIN CONDITION - DITCH  
-----

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

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2971

6/24/83

EUDORA, AR

A/C Reg. No. N9934J

Time (Lc1) - 2000 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL APPLICATION

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 137

ON GROUND

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - CESSNA T188C

Eng Make/Model - CONTINENTAL TS10-520-C

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 4400

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 300 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/006 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

EUDORA, AR

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 - DIRT

Runway Status - DRY

ROUGH

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

Pilot-In-Command

Age - 56

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 24000

Last 24 Hrs - 2

SE LAND, ME LAND

Months Since - 4

Make/Model- 2100

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 66

Last 90 Days- 55

Multi-Eng - 600

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE RETURN TRIP TO THE ARPT, THE ENG LOST POWER & THE PLT LANDED IN AN OPEN FIELD WITH SOFT TERRAIN. SHORTLY AFTER TOUCHDOWN, THE RIGHT MAIN GEAR DUG INTO THE SOFT SOIL & COLLAPSED. A FIRE STARTED AFTER THE ACFT CAME TO REST & IT WAS DESTROYED. THE CAUSE OF THE ENG FAILURE WAS NOT DETERMINED.



Brief of Accident (Continued)

File No. - 2971

6/24/83

EUDORA, AR

A/C Reg. No. N9934J

Time (Lcl) - 2000 CDT

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

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING  
-----

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

Finding(s)  
2. TERRAIN CONDITION - SOFT  
-----

Occurrence #4      FIRE  
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. - 2941

6/27/83

GRUBBS, AR

A/C Reg. No. N4237

Time (Lcl) - 1045 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

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

Make/Model - GRUMMAN G-164A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4500

No. of Seats - 1

Eng Make/Model - P & W R-1340-AN1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/015 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 3000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GRUBBS, AR

Destination

SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

Runway Ident - 36

Runway Lth/Wid - 2600 -UNK/NR

Runway Surface - DIRT

Runway Status - WET

SOFT

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 - 41

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 5600

Make/Model- 600

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 110

Instrument Rating(s) - NONE

-----Narrative-----

THE AGRICULTURAL ACFT NOSED OVER DURING LANDING. THE PLT SAID HE WAS ATTEMPTING TO STEER THE ACFT AROUND STANDING PUDDLES OF WATER ON A WET PRIVATE AIRSTRIP WHEN DIRECTIONAL CONTROL WAS LOST AND THE ACFT NOSED OVER IN A DITCH.

Brief of Accident (Continued)

File No. - 2941

6/27/83

GRUBBS,AR

A/C Reg. No. N4237

Time (Lc1) - 1045 CDT

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

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
  4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #2        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) 2,4

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. - 2993      7/04/83      OXFORD, AR      A/C Reg. No. N6302F      Time (Lcl) - 0900 CDT

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

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

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

Make/Model - CESSNA 337A	Eng Make/Model - CONTINENTAL IO-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 210 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BIRMINGHAM, AL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MANHATTAN, KS	Runway Ident - UNK/NR
Wind Dir/Speed- 290/010 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - VFR	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 3500 FT SCATTERED	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 - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 456
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 13
		Instrument- 158
		Multi-Eng - 19
		Last 30 Days- UNK/NR
		Last 90 Days- 58
		Rotorcraft - 341

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

PRIOR TO STARTING ON A ROUND TRIP FROM MANHATTAN, KS, THE OWNER INFORMED THE PLT THAT THE FUEL SELECTOR FOR THE REAR ENG WAS INOP & PRECLUDED SELECTION OF THE AUX FUEL TANK. FOR THAT REASON, THE PLT DID NOT USE EITHER AUX FUEL TANK. AFTER ABOUT 2.8 HRS ON THE RETURN FLT, THE REAR ENG'S POWER BEGAN TO FLUCTUATE. THE REAR BOOST PUMP WAS INOP & THE PLT SUSPECTED A VAPOR LOCK. APRX 5 TO 10 MIN LATER, THE REAR ENG LOST ALL POWER. THE PLT STARTED DIVERTING TO SALEM, AR. A SHORT TIME LATER, THE FRONT ENG ALSO QUIT. AN EMERGENCY LANDING WAS MADE ON ROCKY TERRAIN & THE ACFT WAS DAMAGED. BOTH MAIN TANKS WERE FOUND INTACT & EMPTY. LESS THAN 1 GAL OF FUEL WAS DRAINED FROM THE RIGHT AUX TANK & ABOUT 6 GAL WAS DRAINED FROM THE LEFT AUX TANK.

Brief of Accident (Continued)

File No. - 2993

7/04/83

OXFORD,AR

A/C Reg. No. N6302F

Time (Lc1) - 0900 CDT

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

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. FLUID,FUEL - LOW LEVEL
4. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
5. FLUID,FUEL - STARVATION
6. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

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

Finding(s)

7. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
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) 2,4,5,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2933      7/08/83      CEDARVILLE, AR      A/C Reg. No. N68040      Time (Lc1) - 0735 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -OTHER WORK USE  
Flight Conducted Under      -14 CFR 137  
Accident Occurred During      -MANEUVERING

Aircraft Damage  
DESTROYED

Fire  
UNK/NR

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

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

Make/Model      - TEXAS OH-13-EM-7A  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1500  
No. of Seats      - 1

Eng Make/Model      - LYCOMING VO-540-B1B3  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 205 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
UNK/NR  
Destination  
UNK/NR

ATC/Airspace

Type of Flight Plan      - 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)  
COMMERCIAL  
SE LAND, ME LAND  
HELICOPTER

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

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

Instrument Rating(s)      - NONE

-----Narrative-----

THE PILOT WAS USING AN IMPROVISED HYDRAULIC VERTICAL SAW TO TRIM LIMBS & BRUSH FROM POWERLINES. THE SAW BLADES APPEAR TO HAVE MALFUNCTIONED WHILE THE HELICOPTER WAS MANEUVERING. THE PILOT JETTISONED THE SAW, BUT THE QUICK DISCONNECT HOSES FAILED TO RELEASE AND THE HELICOPTER VEERED INTO THE TREES.

Brief of Accident (Continued)

File No. - 2933

7/08/83

CEDARVILLE, AR

A/C Reg. No. N68040

Time (Lc1) - 0735 CDT

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

Finding(s)

1. MISC EQPT/FURNISHINGS - INADEQUATE
  2. HYDRAULIC SYSTEM - JAMMED
  3. HYDRAULIC SYSTEM - IMPROPER
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2990      8/01/83      EUDORA, AR      A/C Reg. No. N4903X      Time (Lcl) - 1400 CDT

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

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

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

Make/Model - ROCKWELL 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	EUDORA, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- 060/008 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - WATER-CALM
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
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 - UNK/NR	Total - 7100
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 5500
		Instrument- 14
		Last 30 Days- UNK/NR
		Last 90 Days- 150

Instrument Rating(s) - NONE

-----Narrative-----

WHILE DISPENSING FERTILIZER, OIL SUDDENLY COVERED THE WINDSHIELD & THE ENG BEGAN RUNNING AT REDUCED POWER. THE PLT MADE AN EMERGENCY LANDING IN A WATER COVERED RICE FIELD WHERE THE WHEELS HIT A LEVEE & THE ACFT NOSED OVER. AN EXAM REVEALED THAT THE #1 EXHAUST PUSH ROD HAD BROKEN, ALLOWING THE VALVE TO STAY CLOSED.



Brief of Accident (Continued)

File No. - 2990

8/01/83

EUDORA, AR

A/C Reg. No. N4903X

Time (Lc1) - 1400 CDT

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

Finding(s)

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

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 - SOFT
  3. TERRAIN CONDITION - WET
  4. TERRAIN CONDITION - DIRT BANK
- 

----Probable Cause----

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

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. - 2968      9/02/83      FORT SMITH, AR      A/C Reg. No. N3594G      Time (Lcl) - 2101 CDT

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

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

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

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING TIO-540-J2BD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 10	Rated Power - 350 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BRINKLEY, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FORT SMITH MUNI.
Wind Dir/Speed- 110/005 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 6107
SE LAND, ME LAND	Months Since - 4	Last 24 Hrs - 10
	Aircraft Type - UNK/NR	Make/Model- 724
		Instrument- 137
		Multi-Eng - 3997
		Last 30 Days- UNK/NR
		Last 90 Days- 159

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD DEPARTED LAREDO, TX, ON A FLT TO FT SMITH, AR, WITH AN INTERMEDIATE STOP AT BRINKLEY, AR. THE FUEL TANKS WERE "TOPPED" AT LAREDO, BUT NO FUEL WAS ADDED AT BRINKLEY. DURING ARRIVAL AT FT SMITH, THE PLT DECLARED AN EMERGENCY FOR "EXTREMELY LOW FUEL." HE WAS CLEARED FOR A STRAIGHT-IN APCH. VERY SHORTLY AFTER THAT, BOTH ENGS BEGAN RUNNING ROUGH WITH BOTH FUEL BOOST PUMP LIGHTS ILLUMINATED. THE PLT INFORMED THE TOWER THAT HE WOULD NOT BE ABLE TO REACH THE ARPT. HE SELECTED A DARK UNPOPULATED AREA TO LAND & EXTENDED THE GEAR. WHEN HE TURNED ON THE LANDING LIGHTS, HE REALIZE HE HAD SELECTED A WOODED AREA. THE ACFT WAS DESTROYED AFTER IMPACTING TREES. THE PLT HAD BEGUN THE 1ST OF 6 FLT AT 0608 CDT & HAD GOTTEN VERY LITTLE SLEEP THE PRECEEDING NIGHT.

Brief of Accident (Continued)

File No. - 2968

9/02/83

FORT SMITH, AR

A/C Reg. No. N3594G

Time (Lc1) - 2101 CDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  2. FLUID, FUEL - 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      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
  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

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. - 2953      10/25/83      MONTICELLO,AR      A/C Reg. No. N5092U      Time (Lcl) - 1730 CDT

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

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

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

Make/Model - CESSNA 172RG	Eng Make/Model - LYCOMING O-350-F1A6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	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	HOT SPRINGS,AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MOBILE,AL	MONTICELLO
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 03
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3820/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 588
SE LAND,ME LAND	Months Since - 19	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 70
		Instrument- 62
		Last 30 Days- UNK/NR
		Last 90 Days- 122
		Multi-Eng - 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLT, THE PLT DETECTED SMOKE IN THE CABIN. THINKING THAT AN ELECTRICAL MALFUNCTION WAS THE SOURCE, HE SECURED THE ELECTRICAL MASTER SWITCH & USED THE BATTERY. A PRECAUTIONARY LANDING WAS MADE AT MONTICELLO, AR. DURING THE LANDING, THE RIGHT MAIN GEAR COLLAPSED SHORTLY AFTER TOUCHDOWN. AN INVESTIGATION REVEALED THAT THE ENG & ELECTRICAL SYS OPERATED NORMALLY. THE SOURCE OF THE SMOKE WAS FROM ENG OIL LEAKING ON A HOT EXHAUST STACK.

Brief of Accident (Continued)

File No. - 2953

10/25/83

MONTICELLO, AR

A/C Reg. No. N5092U

Time (Lc1) - 1730 CDT

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

Finding(s)

1. LUBRICATING SYSTEM - LEAK
  2. FLUID, OIL - FUMES
  3. ELECTRICAL SYSTEM - OTHER
  4. ALTERNATOR - NOT USED - PILOT IN COMMAND
- 

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

Finding(s)

5. FLIGHT TO ALTERNATE DESTINATION - NOT POSSIBLE - PILOT IN COMMAND
  6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  7. LANDING GEAR, MAIN GEAR - UNLOCKED
  8. GEAR EXTENSION - 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) 7,8

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. - 2916      8/26/83      GILA BEND, AZ      A/C Reg. No. N6020X      Time (Lcl) - 1027 MST

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

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

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

Make/Model	- MOONEY M20A	Eng Make/Model	- LYCOMING O-360-A1A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</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>EL PASO, TX</p> <p>Destination</p> <p>LOS ANGELES, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>GILA BEND</p> <p>Runway Ident - 22</p> <p>Runway Lth/Wid - 3800/ 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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 33</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - 150</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 121</p> <p>Make/Model- 57</p> <p>Instrument- 26</p> <p>Last 24 Hrs - 8</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 64</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT OVERRAN THE RWY AND COLLIDED WITH DITCH DURING LANDING. THE PLT REPORTED THAT THE ACFT FLOATED AFTER THE FLARE FOR LANDING AND EVEN THOUGH HEAVY BRAKING WAS USED AFTER LANDING THE ACFT DID NOT STOP ON THE RWY. THE WIND WAS CALM BUT THE PLT SAID HE HAD NOT OBSERVED THE WINDSOCK PRIOR TO LANDING. THE RWY USED IS 3800 FT LONG WITH A 200 FT OVERRUN. THE DITCH IS 100 BEYOND THE OVERRUN. THE PLT STATED IN HIS WRITTEN REPORT THAT HE SHOULD HAVE MADE A GO-AROUND WHEN HE KNEW HE COULD NOT MAKE THE LANDING APPROACH.

Brief of Accident (Continued)

File No. - 2916

8/26/83

GILA BEND, AZ

A/C Reg. No. N6020X

Time (Lc1) - 1027 MST

-----  
Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
  2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
  3. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
  4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
- 

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

Finding(s)

5. TERRAIN CONDITION - DITCH
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2923      9/10/83      MESA, AZ      A/C Reg. No. N2309E      Time (Lcl) - 1145 MST

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

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

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

Make/Model	- CASSUTT 3-M	Eng Make/Model	- CONTINENTAL D-200-A	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	- 100 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	MESA, AZ			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- UNK/NR
Wind Dir/Speed	- 130/005 KTS	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Visibility	- 45.0 SM	Type of Flight Plan	- NONE	Runway Surface	- DIRT
Lowest Sky/Clouds	- 25000 FT	Type of Clearance	- NONE	Runway Status	- DRY
Lowest Ceiling	- NONE	Type Apch/Lndg	- UNK/NR		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 52	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 1000	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model - 13	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) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A STREET LAMP WHILE PULLING UP FROM A LOW PASS OVER A DRY RIVER BED. THIS EXPERIMENTAL AMATEUR BUILT ACFT WAS OPERATING OUTSIDE THE PRESCRIBED BOUNDARIES FOR THIS ACFT. WITNESSES DISAGREED ON THE ENGINE SOUNDS. SOME DESCRIBED THE ENGINE AS LOUD AND STRONG. OTHERS SAID IT WAS SPUTTERING AND MISSING. ALL AGREED THAT THE ACFT FLEW LOW (ABOUT 50-75 FT AGL) OVER THE RIVERBED. AFTER THE ACCIDENT BOTH FUEL TANK INDICATORS READ EMPTY. THE MAIN FUEL TANK WAS PUNCTURED. THE AUX TANK CONTAINED ABOUT 1/8 GALLON OF FUEL. NO FUELING INFORMATION COULD BE OBTAINED. THE FUELING FACILITY AT FALCON FIELD HAD NO RECORD OF ANY PURCHASE BY THE PLT. THE PROPELLER WAS METAL AND PRESENTED EXTREME TWISTING WITH MULTIPLE UNDIFFERENTIATED GOUGES AND SCRATCHES BOTH BLADES WERE BENT FOWARD AND THE TOP OF ONE BLADE WAS MISSING.



Brief of Accident (Continued)

File No. - 2923

9/10/83

MESA,AZ

A/C Reg. No. N2309E

Time (Lcl) - 1145 MST

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
  2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  3. OBJECT - UTILITY POLE
  4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2897      10/18/83      CASA GRANDE,AZ      A/C Reg. No. N2041B      Time (Lcl) - 1230 MST

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

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

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

Make/Model - LUSCOMBE 8A	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CASA GRANDE
Wind Dir/Speed- 270/004 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	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,CFI	Current - YES	Total - 3810
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - 152	Make/Model- 29
		Instrument- 41
		Last 30 Days- 63
		Last 90 Days- 262

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS EQUIPPED WITH BRAKES ONLY ON THE LEFT SIDE. DURING A DUAL INSTRUCTIONAL FLT, THE STUDENT WAS LANDING THE ACFT FROM THE LEFT SEAT. ON THE 4TH LANDING, THE ACFT ENCOUNTERED A REPORTED RIGHT QUARTERING GUST OF WIND FROM THE REAR. THE ACFT VEERED TO THE RIGHT & CAME TO REST IN A DRAINAGE DITCH. THE INSTRUCTOR (CFI) STATED THAT NOT HAVING BRAKES ON HIS SIDE OF THE ACFT CONTRIBUTED TO THE MISHAP.

Brief of Accident (Continued)

File No. - 2897

10/18/83

CASA GRANDE, AZ

A/C Reg. No. N2041B

Time (Lc1) - 1230 MST

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

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - GUSTS
4. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
5. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
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) 1,4,5

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. - 2820      11/25/83      SCOTTSDALE, AZ      A/C Reg. No. N200CF      Time (Lcl) - 1854 MST

-----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	- BEECH BE-35	Eng Make/Model	- CONTINENTAL E-185	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 185 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 250/007 KTS</p> <p>Visibility - 45.0 SM</p> <p>Lowest Sky/Clouds - SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>TUCSON, AZ</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>SCOTTSDALE</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 8250/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 51</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 - EXPIRED</p> <p>Flight Time (Hours)</p> <p>Total - 120</p> <p>Make/Model- 22</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- .16</p>
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Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT COLLIDED WITH A SIGN DURING A FORCED LANDING ON A STREET. THERE WAS SOME DAMAGE TO THE RIGHT WING. THE PLT STATED THAT HE THOUGHT HE HAD AMPLE FUEL FOR THE FLT. HE ALSO STATED THAT THE FUELING FACILITY WAS CLOSED AT THE ARPT AT TIME OF HIS DEPARTURE. POST ACCIDENT INVESTIGATION OF THE ACFT SHOWED JUST A TRACE OF FUEL IN THE RIGHT MAIN TANK AND NO FUEL IN THE AUX TANK. THE PLT REPORTED A POST ACCIDENT LEAK IN THE RIGHT TANK OF "1 QUART A MINUTE"

Brief of Accident (Continued)

File No. - 2820

11/25/83

SCOTTSDALE,AZ

A/C Reg. No. N200CF

Time (Lcl) - 1854 MST

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

Finding(s)

1. FUEL SYSTEM,TANK - LEAK
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. FLUID,FUEL - EXHAUSTION
  4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
  5. REFUELING - NOT PERFORMED - PILOT IN COMMAND
  6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
- 

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

-----

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

Finding(s)

7. OBJECT - UTILITY POLE
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2841      12/03/83      BLACK CANYON, AZ      A/C Reg. No. N7740S      Time (Lc1) - 1230 MST

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

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

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

Make/Model	- SCHWEIZER I-26D	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
- Landing Gear	- TRICYCLE-FIXED	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 640	Engine Type	- UNK/NR		
No. of Seats	- 1	Rated Power	- N/A		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 800 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point AGUILA, AZ</p> <p>Destination PLEASANT VALLEY, AZ</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - 061</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p> <p>HIGH VEGETATION</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - YES	Total - 745
SE LAND	Months Since - 17	Make/Model- 13
	Aircraft Type - 233A	Instrument- 4
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- 44
		Last 90 Days- 146
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER COLLIDED WITH A TREE DURING A FORCED LANDING. THE GLIDER WAS BEING TOWED ON A FERRY X-COUNTRY WHEN THEY OVERFLEW AN UNDERCAST. THE TOW PLANE STARTED DESCENT TO PENETRATE THE CLOUDS EXPECTING THE GLIDER TO MAINTAIN TOW AND CONTACT ON THE 200 FT LINE. THE GLIDER PLT RELEASED AND SPUN DOWN THROUGH THE OVERCAST. HE DID THIS HE SAID TO PREVENT DISORIENTATION. HE BROKE OUT AT ABOUT 800 FT AGL AND WHILE LANDING IN A PASTURE COLLIDED WITH A TREE.

Brief of Accident (Continued)

File No. - 2841

12/03/83

BLACK CANYON,AZ

A/C Reg. No. N7740S

Time (Lcl) - 1230 MST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
  2. REMEDIAL ACTION - PREMATURE - PILOT IN COMMAND
  3. IMPROPER DECISION, ANXIETY/APPREHENSION - PILOT IN COMMAND
  4. COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND
  5. CREW/GROUP BRIEFING - INADEQUATE - PILOT OF OTHER AIRCRAFT
- 

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

Finding(s)

6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  7. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
- 

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

Finding(s)

8. OBJECT - TREE(S)
  9. DISTANCE - MISJUDGED - PILOT IN COMMAND
  10. 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) 2,3,4,5,7,9,10

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2849      12/08/83      GRAND CANYON,AZ      A/C Reg. No. N113ML      Time (Lcl) - 1415 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - BELL 206B III  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 3200  
No. of Seats      - 5

Eng Make/Model      - ALLISON 250-C20B  
Number Engines      - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 420 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 250/012 KTS  
Visibility      - 50.0 SM  
Lowest Sky/Clouds      - 10000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
PAGE,AZ  
Destination  
ST. GEORGE,UT

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - WATER  
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)  
COMMERCIAL  
SE LAND  
HELICOPTER

Age - 45  
Biennial Flight Review  
Current      - YES  
Months Since      - 3  
Aircraft Type      - 206

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 5500      Last 24 Hrs - 2  
Make/Model- 2015      Last 30 Days- UNK/NR  
Instrument- 351      Last 90 Days- 240  
Rotorcraft      - 5200

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER STRUCK A CABLE WHILE FLYING ABOUT 25 FT AGL IN THE GRAND CANYON. THE ACFT WAS ON AN AERIAL OBSERVATION TO SURVEY AND ACQUAINT A PASSENGER WITH THE ARIZONA STRIP WILDERNESS DISTRICT. PHOENIX FSS HIGHLY RECOMMENDS THAT PLTS NOT FLY DOWN INTO THE CANYON. THE CABLES WERE ABOUT 34 FT ABOVE THE SURFACE OF THE COLORADO RIVER AND THE HELICOPTER WENT BELOW THE CABLE WHICH CONTACTED THE MAIN ROTOR MAST AND SEPARATED IT FROM THE FUSELAGE. SINCE THIS ACCIDENT CABLES IN GRANDS CANYON NATIONAL PARK WERE MARKED WTH ORANGE BALLS.



Brief of Accident (Continued)

File No. - 2849

12/08/83

GRAND CANYON, AZ

A/C Reg. No. N113ML

Time (Lcl) - 1415 MST

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

Finding(s)

1. OBJECT - WIRE, STATIC
  2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
  3. JUDGEMENT - POOR - PILOT IN COMMAND
  4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  5. CLEARANCE - IMPROPER - PILOT IN COMMAND
- 

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

Finding(s)

6. TERRAIN CONDITION - WATER, ROUGH
- 

-----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

### Brief of Accident

A/C Req. No. N133AW

Time (Lc1) - 1005 MST

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC

Type of Operation -SCHEDULED,DOMESTIC,PASSENGER

Flight Conducted Under -14 CFR 121

Accident Occurred During -STANDING

**NONF**

Crew  
Pass  
Other

Fatal	Serious	Minor	None
0	0	0	5
0	0	0	0
0	1	0	0

Make/Model - BOEING 737-200  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 117000  
No. of Seats - 122

Eng Make/Model - P & W JT8D-9A  
Number Engines - 2  
Engine Type - TURBOFAN  
Rated Power - UNK/NR

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

## Weather Data

Wx Briefing. - COMPANY  
Method - IN PERSON  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 070/009 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - 7000 FT SCAT  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

## Last Departure Point

SAME AS ACC/INC  
Destination  
LAS VEGAS,NV

ON AIRPORT

PHOENIX SKY

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

## Type of Flight Plan - IFR

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

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

ATP  
SE LAND

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Flight Time (Hours)	
Total -	10426
Last 24 Hrs -	UNK/NR
Make/Model -	3326
Last 30 Days -	UNK/NR
Instrument -	UNK/NR
Last 90 Days -	UNK/NR
Multi-Eng -	UNK/NR
Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

THE ACFT WAS STANDING WITH ENGINES RUNNING AND A BAGGAGE HANDLER WAS BLOWN OFF HIS FEET WHEN HE WENT BEHIND THE ACFT. THE ACFT HAD BEEN CALLED BACK TO THE RAMP BECAUSE AN ACCESS DOOR WAS OPEN. THE BAGGAGE HANDLER APPROACHING THE ACFT FROM THE REAR TO CLOSE THE DOOR FAILED TO SIGNAL THE CREW TO SHUT DOWN THE ENGINES. HE SAID HE BELIEVED HE HEARD THE RIGHT ENGINE SPOOLING DOWN. THE BAGGAGE HANDLER WAS THROWN ABOUT 8-10 FT AND LANDED ON HIS KNEE. HIS KNEE CAP WAS BROKEN. THE FLT CREW WAS UNAWARE OF THE ACCIDENT UNTIL INFORMED BY THE COMPANY.

Brief of Accident (Continued)

File No. - 2838

12/25/83

PHOENIX,AZ

A/C Reg. No. N133AW

Time (Lc1) - 1005 MST

---

Occurrence            PROPELLER BLAST OR JET EXHAUST/SUCTION  
Phase of Operation    STANDING - ENGINE(S) OPERATING

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - GROUND PERSONNEL
  2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - GROUND PERSONNEL
- 

-----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. - 2858      3/31/83      PALO ALTO, CA      A/C Reg. No. N1537H      Time (Lcl) - 1438 PST

-----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 -		Other 0	0	0	4

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

Make/Model - CESSNA 195A	Eng Make/Model - JACOBS R-775A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 5	Rated Power - 245 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination	Airport Data
Completeness - N/A	OAKLAND, CA	PALO ALTO
Basic Weather - VMC	ATC/Airspace	Runway Ident - 30
Wind Dir/Speed- 330/008 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 65
Visibility - 30.0 SM	Type of Clearance - UNK/NR	Runway Surface - UNK/NR
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7950
SE LAND, ME LAND	Months Since - 11	Make/Model- 3050
GLIDER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCREWS OF A CESSNA 195A, N1537H, & A BEECH V35B, N2084L, WERE CLEARED TO RWY 30 FROM DIFFERENT POSITIONS ON THE PARKING AREA. THE CESSNA PLT WAS INSTRUCTED TO USE THE "SHORTEST ROUTE, NO DELAY PLEASE." AS THE ACFT WERE TAXIED ON SEPARATE ROUTES, THEY CONVERGED WHERE THE 2 TAXIWAYS MERGED AT THE RUN-UP AREA. THE CESSNA PLT WAS S-TURNING AS HE APPROACHED THE RUN-UP AREA. HE NOTED 2 ACFT PARKED AT 2 OF 3 RUN-UP HOLD LINES, BUT DID NOT SEE THE BEECH CONVERGING FROM HIS RIGHT. THE BEECH WAS SLIGHTLY AHEAD OF THE CESSNA & WAS TAXIING SLOWER. THE PILOT OF THE BEECH DID NOT SEE THE CESSNA CONVERGING FROM HIS LEFT REAR AREA. BOTH OF THE ACFT WERE TAXIING IN A NORTHERLY DIRECTION & WERE WITHIN 10 FT OF THE TAXIWAY CENTERLINE WHEN THE 2 COLLIDED.

Brief of Accident (Continued)

File No. - 2858

3/31/83

PALO ALTO, CA

A/C Reg. No. N1537H

Time (Lcl) - 1438 PST

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

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2858      3/31/83      PALO ALTO, CA      A/C Reg. No. N2084L      Time (Lcl) - 1438 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model      - BEECH V35B  
Landing Gear      - UNK/NR  
Max Gross Wt      - 3400  
No. of Seats      - 6

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

ELT Installed/Activated      - YES/NO  
Stall Warning System      - 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- 330/008 KTS  
Visibility      - 30.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

PALO ALTO  
Runway Ident      - 30  
Runway Lth/Wid      - 2500/ 65  
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      - 10  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 426  
Make/Model- 213  
Instrument- 6  
Multi-Eng      - UNK/NR  
Last 24 Hrs      - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 4  
Rotorcraft      - UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

THE AIRCREWS OF A CESSNA 195A, N1537H, & A BEECH V35B, N2084L, WERE CLEARED TO RWY 30 FROM DIFFERENT POSITIONS ON THE PARKING AREA. THE CESSNA PLT WAS INSTRUCTED TO USE THE "SHORTEST ROUTE, NO DELAY PLEASE." AS THE ACFT WERE TAXIED ON SEPARATE ROUTES, THEY CONVERGED WHERE THE 2 TAXIWAYS MERGED AT THE RUN-UP AREA. THE CESSNA PLT WAS S-TURNING AS HE APPROACHED THE RUN-UP AREA. HE NOTED 2 ACFT PARKED AT 2 OF 3 RUN-UP HOLD LINES, BUT DID NOT SEE THE BEECH CONVERGING FROM HIS RIGHT. THE BEECH WAS SLIGHTLY AHEAD OF THE CESSNA & WAS TAXIING SLOWER. THE PILOT OF THE BEECH DID NOT SEE THE CESSNA CONVERGING FROM HIS LEFT REAR AREA. BOTH OF THE ACFT WERE TAXIING IN A NORTHERLY DIRECTION & WERE WITHIN 10 FT OF THE TAXIWAY CENTERLINE WHEN THE 2 COLLIDED.

Brief of Accident (Continued)

File No. - 2858

3/31/83

PALO ALTO, CA

A/C Reg. No. N2084L

Time (Lcl) - 1438 PST

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

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2836

4/15/83

MODESTO, CA

A/C Reg. No. N9961J

Time (Lcl) - 1450 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 -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Fire  
NONE

Crew  
Pass

Accident Occurred During -TAKEOFF

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

Make/Model - CESSNA 188B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4200

No. of Seats - 1

Eng Make/Model - CONTINENTAL 10-520-D

Number Engines - 1

Engine Type - UNK/NR

Rated Power - 300 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- UNK/NR

Visibility - 25.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

YANDELL RANCH

Runway Ident - 28

Runway Lth/Wid - 2640 -UNK/NR

Runway Surface - GRAVEL

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 46

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 5350

Make/Model- UNK/NR

Instrument- 3

Multi-Eng - 407

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 155

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A FENCE DURING TAKEOFF AND PULLED THE TAILWHEEL OUT OF THE EMPENNAGE. THE PLT SAID THE DUMP VALVE FAILED TO WORK OR "STRUCK" SO HE COULD NOT JETTISON THE LOAD. HE FELT THE NEED TO "DUMP" WHEN THE ACFT HIT A "SOFTSPOT" IN THE GRAVEL AND DIRT RWY WHICH WAS SOFT AND MUDDY IN SPOTS. THE ACFT WAS LOADED WITH 20 GALLONS OF FUEL AND 170 GALLONS OF CHEMICALS. AFTER THE COLLISION THE PLT MANEUVERED BACK TO THE RWY AND LANDED WITHOUT FURTHER MISHAP.



Brief of Accident (Continued)

File No. - 2836

4/15/83

MODESTO,CA

A/C Reg. No. N9961J

Time (Lc1) - 1450 PST

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

Finding(s)

1. OBJECT - FENCE
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. AERIAL APPLICATION EQUIPMENT - BINDING(MECHANICAL)
4. LOAD JETTISON - NOT POSSIBLE - PILOT IN COMMAND
5. TERRAIN CONDITION - SOFT

Occurrence #2 TAIL GEAR COLLAPSED  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

6. LANDING GEAR, TAILWHEEL ASSEMBLY - SEPARATION

-----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. - 2903

6/14/83

TEMECULA, CA

A/C Reg. No. N5754M

Time (Lcl) - 1505 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	1	0
Crew	0	0	4	0
Pass				

Type of Operation -DEMONSTRATIO

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

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

Make/Model - BELL 206B

Landing Gear - SKID

Max Gross Wt - 3200

No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 420 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- 270/025 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

TEMECULA, 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

TEMECULA

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

HELICOPTER

Age - 33

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3186

Make/Model- 425

Instrument- 76

Multi-Eng - 514

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 17

Rotorcraft - 2114

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT TOOK OFF ON A DEMONSTRATION FLT TO FAMILIARIZE THE PASSENGERS WITH THE HELICOPTER. HE REPORTED THAT AFTER TAKEOFF, HE PROCEEDED NORTHEAST AT ABOUT 100 TO 150 FT AGL & 80 KTS IN WIND THAT WAS FROM THE WEST AT 25 GUSTING 30 KTS. AFTER TRAVELING ABOUT 3 MI, HE TURNED LEFT TOWARD A WESTERLY DIRECTION, USING APRX A 30 DEG BANK. HE STATED THAT JUST PRIOR TO ROLLING OUT OF THE TURN, THE HELICOPTER STARTED TO RAPIDLY LOSE ALT & THE FORWARD & AFT CYCLIC CONTROL WOULD NOT RESPOND TO HIS INPUTS. SUBSEQUENTLY, THE HELICOPTER IMPACTED THE GROUND. HE BELIEVED THAT THE WIND HAD SHIFT & THE HELICOPTER MAY HAVE TURNED DOWNWIND & BEGAN SETTING WITH POWER. ACCORDING TO A PASSENGER, WHEN THE HELICOPTER WAS IN THE TURN TO THE WEST, HE FELT A THUMP, THE ACFT BEGAN CLIMBING, THEN WENT INTO A 360 DEG SPIN TO THE RIGHT. NO PREIMPACT/PART FAILURE OR MALFUNCTION WAS FOUND. THE 3 SERVO ACTUATORS WERE TESTED & ALL 3 FUNCTIONED PROPERLY. LOCAL PLTS REPORTED THE WINDS WERE OFTEN UNPREDICTABLE DUE TO ROLLING HILLS IN THE AREA.

Brief of Accident (Continued)

File No. - 2903

6/14/83

TEMECULA, CA

A/C Reg. No. N5754M

Time (Lc1) - 1505 PDT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - UNFAVORABLE WIND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2882      6/30/83      OCOTILLO, CA      A/C Reg. No. N1WA      Time (Lc1) - 1205 PDT

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

Type Operating Certificate-EXTERNAL LOAD

Type of Operation      -OTHER WORK USE  
Flight Conducted Under      -14 CFR 133  
Accident Occurred During      -LANDING

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model      - BELL 204B  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 8500  
No. of Seats      - 11

Eng Make/Model - LYCOMING T53-13B  
Number Engines - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 1300 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 225/012 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  
JACUMBA, CA  
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      - GRAVEL  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 37  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type      - 212

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 4800	Last 24 Hrs - 3
Make/Model-	350	Last 30 Days- UNK/NR
Instrument-	UNK/NR	Last 90 Days- 200
Multi-Eng -	UNK/NR	Rotorcraft - 4695

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ON AN EXTERNAL LOAD OPERATION TO AIRLIFT LOADS OF CEMENT. THE CEMENT WAS BEING POURED FOR BASE PILINGS FOR POWER LINE TOWERS ON ROUGH TERRAIN. WHILE CARRYING A 3100 LB LOAD OF CEMENT ON A 40 FT LINE, THE HELICOPTER HAD JUST MOVED TO A POSITION TO START POURING. WHILE STABILIZED IN A HOVER, THE PLT HEARD 3 COMPRESSOR STALLS. THE HELICOPTER YAWED & BEGAN LOSING ALTITUDE. THE PLT MOVED THE ACFT FORWARD FOR THE SAFETY OF WORKERS BELOW. THE PLT CONTINUED FORWARD, RELEASED THE EXTERNAL LOAD, CONTINUED AN AUTOROTATION INTO A RAVINE & LANDED ON SOFT, UNEVEN GROUND. PRIOR TO TOUCHDOWN, THE HELICOPTER BEGAN MAKING UNCONTROLLABLE TURNS. THE MAIN ROTOR STRUCK A LARGE BOULDER. SHORTLY AFTER LANDING, A FIRE ERUPTED IN THE ENG COMPARTMENT WHICH SUBSEQUENTLY COSUMED THE HELICOPTER. AN EXAM OF THE WRECKAGE, INCLUDING THE ENG, REVEALED NO PREIMPACT, MECHANICAL PROBLEM. THE PINION GEAR OF THE 90 DEG GEAR BOX EXHIBITED SOME BACKLASH WEAR. THE ELEVATION OF THE CRASH SITE WAS APRX 3000 FT.

Brief of Accident (Continued)

File No. - 2882

6/30/83

OCOTILLO, CA

A/C Reg. No. N1WA

Time (Lcl) - 1205 PDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      HOVER

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - OTHER PERSON  
4. MANEUVER - PERFORMED - PILOT IN COMMAND  
5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

6. WEATHER CONDITION - HIGH DENSITY ALTITUDE  
7. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2902      7/13/83      BISHOP,CA      A/C Reg. No. N56TM      Time (Lc1) - 1215 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

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

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

Make/Model - ROLLADEN-SCHNEIDER LS3-A  
Landing Gear - UNK/NR  
Max Gross Wt - 1041  
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 - IN PERSON  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 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  
BISHOP,CA  
Destination  
BISHOP,CA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 44  
Biennial Flight Review  
Current - YES  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

Total	- 2000	Last 24 Hrs	- 4
Make/Model	- 400	Last 30 Days	- 21
Instrument	- UNK/NR	Last 90 Days	- 50
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER PLT WAS PARTICIPATING IN A SOARING CONTEST WHICH INVOLVED A QUADRANGLE COURSE. WHILE ENROUTE TO THE 1ST TURN POINT WITH 2 OTHER SAILPLANES, THE PLT WAS OBSERVED TO DEPART FROM THE GENERAL FLT PATH OF THE OTHER 2 GLIDERS & FLY ON THE LEEWARD SIDE OF A RIDGELINE. SUBSEQUENTLY, THE GLIDER CRASHED BETWEEN 2 KNOLLS, ABOUT 51 FT WEST & 5 FT BELOW THE RIDGELINE, IN A SLIGHTLY NOSE UP & A NEAR WINGS LEVEL ATTITUDE. NO PREIMPACT/PART MALFUNCTION OR FAILURE WAS FOUND. BETWEEN 1150 & 1250 PDT, THE WIND AT BISHOP, CA SHIFTED FROM 030 TO 340 DEG. THE ACCIDENT OCCURRED ABOUT 6 MI NORTHEAST OF BISHOP.

Brief of Accident (Continued)

File No. - 2902

7/13/83

BISHOP, CA

A/C Reg. No. N56TM

Time (Lcl) - 1215 PDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. 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) 1,3

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2917

7/23/83

STONYFORD,CA

A/C Reg. No. N8353M

Time (Lcl) - 0848 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

Fire  
NONE

Accident Occurred During -MANEUVERING

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

Make/Model - CESSNA A150K

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- 120/002 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

STONYFORD,CA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

FLYING S STRIP

Runway Ident - 50

Runway Lth/Wid - 2000/ 50

Runway Surface - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND,ME LAND

HELICOPTER

Age - 36

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - NA 265

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 12274

Make/Model- UNK/NR

Instrument- 669

Multi-Eng - 3430

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 1099

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND WHILE NEGOTIATING A LOW LEVEL AEROBATIC MANEUVER. THE ACFT HAD DEPARTED A PRIVATE RANCH AIRSTRIP AND ACCORDING TO A WITNESS THE ACFT WAS "ROLLED". AFTER A FEW CIRCLES OF THE STRIP. THE WITNESS WAS SURPRISED BECAUSE THE PLT HAD SAID BEFORE TAKEOFF THAT THE ACFT WAS NOT SUITED FOR AEROBATICS. A 2ND ROLL WAS ATTEMPTED BUT AFTER THE ROLLOUT 90 DEGREES OFF THE ENTRY HEADING THE ACFT COLLIDED WITH THE GROUND IN A FLAT LEVEL ATTITUDE AND SKIDDED OUT OF SIGHT. THE PLT WAS FATALLY INJURED. HE WAS AN AIR TRANSPORT PLT WITH OVER 12000 HOURS TOTAL FLYING TIME.



Brief of Accident (Continued)

File No. - 2917

7/23/83

STONYFORD,CA

A/C Reg. No. N8353M

Time (Lc1) - 0848 PDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
  2. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
  3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2804      7/31/83      PLEASANTON,CA      A/C Reg. No. N6599L      Time (Lc1) - 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	NONE	Pass 0	0	0	0
Accident Occurred During -UNKNOWN					

-----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 - 1675	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	UNK/NR
Method - N/A	HAYWARD,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	UNK/NR	
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 900 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - UNK/NR		

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

Pilot-In-Command	Age - 43	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
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN A STEEP NOSE DOWN ATTITUDE IN HILLY TERRAIN. DEBRIS WAS SCATTERED FOR ABOUT 100 FT BUT THE ACFT DID NOT TRAVEL AFTER INITIAL IMPACT. THE FUEL TANKS WERE RUPTURED AND NO FUEL REMAINED. THE SHERIFF'S DEPUTIES SAID NO ODOR OF FUEL WAS NOTED WHEN THEY ARRIVED AT THE SCENE. THE ACFT WRECKAGE WAS MISSING FOR ABOUT 2 DAYS. THE PLTS WIFE LAST SAW HIM ON 7/30 AT 2300 HOURS PDT. HE REPORTEDLY LEFT HOME THAT NIGHT OR EARLY THE NEXT MORNING. WHEN HE DID NOT RETURN ON 7/31 THE WIFE REPORTED HIM MISSING. HIS CAR WAS FOUND AT HAYWARD AIR TERMINAL, CA. THERE ARE NO KNOWN WITNESSES TO THE ACCIDENT. THE ACFT WRECKAGE WAS FOUND BY A RANCHER WHO WAS CHECKING CATTLE ON HIS PROPERTY. NO DISCREPANCIES IN THE AIRFRAME OR ENGINE WERE UNCOVERED IN THE INVESTIGATION. THE WIFE SAID HER HUSBAND HAD BEEN DEPRESSED DUE TO BUSINESS. SHE SAID HE HAD THREATENED SUICIDE IN THE PAST BUT SHE DID NOT BELIEVE HE WOULD TAKE ANY ACTION IN THAT REGARD. AN AUTOPSY AND TOXICOLOGICAL TESTS REVEALED NOTHING OUT OF THE ORDINARY.

Brief of Accident (Continued)

File No. - 2804

7/31/83

PLEASANTON, CA

A/C Reg. No. N6599L

Time (Lcl) - UNK/NR

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    UNKNOWN

Finding(s)  
1. UNDETERMINED

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2865      8/11/83      TEMECULA, CA      A/C Reg. No. N12HK      Time (Lcl) - 1200 PDT

-----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 -CRUISE			0	0	0	0

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

Make/Model - STINSON 108-3	Eng Make/Model - FRANKLIN 6A4-165	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 165 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	RIVERSIDE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	RAMONA, CA	RANCHO CALIFORNIA
Wind Dir/Speed- 070/004 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 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 - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 660
SE LAND	Months Since - 3	Last 24 Hrs - 3
	Aircraft Type - 108-3	Make/Model- 508
		Instrument- 4
		Last 30 Days- 10
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

A STINSON 108-3, N12HK, PILOTED BY A PRIVATE PLT, & A CESSNA 152, N46757, PILOTED BY A STUDENT PLT, COLLIDED WHILE BOTH ACFT WERE CRUISING AT 5500 FT MSL. THE PRIVATE PLT (OF N12HK) REPORTED HE AS ON A MAGNETIC HEADING 130 DEG & WAS INDICATING 92 MPH (ABOUT 80 KTS). THE STUDENT PLT (N6757), STATED HE WAS TRACKING A VOR RADIAL, HEADING ABOUT 150 DEG, & AS INDICATING 95 KTS. NEITHER PLT SAW THE OTHER ACFT BEFORE IMPACT. DURING THE COLLISION, THE PROPELLER OF THE CESSNA 52 STRUCK THE LEFT MAIN GEAR & LOWER FUSELAGE SKIN OF THE STINSON 108-3. THE STINSON PLT CONTINUED ON TO RAMONA, CA & LANDED WITH SUBSTANTIAL DAMAGE. THE ENG OF THE CESSNA QUIT RUNNING, BUT THE PROPELLER CONTINUED TO WINDMILL. THE STUDENT CLOSED THE MIXTURE SO THAT THE ENG WOULD NOT RESTART & MADE A SUCCESSFUL FORCED LANDING AT THE RANCHO ARPT AT TEMECULA, CA. THE CESSNA SUSTAINED MINOR DAMAGE TO THE PROPELLER, SPINNER, ENG COWLING & LEADING EDGE OF THE RIGHT WING.

Brief of Accident (Continued)

File No. - 2865

8/11/83

TEMECULA, CA

A/C Reg. No. N12HK

Time (Lcl) - 1200 PDT

---

Occurrence            MIDAIR COLLISION

Phase of Operation    CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2865      8/11/83      TEMECULA, CA

A/C Reg. No. N46757

Time (Lcl) - 1200 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

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

MINOR  
Fire  
NONE

Crew  
Pass

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

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

Make/Model - CESSNA 152  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 6  
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 - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 070/004 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HEMET, CA  
Destination  
RAMONA, CA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

RANCHO CALIFORNIA  
Runway Ident - 30  
Runway Lth/Wid - 3465/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 53  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)		
Total	-	63
Last 24 Hrs	-	1
Last 30 Days	-	15
Last 90 Days	-	32

Instrument Rating(s) - NONE

-----Narrative-----

A STINSON 108-3, N12HK, PILOTED BY A PRIVATE PLT, & A CESSNA 152, N46757, PILOTED BY A STUDENT PLT, COLLIDED WHILE BOTH ACFT WERE RUIISING AT 5500 FT MSL. THE PRIVATE PLT (OF N12HK) REPORTED HE WAS ON A MAGNETIC HEADING 130 DEG & WAS INDICATING 92 MPH (ABOUT 80 KTS). THE STUDENT PLT (N46757), STATED HE WAS TRACKING A VOR RADIAL, HEADING ABOUT 150 DEG, & WAS INDICATING 95 KTS. NEITHER PLT SAW THE OTHER ACFT BEFORE IMPACT. DURING THE COLLISION, THE PROPELLER OF THE CESSNA 152 STRUCK THE LEFT MAIN GEAR & LOWER FUSELAGE SKIN OF THE STINSON 108-3. THE STINSON PLT CONTINUED ON TO RAMONA, CA & LANDED WITH SUBSTANTIAL DAMAGE. THE ENG OF THE CESSNA QUIT RUNNING, BUT THE PROPELLER CONTINUED TO WINDMILL. THE STUDENT CLOSED THE MIXTURE SO THAT THE ENG WOULD NOT RESTART & MADE A SUCCESSFUL FORCED LANDING AT THE RANCHO ARPT AT TEMECULA, CA. THE CESSNA SUSTAINED MAINOR DAMAGE TO THE PROPELLER, SPINNER, ENG COWLING & LEADING EDGE OF THE RIGHT WING.

Brief of Accident (Continued)

File No. - 2865

8/11/83

TEMECULA,CA

A/C Reg. No. N46757

Time (Lcl) - 1200 PDT

-----  
Occurrence #1        MIDAIR COLLISION

Phase of Operation    CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT  
-----

Occurrence #2        LOSS OF POWER

Phase of Operation    CRUISE - NORMAL  
-----

Occurrence #3        FORCED LANDING

Phase of Operation    LANDING  
-----

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2803      8/30/83      SHANDON, CA      A/C Reg. No. N5007G      Time (Lcl) - 1730 PDT

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

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

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

Make/Model - HUGHES 369D	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - TURBOSHAFT	
No. of Seats - 4	Rated Power - 350 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- 190/008 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 30.0 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 - 6000 FT BROKEN	Type Apch/Lndg - NONE	
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 - 4452
SE LAND, ME LAND	Months Since - 11	Make/Model- 38
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 75
		Multi-Eng - 3800
		Last 24 Hrs - 3
		Last 30 Days- 10
		Last 90 Days- 15
		Rotorcraft - 250

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE HELICOPTER MADE A HARD LANDING DURING AUTOROTATION AFTER THE PLT REPORTEDLY HAD AN ENGINE FAILURE AT ABOUT 50 FT AGL ABOUT 15 MINUTES AFTER TAKEOFF. THE ENGINE WAS CHECKED AT LONG BEACH AFTER THE ACCIDENT AND TEST RUN IN THE ACFT. THE ENGINE WAS ALSO PLACED IN A TEST CELL AND CHECKED. RESULTS OF THESE TESTS INDICATED THE ENGINE MET THE SPECIFICATIONS OF A NEW ENGINE. ALL TESTS ON THE ACFT AND ENGINE COMPONENTS WERE SATISFACTORY AND NOTHING WAS NOTED TO PRECLUDE NORMAL OPERATION OF THE ACFT AND ENGINE.



Brief of Accident (Continued)

File No. - 2803

8/30/83

SHANDON,CA

A/C Reg. No. N5007G

Time (Lc1) - 1730 PDT

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE - NORMAL

Finding(s)  
1. UNDETERMINED  
-----

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

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

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

Finding(s)  
3. ALTITUDE - BELOW - PILOT IN COMMAND  
4. 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) 1,3,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2907      9/08/83      NEWPORT BEACH,CA      A/C Reg. No. N734RL      Time (Lcl) - 0230 PDT

-----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 1	0	0	0
Accident Occurred During -MANEUVERING					

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SANTA ANA,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- 315/004 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 - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 345
SE LAND,ME LAND	Months Since - 21	Last 24 Hrs - UNK/NR
	Aircraft Type - PA34200	Make/Model- 49
		Instrument- 9
		Multi-Eng - 48
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 30 MINS BEFORE THE ACCIDENT, THE TWO PLTS STOPPED BY A HANGAR TO SAY HELLO TO AN INDIVIDUAL. THIS PERSON REPORTED THAT THE PLT APPEARED TO BE INTOXICATED; HIS SPEECH WAS SLURRED, HE COULDN'T FOCUS HIS EYES ON THINGS VERY EASILY & HE GIGGLED A LOT. THE PLTS TOOK OFF FROM THE ARPT AT ABOUT 0215. AT ABOUT 0230 A WITNESS REPORTED SHE HEARD AN ACFT ROAR VERY LOW OVER HER RESIDENCE TRAVELING TOWARD THE OCEAN. SHE SAID THE ACFT LIT UP HER BEDROOM. AT 0241 POLICE WERE NOTIFIED OF AN ACFT CRASHING INTO THE OCEAN. BOTH WINGS EXHIBITED SEVERE CHORDWISE ACCORDIONING. THE PIC'S BLOOD ALCOHOL LEVEL WAS 0.07%. THE OTHER PAX/PLT HAD A SPLEEN ALCOHOL LEVEL OF 0.09% & THE TOX SHOWED EVIDENCE OF PHENYTOIN.

Brief of Accident (Continued)

File No. - 2907

9/08/83

NEWPORT BEACH,CA

A/C Reg. No. N734RL

Time (Lc1) - 0230 PDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. BUZZING - PERFORMED - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2932      9/21/83      LAKE GENEVIEVE, CA      A/C Reg. No. N4297T      Time (Lc1) - 1400 PDT

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

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

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

Make/Model - PIPER PA 28-140	Eng Make/Model - LYCOMING O-320E3D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LAKE TAHOE, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SANTA ROSA, CA	LAKE TAHOE
Wind Dir/Speed- 340/008 KTS	ATC/Airspace	Runway Ident - 60
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 8544/ 150
Lowest Sky/Clouds - 18000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 47
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 15
		Instrument- 1
		Last 30 Days- 13
		Last 90 Days- 38

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE FLIGHT THE ACFT ENCOUNTERED A DOWNDRAFT WHILE FLYING IN MOUNTAINOUS TERRAIN. THE PILOT LOST CONTROL OF THE ACFT & IT CRASHED. THE PILOT WAS STUDENT PILOT RATED ONLY & HAD NOT BEEN ENDORSED FOR THIS FLIGHT. HE ALSO WAS CARRYING A PASSENGER WHO SUSTAINED FATAL INJURIES DURING THE CRASH.

1:

Brief of Accident (Continued)

File No. - 2932

9/21/83

LAKE GENEVIEVE,CA

A/C Reg. No. N4297T

Time (Lcl) - 1400 PDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
  2. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
  3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
- 

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

Finding(s)

5. OBJECT - TREE(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) 2,3

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2864

9/22/83

MARIPOSA, CA

A/C Reg. No. N3382V

Time (Lcl) - 0915 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

Other

0

1

0

0

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

Make/Model - CESSNA 150

Eng Make/Model - CONTINENTAL O-200-A

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1600

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 100 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 350/008 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 1000 FT SCATTERED

Lowest Ceiling - 3000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

MARIPOSA-YOSEMITE

Runway Ident - 08

Runway Lth/Wid - 3310/ 50

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

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

Pilot-In-Command

Age - 49

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 139

Last 24 Hrs - 1

SE LAND

Months Since - 2

Make/Model- 127

Last 30 Days- 5

Aircraft Type - 150

Instrument- 5

Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF A CESSNA 150, N3382V, NOTED THAT THE WIND WAS CALM, SO HE ELECTED TO ENTER TRAFFIC FOR RWY 8 TO PRACTICE LANDINGS. HE SAID HE USED THE UNICOM FREQ TO ANNOUNCE ENTERING TRAFFIC FROM A 45 DEG ENTRY AS WELL AS ADVISING OF HIS POSITION IN THE PATTERN. HE MADE A TOUCH-&-GO LANDING & REMAINED IN THE PATTERN. AT ABOUT THAT SAME TIME, THE PLT OF A PIPER PA-24, N7187P, WAS ON ARRIVAL & MADE A STRAIGHT-IN APCH TO RWY 26. HE REPORTED THAT HIS ACFT HAD INTERMITTENT RADIO PROBLEMS. HE TRIED TO CONTACT THE UNICOM OPERATOR & WHEN HE GOT NO RESPONSE, CONTINUED THE APCH. THE ACFT LANDED ON OPPOSITE ENDS OF THE RWY AT ABOUT THE SAME TIME. THE PA-24 PLT SAW THE CESSNA & BEGAN A GO-AROUND. HE LIFTED OFF & TURNED RIGHT, BUT WAS UNABLE TO REMAIN AIRBORNE. THE ACFT SETTLED IN GRASS & WAS HEADED TOWARD WORKERS ON THE GROUND, SO THE PLT TURNED BACK TOWARD THE RWY. SUBSEQUENTLY, THE ACFT COLLIDED ON THE RWY. THE CESSNA PLT WAS IN THE PROCESS OF RAISING HIS FLAPS WHEN IMPACT OCCURRED & DID NOT SEE THE OTHER ACFT. AIM RCMDs DOWNWIND TRAFFIC ENTRY.

Brief of Accident (Continued)

File No. - 2864

9/22/83

MARIPOSA, CA

A/C Reg. No. N3382V

Time (Lcl) - 0915 PDT

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

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
  2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
  3. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT OF OTHER AIRCRAFT
  4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  5. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
  6. GO-AROUND - DELAYED - PILOT OF OTHER AIRCRAFT
  7. OBJECT - OTHER PERSON
  8. MANEUVER - PERFORMED - PILOT OF OTHER AIRCRAFT
  9. CLEARANCE - NOT MAINTAINED -
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2864      9/22/83      MARIPOSA, CA      A/C Reg. No. N7187P      Time (Lcl) - 0915 PDT

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

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

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

Make/Model	- PIPER PA24-250	Eng Make/Model	- LYCOMING O-540-A1D5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 250 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	CHINO, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	MARIPOSA-YOSEMITE
Wind Dir/Speed	- 350/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 26
Lowest Sky/Clouds	- 1000 FT SCATTERED	Type of Clearance	- 3310/ 50
Lowest Ceiling	- 3000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 500	Last 24 Hrs - 3
SE LAND	Months Since - 1	Make/Model - 399	Last 30 Days - 22
	Aircraft Type - PA-24	Instrument - 8	Last 90 Days - 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF A CESSNA 150, N3382V, NOTED THAT THE WIND WAS CALM, SO HE ELECTED TO ENTER TRAFFIC FOR RWY 8 TO PRACTICE LANDINGS. HE SAID HE USED THE UNICOM FREQ TO ANNOUNCE ENTERING TRAFFIC FROM A 45 DEG ENTRY AS WELL AS ADVISING OF HIS POSITION IN THE PATTERN. HE MADE A TOUCH-&-GO LANDING & REMAINED IN THE PATTERN. AT ABOUT THAT SAME TIME, THE PLT OF A PIPER PA-24, N7187P, WAS ON ARRIVAL & MADE A STRAIGHT-IN APCH TO RWY 26. HE REPORTED THAT HIS ACFT HAD INTERMITTENT RADIO PROBLEMS. HE TRIED TO CONTACT THE UNICOM OPERATOR & WHEN HE GOT NO RESPONSE, CONTINUED THE APCH. THE ACFT LANDED ON OPPOSITE ENDS OF THE RWY AT ABOUT THE SAME TIME. THE PA-24 PLT SAW THE CESSNA & BEGAN A GO-AROUND. HE LIFTED OFF & TURNED RIGHT, BUT WAS UNABLE TO REMAIN AIRBORNE. THE ACFT SETTLED IN GRASS & WAS HEADED TOWARD WORKERS ON THE GROUND, SO THE PLT TURNED BACK TOWARD THE RWY. SUBSEQUENTLY, THE ACFT COLLIDED ON THE RWY. THE CESSNA PLT WAS IN THE PROCESS OF RAISING HIS FLAPS WHEN IMPACT OCCURRED & DID NOT SEE THE OTHER ACFT. AIM RCMDs DOWNWIND TRAFFIC ENTRY.



Brief of Accident (Continued)

File No. - 2864

9/22/83

MARIPOSA, CA

A/C Reg. No. N7187P

Time (Lcl) - 0915 PDT

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

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT OF OTHER AIRCRAFT
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. COMM/NAV EQUIPMENT - INOPERATIVE
4. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND
5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
6. GO-AROUND - DELAYED - PILOT IN COMMAND
7. OBJECT - OTHER PERSON
8. MANEUVER - PERFORMED - PILOT IN COMMAND
9. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
10. CLEARANCE - NOT MAINTAINED -

----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) 2,3,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2832      9/24/83      HAWTHORNE,CA      A/C Reg. No. N47048      Time (Lcl) - 2040 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
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	HAWTHORNE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - UNK/NR	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 136
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- 18
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS STRUCK BY LIGHTNING WHILE CRUISING AT 9000 FT. THE PLT HEARD NO STATIC ON THE ADF RADIO. SHORTLY BEFORE THE STRIKE THE RADAR PICTURE SHIFTED SIDEWAYS 3 TIMES. THERE WAS A BLUE FLASH OFF THE NOSE AND A LOUD BOOM. ALL RADIOS NAVIGATION AND ELECTRICAL EQUIPMENT WAS LOST. THE PILOT CIRCLED DOWN THROUGH A HOLE IN THE CLOUDS AND LANDED NEAR AHOSKIE NC. THE ACFT HAD A CRACK AROUND THE RADOME. A SPLIT ON TOP OF THE NOSE AND A 1/4 INCH HOLE IN THE EDGE OF THE LEFT SIDE OF THE STABILATOR. BOTH ENGINES WERE MAGNETIZED. THE ACFT HAD CONTINUING RADIO PROBLEMS FOR 7 MONTHS AFTER THE OCCURRENCE.

Brief of Accident (Continued)

File No. - 2832

9/24/83

HAWTHORNE, CA

A/C Reg. No. N47048

Time (Lcl) - 2040 PDT

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

Finding(s)

1. WEATHER CONDITION - LIGHTNING STRIKE
2. FLIGHT/NAV INSTRUMENTS - DISABLED
3. COMM/NAV EQUIPMENT - SHORTED

-----  
----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. - 2880      10/04/83      BURBANK, CA      A/C Reg. No. N8146T      Time (Lcl) - 1815 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire                        NONE

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

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

Make/Model    - CESSNA 175B  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 2350  
No. of Seats   - 4

Eng Make/Model - CONTINENTAL GO-300-ACD  
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   - UNK/NR  
Wind Dir/Speed - 170/005 KTS  
Visibility     - UNK/NR  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling   - UNK/NR    OVERCAST  
Obstructions to Vision - HAZE  
Precipitation   - NONE  
Condition of Light   - DUSK

Itinerary

Last Departure Point  
BIG BEAR, CA  
Destination  
BURBANK, CA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

BURBANK  
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 - 61  
Biennial Flight Review  
Current        - YES  
Months Since   - 14  
Aircraft Type - 175B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 12000
Last 24 Hrs	- 1
Last 30 Days	- 3
Last 90 Days	- 5

Instrument Rating(s) - NONE

-----Narrative-----

RELATIVES EXPECTED THE PLT TO RETURN HOME ON THE EVENING OF 10/4/83. WHEN HE DID NOT RETURN, RELATIVES REPORT THE ACFT WAS OVERDUE. THE ACFT WAS FOUND WHERE IT COLLIDED WITH A MOUNTAIN AT AN ELEVATION OF ABOUT 3580 FT, 10 MI NORTH OF THE DESTINATION ARPT. THERE WERE NO KNOWN WITNEESES TO THE ACCIDENT. THERE WAS EVIDENCE THE ACFT HAD DEPARTED BIG BEAR, CA AT ABOUT 1715 PDT. ABOUT 15 MI WEST OF THE ACCIDENT SITE, A PERSON SAW AN ACFT, MATCHING THE DESCRIPTION OF N8146T. ACCORDING TO HER, THE ACFT WAS OVER INTERSTATE 5, HEADED TOWARD BURBANK, CA. IN HER OPINION, THE PLT WAS TRYING TO GET OVER NEWHALL PASS, CIRCLED 3 OR 4 TIMES. THEN DEPARTED TO THE EAST. SHE REPORTED INTERMITTENT RAIN & ABOUT 1000 FT CEILING. AT ABOUT 1830, AN ATP PLT REPORTED THUNDERSTORM ACTIVITY OVER THE MOUNTAINS. AT 1845, THE WX AT BURBANK WAS 1300 FT OVERCAST, 4 MI VISIBILITY WITH HAZE. THE ELEVATION OF THE BURBANK ARPT WAS ABOUT 3000 FT LOWER THAN THE ACCIDENT SITE. NO RECORD OF A PREFLT WX BRIEFING WAS FOUND. IMPACT OCCURRED ON 50 DEG RISING TERRAIN.

Brief of Accident (Continued)

File No. - 2880

10/04/83

BURBANK, CA

A/C Reg. No. N8146T

Time (Lc1) - 1815 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. LIGHT CONDITION - DUSK
  3. TERRAIN CONDITION - HIGH TERRAIN
  4. WEATHER CONDITION - CLOUDS
  5. WEATHER CONDITION - OBSCURATION
  6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
- 

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

Finding(s)

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

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2806

10/05/83

FREMONT, CA

A/C Reg. No. N88314

Time (Lcl) - 1704 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 -OTHER WORK USE

Flight Conducted Under -14 CFR 91

Fire  
NONE

Crew  
Pass

Accident Occurred During -LANDING

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

Make/Model - BELLANCA 7KCAB

Landing Gear - UNK/NR

Max Gross Wt - 1650

No. of Seats - 2

Eng Make/Model - LYCOMING IO-320-E2B

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 150 HP

ELT Installed/Activated - YES/NO

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 290/005 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity  
ON AIRSTRIP

Airport Data

SKY SAILING

Runway Ident - UNK/NR

Runway Lth/Wid - 2500/ 10

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - 25

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - 172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 484

Last 24 Hrs - 9

Make/Model- 55

Last 30 Days- UNK/NR

Instrument- 63

Last 90 Days- 187

Multi-Eng - 72

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT GROUNDLOOPED DURING LANDING AFTER AN AERIAL GLIDER TOW. THE PLT REPORTED THAT HE HAD PERFORMED 23 GLIDER TOWS THAT DAY AND HE MAY HAVE BECOME FATIGUED. HE WAS ACCUSTOMED TO MAKING A LOW LEVEL TURN TO A SHORT FINAL FROM A BASE LEG AT 100 FT AGL. THIS TIME HIS AIRSPEED WAS SLOWER. THE PLT SAID HE EXPERIENCED A "MIND VOID". HE SAID THAT WHEN HE TOUCHED DOWN HE WAS IN A SLIP AND LANDED ON THE LEFT MAIN WHEEL. THE GEAR FAILED AND THE ACFT GROUNDLOOPED.

Brief of Accident (Continued)

File No. - 2806

10/05/83

FREMONT, CA

A/C Reg. No. N88314

Time (Lcl) - 1704 PDT

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Occurrence                LOSS OF CONTROL - ON GROUND

Phase of Operation       LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
  3.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE (FLIGHT SCHEDULE) - PILOT IN COMMAND
  4. FLARE - IMPROPER - PILOT IN COMMAND
  5. DIRECTIONAL CONTROL - MISJUDGED - PILOT IN COMMAND
  6. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2898      10/08/83      PACIFICA, CA      A/C Reg. No. N555EZ      Time (Lc1) - 1358 PDT

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

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

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

Make/Model	- JOHNSON VARIEZE	Eng Make/Model	- FRANKLIN SPORT 4R	ELT Installed/Activated	- YES/YES
Landing Gear	- UNK/NR	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1050	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 130 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/010 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>HALF MOON BAY, CA</p> <p>Destination</p> <p>SEATTLE, WA</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 - WATER</p> <p>Runway Status - DRY</p> <p>WET</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 - 54</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 9</p> <p>Aircraft Type - 150</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 290</p> <p>Make/Model- 89</p> <p>Instrument- 4</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 1</p> <p>Last 90 Days- 9</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT, THE ENG LOST POWER. WITNESSES OBSERVED THE PLT MAKE A FORCED LANDING ON A SHORELINE. THE ACFT TOUCHED DOWN ON BEACH SAND, THE MAIN GEAR SEPARATED, THEN THE FUSELAGE SKIPPED ALONG THE SAND/SURF FOR ABOUT 250 YDS. BEFORE STOPPING, IT IMPACTED A STORM DRAIN OUTFALL PIPE. AN EXAM OF THE ENG & WRECKAGE REVEALED NO REASON FOR THE POWER LOSS.



Brief of Accident (Continued)

File No. - 2898

10/08/83

PACIFICA,CA

A/C Reg. No. N555EZ

Time (Lcl) - 1358 PDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE

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. TERRAIN CONDITION - LOOSE GRAVEL/SANDY  
3. TERRAIN CONDITION - WATER,ROUGH

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. - 2930      10/23/83      COMPTON, CA      A/C Reg. No. N3630H      Time (Lcl) - 1120 PDT

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

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

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

Make/Model	- ERCOUPE 415-CD	Eng Make/Model	- CONTINENTAL C90-16F	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1260	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 95 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	COMPTON, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	COMPTON
Wind Dir/Speed	- 180/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 4.000 SM	Type of Flight Plan	- 25L
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 3670/ 60
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- HAZE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 66	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 1475	Last 24 Hrs - 1
SE LAND	Months Since - 23	Make/Model- 1000	Last 30 Days- 5
	Aircraft Type - 415-CD	Instrument- 10	Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT EXPERIENCED A TOTAL POWER LOSS ON TAKEOFF & WAS DEMOLISHED IN THE IMPACT SEQUENCE & POST CRASH FIRE. ACCORDING TO SEVERAL INTERVIEWEES THE PILOT HAD PERFORMED EXTENSIVE NON-STC'D MODIFICATIONS TO THE ACFT INCLUDING THE FUEL SYSTEM. AN "AUTOMOTIVE PERFORMANCE COMPUTER" REQUIRING A FUEL FLOW TRANSDUCER WHICH, ACCORDING TO THE MANUFACTURER, WOULD NOT WORK ON A GRAVITY FED SYSTEM. A FUEL PUMP FOUND IN THE WRECKAGE WAS DETERMINED TO BE A FUEL TRANSFER DUMP DESIGNED TO REDUCE THE OUTPUT FLOW TO ZERO AT ITS MAXIMUM OUTPUT LINE PRESSURE OF 4.5 PSI. THE TRANSDUCER WOULD HAVE REDUCED THE FUEL OUTPUT FLOW TO A "TRICKLE".

Brief of Accident (Continued)

File No. - 2930

10/23/83

COMPTON, CA

A/C Reg. No. N3630H

Time (Lc1) - 1120 PDT

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

Finding(s)

1. - POOR - PILOT IN COMMAND
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. MAINTENANCE, MODIFICATION - INADEQUATE - PILOT IN COMMAND
  4. PROCEDURES/DIRECTIVES - NOT ISSUED - PILOT IN COMMAND
  5. FUEL SYSTEM - IMPROPER
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

6. OBJECT - OBJECT
  7. OBJECT - RESIDENCE
- 

-----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. - 2830      11/04/83      CORONA, CA      A/C Reg. No. N2556D      Time (Lcl) - 1625 PST

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

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

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

Make/Model - PIPER PA38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1128	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	LOCAL	CORONA MUNICIPAL
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 60
Lowest Sky/Clouds - 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 - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 145
SE LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - 120	Make/Model- 2
		Last 30 Days- 3
		Instrument- 3
		Last 90 Days- 16
		Multi-Eng - 1

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDING GEAR COLLAPSED DURING AN OFF RWY BUT ON ARPT FORCED LANDING. THE PILOT HAD JUST COMPLETED THE ANNUAL INSPECTION AND WAS TESTING THE ACFT. AT 150 FT AGL DURING TAKEOFF THE ENGINE QUIT. THE PLT LANDED ON ROUGH TERRAIN ABOUT 1/4 MILE WEST OF THE DEPARTURE END OF THE RWY. THE POST ACCIDENT INVESTIGATION REVEALED MINOR FOREIGN CONTAMINATES IN BOTH FUEL TANKS. THE MAIN FUEL LINE TO THE CARBURETOR INLET UNION DID NOT CONTAIN ANY FUEL. FUEL HOWEVER WAS FOUND IN THE GASCOLATOR BOWL. THE ELECTRIC FUEL BOOST PUMP FILTER CONTAINED EXTENSIVE FOREIGN CONTAMINATES. THE CARBURETOR AND FUEL PUMP WERE BENCH TESTED AND THE CARBURETOR BOWL FLOODED AT AN INPUT PRESSURE OF 3.8 # PSI. AT 5# PSI THE FUEL LEVEL IN THE BOWL SHOULD BE ABOUT 1/2 INCH FROM THE BOWL TOP WHEN THE FLOAT SHUTS OFF THE FUEL. THE FLOAT ASSEMBLY DID NOT SUBMERGE WHEN PLACED IN FUEL. THE FLOAT LEVEL WAS SET AT 8/32 INCH. THE SERVICE LIMIT IS 7/32 INCH. ACCORDING TO A TESTING TECHNICIAN THE FAILURE OF THE FLOAT WAS PROBABLY DUE TO CONTAMINATION IN THE FLOAT VALVE SEAT.

Brief of Accident (Continued)

File No. - 2830

11/04/83

CORONA, CA

A/C Reg. No. N2556D

Time (Lcl) - 1625 PST

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - IMPROPER
2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - PILOT IN COMMAND
3. FUEL SYSTEM, PUMP - CONTAMINATION
4. FUEL SYSTEM, TANK - CONTAMINATION

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

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

Finding(s)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2887      11/10/83      INGLEWOOD, CA      A/C Reg. No. N2570V      Time (Lc1) - 1704 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	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- 180/006 KTS

Visibility - 3.000 SM

Lowest Sky/Clouds - 18000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

LONG BEACH, CA

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 - CONCRETE

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 32

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 - 44      Last 24 Hrs - UNK/NR

Make/Model- 41      Last 30 Days- 2

Instrument- 1      Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT SAID THAT THE ENG LOST POWER & HE INITIATED AN EMERGENCY LANDING. HE SWITCHED FUEL TANKS, APPLIED CARBURETOR HEAT & CHECKED THE MAGNETOS. HOWEVER, BEFORE LANDING, THE ENG RESTARTED & THE STUDENT APPLIED FULL POWER & BEGAN TO CLIMB, NOT REALIZING THERE WERE POWER LINES AHEAD. THE ACFT STRUCK THE LINES, THEN CRASHED INTO A FREEWAY GUARD RAIL & AN AUTOMOBILE BEFORE COMING TO REST ON A HIGHWAY. THE LEFT WING BEGAN BURNING & THE LEFT FUEL TANK WAS DESTROYED BY FIRE. ONLY 1/2 GAL OF FUEL WAS FOUND IN THE RIGHT TANK. THE TEMP & DEW POINT WERE 67 & 58 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, SERIOUS CARBURETOR ICE WOULD BE PROBABLE AT GLIDE POWER & VISIBLE ICING WOULD OCCUR AT RATED POWER. ALSO, THE INVESTIGATION REVEALED THAT IF THE FUEL SELECTOR WAS MOVED TO AN INTERMEDIATE POSITION BEYOND THE OFF POSITION, NO FUEL WOULD FLOW TO THE ENG.

Brief of Accident (Continued)

File No. - 2887

11/10/83

INGLEWOOD, CA

A/C Reg. No. N2570V

Time (Lcl) - 1704 PST

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

Finding(s)

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

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING

Finding(s)

4. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
  5. GO-AROUND - INITIATED - PILOT IN COMMAND
- 

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

Finding(s)

6. LIGHT CONDITION - DUSK
  7. WEATHER CONDITION - HAZE
  8. OBJECT - WIRE, TRANSMISSION
  9. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
- 

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

Finding(s)

10. OBJECT - VEHICLE
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,9

Factor(s) relating to this accident is/are finding(s) 6,7,8,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2886      11/11/83      SAN DIEGO,CA      A/C Reg. No. N911SC      Time (Lcl) - 2238 PST

-----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	IN FLIGHT	Pass 3	0	0	0
Accident Occurred During -APPROACH					

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

Make/Model - BEECH 56TC	Eng Make/Model - LYCOMING TIO-541-E1B4	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5990	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 380 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LOS ANGELES,CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	UNK/NR	MONTGOMERY FIELD
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident - 28R
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3400/ 150
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----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,COMMERCIAL,CFI	Current - UNK/NR	Total - 4000
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 550
		Instrument- 45
		Multi-Eng - 1000
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PLT WAS CLEARED FOR AN ILS APCH TO RWY 28R. ABOUT 3 MIN LATER, HE COMMENCED A MISSED APCH & REQUESTED ANOTHER ILS TO RWY 28. AT THAT TIME, THE ATC CONTROLLER ADVISED THE PLT THAT THE 5 PRECEDING ACFT HAD MADE ILS APCHS & ALL HAD EXECUTED MISSED APPROACHES WITHOUT OBTAINING VISUAL CONTACT WITH EITHER THE APCH OR RWY LIGHTS. HOWEVER, THE PLT ELECTED TO MAKE ANOTHER APCH. DURING THE 2ND APCH, THE ACFT COLLIDED WITH HIGH TENSION POWER LINES LOCATED ABOUT 10,400 FT FROM THE APCH END OF RWY 28 AT APRX 108 FT AGL. WITNESSES REPORTED A FLASH OF LIGHT & A FIREBALL WERE NOTED AS THE ACFT STRUCK THE POWER LINES. THE ACFT THEN IMPACTED THE GROUND IN A VACANT FIELD & SLID ABOUT 400 FT ACROSS THE FIELD & A 4 LANE, DIVIDED STREET BEFORE KNOCKING DOWN A FENCE & COMING TO REST IN A RESIDENTIAL BACKYARD & BURNING. THE 2 FRONT SEAT PASSENGERS EGRESSSED FROM THE ACFT, BUT DIED LATER FROM BURNS. WITNESSES SAID THE ENGS SOUNDED NORMAL UNTIL IMPACT. ANNUAL INSP OF ACFT & VOR RECEIVER CHK OVERDUE.



Brief of Accident (Continued)

File No. - 2886

11/11/83

SAN DIEGO, CA

A/C Reg. No. N911SC

Time (Lcl) - 2238 PST

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Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. WEATHER CONDITION - LOW CEILING
  3. WEATHER CONDITION - FOG
  4. WEATHER CONDITION - BELOW APPROACH MINIMUMS
  5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
  6. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
  7. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
  8. OBJECT - WIRE, TRANSMISSION
  9. PROPER ALTITUDE - BELOW - 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) 7,9

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2881      11/24/83      OCEANSIDE, CA      A/C Reg. No. N6295T      Time (Lc1) - 2005 PST

-----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 1	0	0	0
Accident Occurred During - CRUISE					

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

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-A1C5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAN DIEGO, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	EL MONTE, CA	
Wind Dir/Speed- 130/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 1.000 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 800 FT	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - 800 FT OVERCAST	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 - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3450
SE LAND,ME LAND	Months Since - 23	Last 24 Hrs - 4
	Aircraft Type - 421	Make/Model- 2
		Instrument- 97
		Last 30 Days- 44
		Last 90 Days- 126
		Multi-Eng - 1087

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE TAKEOFF, THE PLT RECEIVED A WX BRIEFING & WAS ADVISED TO EXPECT IFR CONDITIONS IN THE VICINITY OF OCEANSIDE, CA & THAT MODERATE TURBULENCE EXISTED BELOW 20,000 FT. AFTER TAKEOFF, HE OBTAINED AN IFR CLEARANCE TO CLIMB & CRUISE AT 6000 FT. AT ABOUT 2005 PST, ATC LOST RADIO & RADAR CONTACT WITH THE ACFT. LATER, THE ACFT WAS FOUND WHERE IT HAD CRASHED IN MOUNTAINOUS TERRAIN, ABOUT 1/5 MI FROM WHERE THE LAST TRANSPONDER REPLY WAS NOTED. AN EXAM OF THE WRECKAGE REVEALED BOTH OUTER WING PANELS, THE RIGHT STABILATOR & THE VERTICAL STABILIZER HAD SEPARATED & WERE FOUND 130 TO 612 FT FROM THE MAIN WRECKAGE. ALSO, THE REMAINDER OF THE EMPENNAGE HAD SEPARATE & WAS 31 FT FROM THE MAIN WRECKAGE & THE BOTTOM SECTION OF THE FUSELAGE & ROTATING BEACON WERE 823 FT AWAY. THERE WAS EVIDENCE THE MAIN WRECKAGE HAD IMPACTED IN A NEAR VERTICAL DESCENT. ALL SEPARATED PARTS HAD EVIDENCE OF OVERLOAD FAILURE. PERSONNEL NEAR THE ACCIDENT SITE REPORTED "SHAFTS OF HEAVY RAIN." AT APRX 2018, A CESSNA 210 PLT RPTD HEAVY RAIN ABOUT 1 MI NORTH OF THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 2881

11/24/83

OCEANSIDE, CA

A/C Reg. No. N6295T

Time (Lcl) - 2005 PST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - TURBULENCE

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

Finding(s)

4. UNDETERMINED
5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -
6. WING - OVERLOAD
7. WING - SEPARATION
8. FLIGHT CONTROL, STABILATOR - OVERLOAD
9. FLIGHT CONTROL, STABILATOR - SEPARATION
10. VERTICAL STABILIZER SURFACE - OVERLOAD
11. VERTICAL STABILIZER SURFACE - SEPARATION

Occurrence #3        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    CRUISE

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

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7,8,9,10,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2822      11/25/83      ONTARIO,CA      A/C Reg. No. N8337D      Time (Lcl) - 0818 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  
DESTROYED  
Fire      NONE

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

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

Make/Model      - BEECH J-35  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2900  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL IO-470-C  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 250 HP

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

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

Weather Data

Wx Briefing      - PATWAS  
Method      - TELEPHONE  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 170/003 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 5000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CORONA,CA  
Destination  
BULLHEAD CITY,AZ

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ONTARIO  
Runway Ident      - 26  
Runway Lth/Wid      - 10001/ 150  
Runway Surface      - UNK/NR  
Runway Status      - UNK/NR

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

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

Age - 56  
Biennial Flight Review  
Current      - YES  
Months Since      - 5  
Aircraft Type - J35

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 280  
Make/Model- 28  
Instrument- 3  
Last 24 Hrs - 1  
Last 30 Days- 5  
Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT FORCED LANDED IN A VINEYARD WHERE THE NOSE GEAR DUG IN AND THE ACFT NOSED OVER. THE FLT STATED THAT CLIMBING THROUGH 5000 FT MSL THE POWER WENT TO IDLE AND THEN TO ZERO. ALL FUEL TANKS WERE FILLED PRIOR TO DEPARTURE & THE LEFT MAIN TANK WAS SELECTED FOR TAKEOFF AND NEVER CHANGED. WATER WAS DRAINED FROM THE MAIN TANKS PRIOR TO DEPARTURE. EXAMINATION OF THE ACFT DISCLOSED NO PRE-IMPACT FAILURES OR MALFUNCTIONS OF THE AIRCRAFT. WRECKAGE EXAMINATION SHOWED NO ENGINE POWER WAS BEING DEVELOPED AT IMPACT.

Brief of Accident (Continued)

File No. - 2822

11/25/83

ONTARIO, CA

A/C Reg. No. N8337D

Time (Lcl) - 0818 PST

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

Finding(s)  
1. UNDETERMINED  
-----

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

Finding(s)  
2. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND  
3. REMEDIAL ACTION - NOT USED - PILOT IN COMMAND  
-----

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2863      11/27/83      RIVERSIDE, CA

A/C Reg. No. N20JK

Time (Lcl) - 1405 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass  
Other

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

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

Eng Make/Model - LYCOMING O-290  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 140 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 280/005 KTS  
Visibility - 65.0 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

FLA-B08  
Runway Ident - 24  
Runway Lth/Wid - 3200/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 54  
Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)  
Total - 278  
Make/Model- 3  
Instrument- 4  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF A CESSNA TU206F, N7320Z, STATED THAT HE ADVISED OTHER TRAFFIC OF HIS POSITION & INTENTIONS ON THE UNICOM FREQ AS HE ENTERED A STRAIGHT-IN APCH TO RWY 24. AT ABOUT THE SAME TIME, THE PLT OF A PITTS SPECIAL S-1, N20JK, HAD RETURNED FROM A LOCAL FLT & HAD REMAINED IN THE TRAFFIC PATTERN TO PRACTICE LANDINGS. THE PLT OF THE CESSNA SAID HIS ACFT WAS EQUIPPED WITH A SPOL MODIFICATION & HE FLEW HIS FINAL APCH AT 55 TO 60 KTS. HE SAID HE SAW THE PITTS STILL ON DOWNWIND WHEN HE WAS ON FINAL APCH. THE PLT OF THE PITTS SAID HE FLEW A STANDARD PATTERN & TURNED ONTO FINAL APCH ABOUT 3/4 MI OUT. HE DID NOT SEE THE CESSNA PRIOR TO THE ACCIDENT. THE ACFT COLLIDED WHILE THEY WERE IN THE LANDING FLARE/TOUCHDOWN PHASE FOR RWY 24. THE PITTS CONVERGED ON THE CESSNA FROM ABOVE. IT HIT THE RIGHT WING OF THE CESSNA AS THE CESSNA WAS TOUCHING DOWN. THE AIRMAN'S INFORMATION MANUAL RECOMMENDS THAT ACFT ENTER TRAFFIC DOWNWIND, ABEAM THE MIDPOINT OF THE RWY.

Brief of Accident (Continued)

File No. - 2863

11/27/83

RIVERSIDE, CA

A/C Reg. No. N20JK

Time (Lcl) - 1405 PST

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Occurrence        MIDAIR COLLISION  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2863      11/27/83      RIVERSIDE, CA      A/C Reg. No. N7320Z      Time (Lcl) - 1405 PST

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

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

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

Make/Model - CESSNA TU206F	Eng Make/Model - CONTINENTAL TS10-520-M	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	JOSHUA TREE, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FLA-B0B
Wind Dir/Speed- 280/005 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 65.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3200/ 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 - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 141
SE LAND	Months Since - 2	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 98
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 107

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF A CESSNA TU206F, N7320Z, STATED THAT HE ADVISED OTHER TRAFFIC OF HIS POSITION & INTENTIONS ON THE UNICOM FREQ AS HE ENTERED A STRAIGHT-IN APCH TO RWY 24. AT ABOUT THE SAME TIME, THE PLT OF A PITTS SPECIAL S-1, N20JK, HAD RETURNED FROM A LOCAL FLT & HAD REMAINED IN THE TRAFFIC PATTERN TO PRACTICE LANDINGS. THE PLT OF THE CESSNA SAID HIS ACFT WAS EQUIPPED WITH A SPOL MODIFICATION & HE FLEW HIS FINAL APCH AT 55 TO 60 KTS. HE SAID HE SAW THE PITTS STILL ON DOWNWIND WHEN HE WAS ON FINAL APCH. THE PLT OF THE PITTS SAID HE FLEW A STANDARD PATTERN & TURNED ONTO FINAL APCH ABOUT 3/4 MI OUT. HE DID NOT SEE THE CESSNA PRIOR TO THE ACCIDENT. THE ACFT COLLIDED WHILE THEY WERE IN THE LANDING FLARE/TOUCHDOWN PHASE FOR RWY 24. THE PITTS CONVERGED ON THE CESSNA FROM ABOVE. IT HIT THE RIGHT WING OF THE CESSNA AS THE CESSNA WAS TOUCHING DOWN. THE AIRMAN'S INFORMATION MANUAL RECOMMENDS THAT ACFT ENTER TRAFFIC ON DOWNWIND, ABEAM THE MIDPOINT OF THE RWY.



Brief of Accident (Continued)

File No. - 2863

11/27/83

RIVERSIDE, CA

A/C Reg. No. N7320Z

Time (Lc1) - 1405 PST

Occurrence

MIDAIR COLLISION

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. WIND INFORMATION - INADVERTENT - OTHER MAINTENANCE PSNL

-----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. - 2819      11/27/83      OCEANSIDE,CA      A/C Reg. No. N300T      Time (Lcl) - 1255 PST

-----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	2
Accident Occurred During -LANDING			0	0	0	0

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

Make/Model - PIPER PA-18-105	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	EL CAJON,CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	OCEANSIDE MUNI
Wind Dir/Speed- 240/005 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3061/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI,FLT ENG	Current - YES	Total - 24242
SE LAND,ME LAND,SE SEA	Months Since - 3	Last 24 Hrs - 3
GLIDER	Aircraft Type - PA-18	Make/Model- 11
		Last 30 Days- 3
		Instrument- 1596
		Last 90 Days- 9
		Multi-Eng - 22597

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A FENCE DURING LANDING ROLL. THE PRIVATE PLT RECEIVING INSTRUCTION IN CONVENTIONAL GEAR ACFT WAS MAKING HIS SECOND LANDING. AFTER ROLLING 150 FT THE ACFT MADE A SKIDDING RIGHT TURN AND VEERED OFF THE RIGHT SIDE OF THE RWY. THE CFI WAS UNABLE TO OVERCOME THE TURN WITH LEFT BRAKE THE SKID MARKS FROM BOTH WHEELS WERE LEFT ON THE RWY. THE ACFT CROSSED THE FIELD AND HIT A FENCE. THE RIGHT LANDING GEAR WAS OBSERVED TO HAVE FAILED FROM PREVIOUS DAMAGE.

Brief of Accident (Continued)

File No. - 2819

11/27/83

OCEANSIDE, CA

A/C Reg. No. N300T

Time (Lc1) - 1255 PST

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

Finding(s)

1. LANDING GEAR, MAIN GEAR STRUT - FAILURE, TOTAL
  2. LANDING GEAR, MAIN GEAR STRUT - PREVIOUS DAMAGE
- 

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
  4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND(CFI)
  5. BRAKES(NORMAL) - CONFLICTING - PILOT IN COMMAND(CFI)
- 

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

Finding(s)

6. OBJECT - FENCE
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2919      12/01/83      HOLTVILLE, CA      A/C Reg. No. N3206W      Time (Lcl) - 1730 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

	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      - 6

Eng Make/Model      - LYCOMING O-540-E4B5  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 260 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
CALEXICO, CA  
Destination  
YUMA, 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      - WET

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

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

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1000
Make/Model-	UNK/NR
Instrument-	UNK/NR
Multi-Eng	- UNK/NR
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR
Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD DEPARTED MAZATLAN, MEXICO AT 0632 PST & HAD LANDED AT LOS MOCHIS & MEXICALI, MEXICO & AT CALEXICO, CA, WHERE HE CLEARED U.S. CUSTOMS. BEFORE DEPARTING CALEXICO, HE TELEPHONED HIS FAMILY & TOLD THEM THE WX HAD BEEN POOR ALL DAY. THE ESTIMATED TIME OF ARRIVAL AT YUMA, AZ WAS 1730 PST. WHEN THE ACFT DD NOT ARRIVE, A SEARCH WAS BEGUN. THE WRECKAGE WAS FOUND ABOUT 17 MI EAST OF IMPERIAL, CA, WHERE THE PLANE HAD CRASHED ON A WESTERLY HEADING. AT THE TIME OF IMPACT, THE ACFT WAS ESTIMATED TO HAVE BEEN IN A 15 DEG DESCENT & IN A 65 DEG RIGHT BANK. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. WITNESSES ATTESTED TO WORSENING WX & GUSTY WINDS IN THE VICINITY AT THE PRESUMED TIME OF THE CRASH. THE CO-OWNER NOTED THERE WAS A 600 FT ERROR IN THE ALTIMETER, WHICH THE PLT WOULD COMPENSATE FOR, BY ADJUSTING THE BAROMETER SETTING.

Brief of Accident (Continued)

File No. - 2919

12/01/83

HOLTVILLE,CA

A/C Reg. No. N3206W

Time (Lc1) - 1730 PST

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

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER DECISION, INFORMATION INSUFFICIENT - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. WEATHER CONDITION - CLOUDS
6. WEATHER CONDITION - RAIN
7. WEATHER CONDITION - GUSTS
8. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

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

Finding(s)

9. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - 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) 8,9,10

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. - 2842      12/03/83      JACUMBA,CA      A/C Reg. No. N711KR      Time (Lcl) - 1500 PST

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

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

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

Make/Model - BLANLK L-13	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - 1102	Engine Type - UNK/NR	
No. of Seats - 2	Rated Power - N/A	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 225/030 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 1500 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 SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data JACUMBA</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 2985/ 133</p> <p>Runway Surface - DIRT</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 - 39</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - L-13</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 297</p> <p>Make/Model- 71</p> <p>Instrument- 38</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 7</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A BUSH AND GROUNDLOOPEO SHORT OF THE RWY. THE WIND WAS UNUSUALLY STRONG AND THE GLIDER PLT STATED HE MISJUDGED ITS EFFECT AND SHOULD HAVE FLOWN THE BASE LEG CLOSER. THE ACFT LANDED SHORT OF THE RWY AND GROUND LOOPEO.

Brief of Accident (Continued)

File No. - 2842

12/03/83

JACUMBA,CA

A/C Reg. No. N711KR

Time (Lcl) - 1500 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - TREE(S)
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH WIND
4. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND
5. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

6. DESCENT - MISJUDGED - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

----Probable Cause----

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

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. - 2821      12/21/83      TEHACHAPI, CA

A/C Reg. No. N47947

Time (Lcl) - 1152 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

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

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

Fire  
ON GROUND

Crew  
Pass

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

Make/Model - PIPER PA-28R-201T  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2900  
No. of Seats - 2

Eng Make/Model - CONTINENTAL TS10-360-F  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - UNK/NR  
Wind Dir/Speed- 290/020 KTS  
Visibility - 2.500 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 600 FT OVERCAST  
Obstructions to Vision- GROUND FOG  
Precipitation - SNOW SHOWER  
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

TEHACHAPI  
Runway Ident - 29  
Runway Lth/Wid - 4000/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 42  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - 152

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

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND AFTER STALLING DURING A RIGHT CLIMBING TURN INTO CLOUDS. WITNESSES REPORTED THAT THE INITIAL CLIMB ATTITUDE WAS "VERY STEEP". NO ONE OBSERVED THE CRASH BUT THE ENGINE RPM "REVVED UP" TO A VERY HIGH RPM 4-5 SECONDS PRIOR TO THE SOUND OF THE CRASH. THE GROUND SCARS AND THE WRECKAGE INDICATE THAT THE ACFT STRUCK THE GROUND IN A NEAR VERTICAL NOSE DOWN ATTITUDE. THE ACFT CAME TO REST INVERTED ABOUT 66 FT FROM INITIAL IMPACT. POST ACCIDENT INVESTIGATION DISCLOSED NO PRE-IMPACT FAILURES OR MALFUNCTIONS IN EQUIPMENT. THERE WAS NO EVIDENCE TO SHOW THAT THE PLT RECEIVED ANY WEATHER BRIEFING. THE VISIBILITY WAS ABOUT 2.5 SM AND THE CEILING WAS 600 FT OVERCAST. THERE WERE SNOW SHOWERS 1/2 MILE WEST OF THE ARPT.



Brief of Accident (Continued)

File No. - 2821

12/21/83

TEHACHAPI,CA

A/C Reg. No. N47947

Time (Lc1) - 1152 PST

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

Finding(s)

1. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
6. STALL - NOT CORRECTED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2840      12/26/83      FONTANA, CA      A/C Reg. No. N8761P      Time (Lcl) - 1935 MST

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

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

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

Make/Model - PIPER PA 24-260	Eng Make/Model - LYCOMING IO-540-D4A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CALEXICO, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	RIALTO, CA	
Wind Dir/Speed- 240/004 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- GROUND FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 10000
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 ACFT COLLIDED WITH A ELECTRICAL POWER LINE TOWER AT NIGHT DURING IMC WEATHER. THE TOWER WAS STRUCK AT 40 FT AGL. THE PLT RECEIVED A WEATHER BRIEFING FOR THIS FLT AND VFR FLT WAS NOT RECOMMENDED. NO FLT PLAN WAS FILED. WITNESSES HEARD THE ACFT FLY OVER AT AN ESTIMATED 200-300 FT IN DENSE FOG AND RAIN. WITNESSES HEARD THE CRASH AND CALLED THE SHERIFF WHO RESPONDED AND FOUND THE WRECKAGE SCATTERED BELOW THE TOWER FOR A DISTANCE OF ABOUT 300 FT. THE PLT DID NOT HAVE AN INSTRUMENT RATING.

Brief of Accident (Continued)

File No. - 2840

12/26/83

FONTANA, CA

A/C Reg. No. N8761P

Time (Lc1) - 1935 MST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
4. WEATHER CONDITION - RAIN
5. FLIGHT INTO KNOWN ADVERSE WEATHER - IMPROPER - PILOT IN COMMAND
6. WEATHER CONDITION - LOW CEILING
7. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
8. OBJECT - ELECT TOWER
9. LOW PASS - PERFORMED - PILOT IN COMMAND
10. LIGHT CONDITION - DARK NIGHT

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,7,9

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2811

10/09/83

CENTER, CO

A/C Reg. No. N770JW

Time (Lcl) - 1020 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - CESSNA 421C  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 7450  
No. of Seats - 8

Eng Make/Model - CONTINENTAL GTS10-520-N  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 375 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 - 100.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SHREVEPORT, LA

Airport Proximity  
ON AIRPORT

Airport Data

LEACH  
Runway Ident - 30  
Runway Lth/Wid - 7100/ 48  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 51  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	6330
Last 24 Hrs	9
Make/Model-	74
Last 30 Days-	UNK/NR
Instrument-	470
Last 90 Days-	49
Multi-Eng -	5900

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A DIRT BANK AFTER A LEFT ENGINE OVERSPEED AND LOSS OF DIRECTIONAL CONTROL DURING TAKEOFF. THE PLT HAD ALREADY ABORTED ONE TAKEOFF DUE TO OVERBOOST AND A STICKING WASTEGATE. THE PROBLEM SEEMED CORRECTED AFTER WORK AND LUBRICATION BY A MECHANIC AND WORKED SATISFACTORILY FOR ABOUT A MONTH. THEN DURING THIS TKOF THE OVERBOOST WAS ENOUGH TO CAUSE THE PLT TO LOSE DIRECTIONAL CONTROL AND DEPART THE RWY. THE PLT WAS TRYING TO "SAVE THE TAKEOFF" BY RETURNING TO THE RWY WHEN THE ACFT WING STRUCK A DIRT PILE. POST ACCIDENT INVESTIGATION SHOWED THAT A STICKING VALVE IN THE TURBOCHARGER WASTEGATE OF THE LEFT ENGINE AND A STUCK PRESSURE RELIEF VALVE CAUSED THE OVERBOOST CONDITION.

Brief of Accident (Continued)

File No. - 2811

10/09/83

CENTER, CO

A/C Reg. No. N770JW

Time (Lcl) - 1020 MDT

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

Finding(s)

1. EXHAUST SYSTEM, TURBOCHARGER - OVERSPEED
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - PERFORMED - PILOT IN COMMAND

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

8. TERRAIN CONDITION - DIRT BANK

Occurrence #4      GEAR COLLAPSED  
Phase of Operation      TAKEOFF - GROUND RUN

----Probable Cause----

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

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. - 2996      12/03/83      FT. MORGAN, CO      A/C Reg. No. N1078V      Time (Lcl) - 1300 MST

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

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

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

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	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	DENVER, CO	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	BRUSH, CO	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - .250 SM	Type of Flight Plan - COMPANY (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 - PRECAUTIONARY LANDING	Runway Status - UNK/NR
Obstructions to Vision- BLOWING SNOW		
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)
ATP,CFI	Current - YES	Total - 10000
SE LAND, ME LAND	Months Since - 23	Make/Model- 6140
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 64
		Multi-Eng - 272
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 246
		Rotorcraft - 10000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER WAS OWNED & OPERATED BY A TV STATION & WAS BEING USED FOR TRANSPORTATION TO A NEWS EVENT. WHILE EN ROUTE, CLOUDS & REDUCED VISIBILITY DUE TO FOG WERE ENCOUNTERED. THE PLT ELECTED TO LAND IN A FIELD COVERED WITH POWDERED SNOW. DURING THE LANDING, THE POWDERED SNOW WAS BLOWN WHICH RESULTED IN A WHITE-OUT CONDITION. THE PLT TRIED TO MAKE A NORMAL TOUCHDOWN, BUT THE HELICOPTER ROLLED OVER & THE MAIN ROTOR BLADES HIT THE GROUND. AN EXAM OF THE CRASH SITE REVEALED THAT THE RIGHT SKID TOUCHED DOWN 1ST & DUG INTO THE GROUND ABOUT 4 TO 6 INCHES WHILE TRAVELING IN A LATERAL DIRECTION. THE HELICOPTER CAME TO REST ABOUT 40 FT FROM THE 1ST GROUND SCAR.

Brief of Accident (Continued)

File No. - 2996

12/03/83

FT. MORGAN, CO

A/C Reg. No. N1078V

Time (Lcl) - 1300 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. WEATHER CONDITION - CLOUDS
  3. WEATHER CONDITION - FOG
  4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  5.        IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  6. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
  7. TERRAIN CONDITION - SNOW COVERED
  8. WEATHER CONDITION - WHITEOUT
  9.        VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
- 

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

-----

Occurrence #3            ROLL OVER  
Phase of Operation      LANDING

-----

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2904      5/12/83      PEMBROKE PINES, FL      A/C Reg. No. N3667L      Time (Lcl) - 0824 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

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

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

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

Make/Model - GREAT LAKES 2T-1A-2  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1800  
No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-360-B1G6  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 100/015 KTS  
Visibility - 8.0 SM  
Lowest Sky/Clouds - 3000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

NORTH PERRY  
Runway Ident - 09R  
Runway Lth/Wid - 3000/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 44

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - C-177

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6000	Last 24 Hrs	- UNK/NR
Make/Model-	1000	Last 30 Days-	UNK/NR
Instrument-	120	Last 90 Days-	60
Multi-Eng -	3000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES REPORTED THAT DURING TAKEOFF, THE ENG BEGAN SPUTTERING WHEN THE ACFT WAS CLIMBING THRU ABOUT 50 FT AGL, THEN THE ENG NOISE STOPPED COMPLETELY AS THE ACFT REACHED ABOUT 150 FT AGL. A PUFF OF SMOKE WAS OBSERVED COMING FROM THE ENG AS THE ACFT VEERED TO THE RIGHT & ENTERED A STEEP RIGHT BANK. THE ACFT THEN LOST ALTITUDE RAPIDLY & CRASHED ABOUT 150 FT SOUTH OF THE DEPARTURE END OF RWY 9. AN INVESTIGATION REVEALED THAT THE LEFT FRONT CYLINDER FUEL INJECTOR NOZZLE FLOW WAS ABOUT 40% LESS THAN THE OTHER 3 NOZZLES. A PIECE OF RUBBER TYPE MATERIAL WAS FOUND RESTRICTING THE FUEL FLOW TO THAT NOZZLE. THE MATERIAL WAS IDENTIFIED AS BUTADIENE/ACRYLONITRILE, WHICH IS THE SAME MATERIAL THAT WAS USED IN SOME FLEXIBLE FUEL LINES. BOTH PLTS RECEIVED SERIOUS HEAD INJURIES. THE SURVIVING PLT IN THE BACK SEAT COULD NOT REMEMBER THE FLT OR ACCIDENT. SHOULDER HARNESSSES WERE AVAILABLE & USED, BUT NEITHER WERE EQUIPPED WITH INERTIA REELS. FLT MANUAL & 14 CFR 23.785 STATES SHOULDER HARNESSSES SHOULD BE LOOSE ENOUGH FOR FLT OPS.



Brief of Accident (Continued)

File No. - 2904

5/12/83

PEMBROKE PINES, FL

A/C Reg. No. N3667L

Time (Lc1) - 0824 EDT

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

Finding(s)

1. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
  2. FUEL SYSTEM, INJECTOR - FOREIGN OBJECT
  3. FUEL SYSTEM, NOZZLE - BLOCKED(PARTIAL)
- 

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

-----

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

Finding(s)

4. MANEUVER - INITIATED - PILOT IN COMMAND
  5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  6. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2906

8/17/83

LANTANA, FL

A/C Reg. No. N3538

Time (Lcl) - 1020 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

Make/Model - SCARBORO COUGAR-1  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1400  
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-G  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 125 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- 350/003 KTS  
Visibility - 10.0 SM

Lowest Sky/Clouds - 2600 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 - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 15  
Runway Lth/Wid - 3485/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 51  
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 - 96  
Last 24 Hrs - 2  
Make/Model- 4  
Last 30 Days- 6  
Instrument- 0  
Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

DURING A TOUCH & GO TAKEOFF THE ENGINE QUIT. THE PILOT ENTERED A STEEP TURN TO RETURN TO THE AIRPORT AND CRASHED INTO TREES. POST ACCIDENT INVESTIGATION REVEALED ONLY 1/2 PT OF AUTOMOTIVE FUEL WAS IN THE ACFT.

Brief of Accident (Continued)

File No. - 2906

8/17/83

LANTANA, FL

A/C Reg. No. N3538

Time (Lcl) - 1020 EDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - NOT PERFORMED - PILOT IN COMMAND
  2. FLUID, FUEL - EXHAUSTION
  3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
- 

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

-----

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

Finding(s)

4. TERRAIN CONDITION - 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2805      8/30/83      MARATHON, FL      A/C Reg. No. N30533      Time (Lcl) - 1137 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire IN FLIGHT

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

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

Make/Model - PIPER PA-28-161  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2325  
No. of Seats - 4

Eng Make/Model - AVCO LYCOMING O-320-D3  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 210/007 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 1500 FT SCATTERED  
Lowest Ceiling - UNK/NR BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
FL. LAUDERDALE, FL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

MARATHON  
Runway Ident - 25  
Runway Lth/Wid - 5000/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 31  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 38  
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 LANDING GEAR COLLAPSED DURING A FORCED LANDING DUE TO A CABIN FIRE. THE LANDING OCCURRED JUST SHORT OF THE RWY AT MARATHON ARPT, FL. THE PLT HAD DEPARTED THIS ARPT ABOUT 30 MINUTES EARLIER ON THE 2ND LEG OF A STUDENT X-COUNTRY FLT. THE DEPARTURE WAS AT ABOUT 1105 EDT. AT 1130 WITNESSES SAW THE ACFT APPROACHING THE ARPT WITH FLAMES AND SMOKE VISIBLE INSIDE AND OUTSIDE OF THE ACFT. AFTER THE ACCIDENT THE PLT SAID THAT ABOUT 10 MINUTES AFTER TAKEOFF HE SMELLED SOMETHING AND TURNED AROUND TO SEE THE CABIN ON FIRE. A REVIEW OF THE ACFT LOG SHOWS THAT THE ALTERNATOR WAS REPLACED ON 8/2/83. A POST ACCIDENT TEST OF THE ALTERNATOR SHOWED ITS PERFORMANCE WITHIN LIMITS. FUEL LINES IN THE CABIN AND THE FUEL SELECTOR ALONG WITH THE REMAINING D.C. ELECTRICAL HARNESSSES WERE SENT TO THE NTSB LAB FOR EXAMINATION. THE LAB FOUND EVIDENCE THAT AN ALUMINUM CABLE WAS INTERNALLY HEATED MOST LIKELY FROM EXCESSIVE ELECTRICAL CURRENT. DUE TO THE FIRE OTHER COCKPIT EVIDENCE WAS DESTROYED. BASED UPON STATEMENTS THE FIRE ORIGINATED IN THE REAR OF THE ACFT.

Brief of Accident (Continued)

File No. - 2805

8/30/83

MARATHON, FL

A/C Reg. No. N30533

Time (Lc1) - 1137 EDT

Occurrence #1 FIRE  
Phase of Operation CRUISE - NORMAL

Finding(s)  
1. UNDETERMINED

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

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

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2893

9/05/83

TAMPA, FL

A/C Reg. No. N29PB

Time (Lcl) - 1054 EDT

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

Type Operating Certificate-COMMUTER

Aircraft Damage  
SUBSTANTIAL

	Injuries			None
	Fatal	Serious	Minor	
Crew	0	0	0	1
Pass	0	0	0	8

Type of Operation -SCHEDULED,DOMESTIC,PASSENGER

Flight Conducted Under -14 CFR 135

Accident Occurred During -LANDING

Fire  
NONE

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

Make/Model - CESSNA 402C

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 6850

No. of Seats - 10

Eng Make/Model - CONTINENTAL TS10-520-VB

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 325 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 080/004 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

JACKSONVILLE,FL

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity  
ON AIRPORT

Airport Data

TAMPA INTERNATIONAL

Runway Ident - 18L

Runway Lth/Wid - 8300/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND,ME LAND,SE SEA

Age - 26

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4197 Last 24 Hrs - 3

Make/Model- 868 Last 30 Days- UNK/NR

Instrument- 113 Last 90 Days- 292

Multi-Eng - 2485

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE LANDING, THE PLT MOVED THE GEAR HANDLE TO THE EXTEND POSITION & ALL 3 GREEN GEAR DOWN LIGHTS ILLUMINATED. HOWEVER, WHEN THE NOSE WAS LOWERED AFTER TOUCHDOWN, THE NOSE GEAR COLLAPSED. AN INVESTIGATION REVEALED THAT THE ROD END, PN MS2124254K, ON THE NOSE GEAR ACTUATOR HAD FAILED FROM FATIGUE. THE FAILED PART WAS NOT MANUFACTURED TO MEET THE REQUIRED SPECIFICATION. THE MICROSWITCH FOR THE NOSE GEAR INDICATOR WAS LOCATED ON THE NOSE GEAR ACTUATOR. IT WAS ACTIVATED WHEN THE ACTUATOR EXTENDED TO THE DOWN POSITION.

Brief of Accident (Continued)

File No. - 2893

9/05/83

TAMPA, FL

A/C Reg. No. N29PB

Time (Lc1) - 1054 EDT

---

Occurrence NOSE GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FATIGUE
  2. MATERIAL DEFECT (INADEQUATE QUALITY CONTROL) - MANUFACTURER
- 

----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. - 2892      12/03/83      BOCA RATON, FL      A/C Reg. No. N39584      Time (Lcl) - 0910 EST

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

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

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

Make/Model - PAUL S. KERR CONDOR III 400	Eng Make/Model - KAWASAKI 440A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 40 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NONE
Wind Dir/Speed- 160/009 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2200 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 2000
SE LAND,ME LAND	Months Since - 7	Last 24 Hrs - 1
	Aircraft Type - LEARJET	Make/Model- 10
		Instrument- 141
		Last 30 Days- UNK/NR
		Last 90 Days- 11
		Multi-Eng - 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PLT (CFI) & STUDENT WERE PRACTICING APCHS IN A 2-PLACE/REGISTERED ULTRALIGHT WITH SINGLE CONTROLS. JUST PRIOR TO TOUCHDOWN, THE CFI TOLD THE STUDENT TO GO AROUND. AFTER INITIATING A CLIMB, THE ACFT ENCOUNTERED TURBULENCE. THE STUDENT OVERCONTROLLE, WHILE CORRECTING, & STALLED THE ACFT. THE CFI ASSUMED CONTROL, BUT COULD NOT GET THE STUDENT TO REMOVE HIS FEET FROM THE RUDDER PEDALS. THE ACFT DRIFTED TOWARD A TREE & ENCOUNTERED MORE TURBULENCE, THEN THE LEFT WING HIT THE TREE & THE ACFT CRASHED.



Brief of Accident (Continued)

File No. - 2892

12/03/83

BOCA RATON, FL

A/C Reg. No. N39584

Time (Lcl) - 0910 EST

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

Finding(s)

1. GO-AROUND - INITIATED - DUAL STUDENT
  2. WEATHER CONDITION - TURBULENCE
  3. FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
  4. STALL - INADVERTENT - DUAL STUDENT
  5. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND(CFI)
  6. RELINQUISHING OF CONTROL - DELAYED - DUAL STUDENT
  7. DIRECTIONAL CONTROL - NOT MAINTAINED -
- 

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

Finding(s)

8. OBJECT - TREE(S)
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2813      2/12/83      MARIETTA,GA      A/C Reg. No. N201MD      Time (Lcl) - 1500 EST

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

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

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

Make/Model - MOONEY M20J	Eng Make/Model - LYCOMING IO-360-A1B6D	ELT Installed/Activated - UNK/NR
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 ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point ATLANTA,GA	
Method - N/A	Destination LOCAL	Airport Data MCCOLLOM
Completeness - N/A		Runway Ident - 09
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 4580/ 75
Wind Dir/Speed- CALM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 7.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 4500 FT THIN BKN	Type Apch/Lndg - VISUAL	
Lowest Ceiling - 12000 FT OVERCAST		
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 - 107
SE LAND	Months Since - 3	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 6
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED WITH THE WHEELS UP DURING AN ATTEMPTED GO-AROUND. THE PLT WHO WAS RECEIVING INSTRUCTION DECIDED AS THE ACFT FLOATED DURING A LANDING THAT HE WOULD GO-AROUND. FULL POWER WAS ADDED AS SOMEONE RETRACTED THE LANDING GEAR AND THE FLAPS. THE ACFT SETTLED TO THE GROUND TAIL FIRST AND WAS SUBSTANTIALLY DAMAGED. THE CFI AND PLT STATEMENTS DIFFER ON WHO WAS FLYING THE ACFT.

Brief of Accident (Continued)

File No. - 2813

2/12/83

MARIETTA,GA

A/C Reg. No. N201MD

Time (Lc1) - 1500 EST

---

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

Finding(s)

1. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND(CFI)
  2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2817      2/18/83      STOCKBRIDGE,GA      A/C Reg. No. N88037      Time (Lcl) - 1430 EST

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

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

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

Make/Model - PIPER J-3C	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 125 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point STOCKBRIDGE,GA	OFF AIRPORT/STRIP
Method - N/A	Destination HOLLYWOOD,FL	Airport Data BERRY HILL
Completeness - N/A	ATC/Airspace	Runway Ident - UNK/NR
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 40
Wind Dir/Speed- 130/005 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 15.0 SM	Type Apch/Lndg - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2553
SE LAND,ME LAND	Months Since - 7	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 651
		Last 30 Days- UNK/NR
		Instrument- 12
		Last 90 Days- 24
		Multi-Eng - 140

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE DURING A FORCED LANDING. THE PLT STATED THAT THE ACFT ENGINE QUIT SHORTLY AFTER TAKEOFF. EXAMINATION OF THE ENGINE AND FUEL SYSTEM FAILED TO REVEAL ANY DISCREPANCIES OR MALFUNCTIONS. AN EXTERNAL FUEL TANK WAS CONNECTED TO THE ENGINE AND IT STARTED AND RAN NORMALLY.

Brief of Accident (Continued)

File No. - 2817

2/18/83

STOCKBRIDGE,GA

A/C Reg. No. N88037

Time (Lcl) - 1430 EST

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

Finding(s)  
1. UNDETERMINED  
-----

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

Occurrence #3      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. - 2828      5/06/83      KENNESAW, GA      A/C Reg. No. N5835G      Time (Lcl) - 2050 EDT

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

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

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

Make/Model - CESSNA 150	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 - UNK/NR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KENNESAW, GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MCCULLAN
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4580/ 75
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 10677
SE LAND, ME LAND, SE SEA	Months Since - 15	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 44
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 144
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED IN A WOODED AREA AFTER A TOUCH AND GO LANDING. THE WING FLAPS LEVER HAD BEEN PLACED TO THE UP POSITION BUT THE FLAPS DID NOT RETRACT. WHEN THE CFI FINALLY NOTICED THAT THE FLAPS WERE NOT UP HE TOOK OVER AT ABOUT 200 FT AGL AND STARTED A SHALLOW RIGHT TURN. THE AIRSPEED WAS ABOUT 62 MPH INDICATED WHEN THE CFI TURNED LEFT WITH A NOSE HIGH ATTITUDE. THE ACFT STALLED AND SPUN TO THE GROUND ABOUT 600 FT FROM THE DEPARTURE END OF THE RWY. THE FLAP INDICATOR REGISTERED 33 DEGREES. THERE WAS A NOTICE POSTED BELOW THE FLAP INDICATOR WHICH READ "USE 30 DEGREE FLAP MAX". INVESTIGATION REVEALED THAT THE FLAP MOTOR FUSE WAS BLOWN. BOTH PLTS HAD BEEN RESTRAINED BY SHOULDER HARNESS SECURED THROUGH INTERIOR PLASTIC MOLDING. AT IMPACT THEY CAME LOOSE. THIS ACFT WAS NOT MANUFACTURED WITH SHOULDER HARNESS. ACFT LOGS DID NOT SHOW WHERE, WHEN OR BY WHOM THE EXISTING HARNESS WAS INSTALLED.

Brief of Accident (Continued)

File No. - 2828

5/06/83

KENNESAW,GA

A/C Reg. No. N5835G

Time (Lc1) - 2050 EDT

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. FLT CONTROL SYST,WING FLAP CONTROL - INOPERATIVE
  2. CHECKLIST - NOT PERFORMED - PILOT IN COMMAND(CFI)
  3. ELECTRICAL SYSTEM,FUSE - OPEN
  4. RAISING OF FLAPS - NOT OBTAINED - PILOT IN COMMAND(CFI)
- 

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

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
  6. OBJECT - TREE(S)
  7. STALL/SPIN - INADVERTENT - PILOT IN COMMAND(CFI)
  8. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND(CFI)
  9. MISC EQPT/FURNISHINGS,SHOULDER HARNESS - FAILURE,TOTAL
- 

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

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

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2891      7/02/83      MARTINEZ,GA      A/C Reg. No. N182U      Time (Lcl) - 1700 EDT

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

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

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

Make/Model - HAMILTON T-28R-2	Eng Make/Model - WRIGHT R-1800-56-A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 7600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 1350 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	THOMPSON,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FLYING J
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2806/ 40
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1000
SE LAND,SE SEA	Months Since - 4	Make/Model- UNK/NR
	Aircraft Type - 152	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT WAS 1 OF 2 THAT MADE A LOW PASS OVER RWY 24. AFTER THE PASS, THE PLT MADE A RIGHT TURN, ESTABLISHING THE ACFT IN A RIGHT TRAFFIC PATTERN FOR RWY 24. ACCORDING TO 1 WITNESS, WHILE THE ACFT WAS TURNING ON A RIGHT BASE, INTERMITTENT BURSTS OF DARK SMOKE WERE OBSERVED TRAILING FROM THE ACFT. HE SAID THAT WHEN THE ACFT TURNED ONTO FINAL APCH, THE SMOKE TRAILS BECAME MORE DISTINCT & NUMEROUS. THE ENG THEN BEGAN CUTTING OUT & MISFIRING. SUBSEQUENTLY, THE ACFT TURNED SLIGHTLY TO THE RIGHT & COLLIDED WITH A POWER LINE, THEN IT HIT TREES, CRASHED & BURNED. AN EXAM OF THE ENG REVEALED THE ACCESSORY CASE WAS TOTALLY DESTROYED & THE BLOWER CASE HAD MELTED TO THE POINT THAT THE BLOWER WAS EXPOSED. EXCESSIVE HEAT DAMAGE & DISCOLORATION WERE NOTED AT THE MAIN BEARING AREA OF THE MASTER ROD & THE #7 & #8 ARTICULATING ROD BEARINGS. ALSO, RUST & THE LACK OF OIL RESIDUE WAS NOTED IN THESE AREAS. EXTENSIVE FIRE & IMPACT DAMAGE DISRUPTED ENG CONTINUITY & PREVENTED ROTATION OF THE MAJOR MOVING PARTS. TEMP & DEW POINT WERE 92 & 70 DEG.



Brief of Accident (Continued)

File No. - 2891

7/02/83

MARTINEZ,GA

A/C Reg. No. N182U

Time (Lc1) - 1700 EDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    APPROACH

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING  
-----

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH  
-----

Finding(s)  
2. OBJECT - WIRE,TRANSMISSION  
3. OBJECT - TREE(S)  
-----

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2866      8/08/83      CORDELE, GA      A/C Reg. No. N20PE      Time (Lcl) - 1500 EDT

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

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

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

Make/Model      - EIRIAVION OY PIK-20B	Eng Make/Model      - N/A	ELT Installed/Activated      - NO -N/A
Landing Gear      - UNK/NR	Number Engines      - N/A	Stall Warning System      - UNK/NR
Max Gross Wt      - UNK/NR	Engine Type      - UNK/NR	
No. of Seats      - 1	Rated Power      - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method      - UNK/NR	CORDELE, GA	
Completeness      - UNK/NR	Destination	Airport Data
Basic Weather      - VMC	LOCAL	Runway Ident      - UNK/NR
Wind Dir/Speed- 200/005 KTS	ATC/Airspace	Runway Lth/Wid      - UNK/NR
Visibility      - 4.000 SM	Type of Flight Plan      - NONE	Runway Surface      - GRASS/TURF
Lowest Sky/Clouds      - 4000 FT SCATTERED	Type of Clearance      - NONE	Runway Status      - DRY
Lowest Ceiling      - NONE	Type Apch/Lndg      - PRECAUTIONARY LANDING	
Obstructions to Vision- HAZE		
Precipitation      - RAIN		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - UNK/NR	Total      - 2000
SE LAND	Months Since      - UNK/NR	Make/Model- 108
GLIDER	Aircraft Type      - UNK/NR	Instrument- 0
		Multi-Eng - 1453
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 75
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS COMPETING IN A REGIONAL SOARING CONTEST. WHILE EN ROUTE FROM THE 1ST TURN POINT HE ENCOUNTER RAIN & ELECTED TO LAND IN A PASTURE. DURING THE LANDING ROLL, THE TAIL SKID STRUCK A HOLE WHICH CRACKED THE FUSELAGE, IMMEDIATELY FORWARD OF THE EMPENNAGE.

Brief of Accident (Continued)

File No. - 2866

8/08/83

CORDELE,GA

A/C Reg. No. N20PE

Time (Lc1) - 1500 EDT

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

Finding(s)

1. WEATHER CONDITION - RAIN
  2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
  5. FUSELAGE - 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) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2850      11/27/83      ARMUCHEE,GA      A/C Reg. No. N3801N      Time (Lcl) - 2235 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model        - BEECH A36  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3600  
No. of Seats       - 6

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

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

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

Weather Data

Wx Briefing        - FSS  
Method            - TELEPHONE  
Completeness      - FULL  
Basic Weather     - UNK/NR  
Wind Dir/Speed-   UNK/NR  
Visibility        - UNK/NR  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling    - UNK/NR  
Obstructions to Vision- UNK/NR  
Precipitation     - RAIN  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
KNOXVILLE, TN  
Destination  
ROME, GA

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance   - IFR  
Type Apch/Lndg      - VOR/DME

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

RICHARD B. RUSSELL  
Runway Ident       - 18  
Runway Lth/Wid    - 6000/ 150  
Runway Surface    - ASPHALT  
Runway Status     - WET

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

Pilot-In-Command

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

Age - 34

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1435	Last 24 Hrs	- 4
Make/Model-	600	Last 30 Days-	UNK/NR
Instrument-	48	Last 90 Days-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES AND HIGHER TERRAIN WHICH WAS ADJACENT TO THE VOR APPROACH PATH. THE WEATHER WAS DESCRIBED BY WITNESSES AS STORMY WITH HEAVY RAINS AND HIGH WINDS. SOME OF THE OCCUPANTS OF THE ACCIDENT ACFT WERE AIRSICK ACCORDING TO THE PLTS RADIO REPORT. THE ACFT WAS CLEARED FOR THE VOR APPROACH. HE WAS TOLD TO MAINTAIN 4000 FT MSL UNTIL INBOUND ON TRACK AND THEN DESCEND TO 3200 FT. THE PLT ACKNOWLEDGED. LATER THE PLT REPORTED THE INITIAL APPROACH FIX. ABOUT ONE MINUTE LATER APPROACH LOST RADAR CONTACT. WHEN LAST IN RADAR CONTACT HE WAS OUT OF 2700 FT AND "RIGHT ON THE APPROACH". THE ACFT HIT THE WEST SLOPE OF ST. JOHN'S MT AT ABOUT 1560 FT MSL.

Brief of Accident (Continued)

File No. - 2850

11/27/83

ARMUCHEE, GA

A/C Reg. No. N3801N

Time (Lc1) - 2235 EST

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
  3. MINIMUM DESCENT ALTITUDE - BELOW - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2874      12/16/83      DAMASCUS,GA

A/C Reg. No. N84223

Time (Lcl) - 1005 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage NONE Fire NONE	Crew Pass	Fatal 0 0	Injuries Serious 0 0	Minor 0 0	None 1 0
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-----Aircraft Information-----

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

Eng Make/Model - CONT MOTOR O-470 SERIES    ELT Installed/Activated - YES/NO  
Number Engines - 1                                Stall Warning System - YES  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 265 HP

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

Weather Data

Wx Briefing    - NO RECORD OF BRIEFING  
Method        - N/A  
Completeness   - N/A  
Basic Weather   - VMC  
Wind Dir/Speed- 040/005 KTS  
Visibility     - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling    - UNK/NR    BROKEN  
Obstructions to Vision- NONE  
Precipitation    - NONE  
Condition of Light   - DAYLIGHT

Itinerary

Last Departure Point  
MACON,GA  
Destination  
SAME AS ACC/INC

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident        - 36  
Runway Lth/Wid    - 2000/ 500  
Runway Surface    - DIRT  
Runway Status     - WET

ATC/Airspace

Type of Flight Plan - MILITARY (VFR)  
Type of Clearance   - NONE  
Type Apch/Lndg      - STRAIGHT-IN  
                             TOUCH AND GO

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

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

Age - 42  
Biennial Flight Review  
Current        - YES  
Months Since   - 14.  
Aircraft Type   - 201

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total        - 1250            Last 24 Hrs - 1  
Make/Model- 125            Last 30 Days- UNK/NR  
Instrument- 0              Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT, AN AUCTIONEER, HAD RENTED THE ACFT TO FLY TO A FARM WHERE HE WAS TO CONDUCT AN AUCTION. PREVIOUSLY, HE HAD INSPECTED THE INTENDED LANDING AREA, A SOY BEAN FIELD, & THOUGHT IT WOULD BE SATISFACTORY FOR A LANDING. WHEN HE ARRIVED & LANDED, THE MAIN GEAR TOUCHED DOWN & ROLLED ABOUT 50 FT BEFORE THE NOSE GEAR CONTACTED THE GROUND, WHICH HAD BEEN FRESHLY CULTIVATED & WAS SOFT. THE NOSE GEAR SUNK IN THE SOFT SOIL & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2874

12/16/83

DAMASCUS,GA

A/C Reg. No. N84223

Time (Lcl) - 1005 EST

---

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT

2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

---

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2851      12/28/83      ST. CATHERINES,GA      A/C Reg. No. N4829M      Time (Lc1) - 1141 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

Make/Model - BEECH BE-36  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 4

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

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

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

Weather Data

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

Wind Dir/Speed- 160/007 KTS

Visibility - 3.000 SM

Lowest Sky/Clouds -

Lowest Ceiling - 1500 FT OVERCAST

Obstructions to Vision- UNK/NR

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ST. AUGUSTINE,FL

Destination  
CHESAPEAKE,VA

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

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)

COMMERCIAL

SE LAND,ME LAND

Age - 49

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2875

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RECEIVED A WX BRIEFING AT 1037 EST BEFORE DEPARTING ON AN IFR X-COUNTRY. AT 1051, A SEVERE THUNDERSTORM WARNING (#537) WAS ISSUED BY THE NATIONAL WX SVC. WHEN THE PLT REQUESTED AN IFR CLEARANCE AT 1107, HE WAS ADVISED OF THE FRONTAL ACTIVITY. ABOUT 3 MIN LATER, HE WAS BRIEFED ON THE WX WARNING, WHICH HE ACKNOWLEDGED. AT ABOUT 1138, THE PLT WAS ADVISED OF WX IN HIS VICINITY & ALONG HIS PLANNED ROUTE WHICH INCLUDED MODERATE TO SEVERE TURBULENCE & MODERATE TO HEAVY RAIN. BASED ON THIS INFO, THE PLT ELECTED TO DIVERT TO SAVANNAH, GA. AT 1139:54, HE REPORTED HIS WX CONDITIONS WERE ROUGH WITH RAIN. AT 1141:11, THE CONTROLLER NOTED THAT HIS TRANSPONDER REPLY SHOWED 2600 FT INSTEAD OF THE ASSIGNED ALT OF 7000 FT. AT ABOUT THAT TIME, RADIO & RADAR CONTACT WERE LOST. THE ACFT WAS PRESUMED TO HAVE CRASHED AT SEA & BOTH PLTS WERE PRESUMED TO HAVE BEEN FATALLY INJURED. A SEARCH OF THE SUSPECTED AREA WAS MADE BY THE COAST GUARD & DEBRIS SUSPECTED FROM THE ACFT WAS FOUND; HOWEVER, THE MAIN WRECKAGE WAS NOT RECOVERED.



Brief of Accident (Continued)

File No. - 2851

12/28/83

ST. CATHERINES,GA

A/C Reg. No. N4829M

Time (Lc1) - 1141 EST

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
  2. WEATHER CONDITION - THUNDERSTORM
  3. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
  4. WEATHER CONDITION - RAIN
  5. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
  6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

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

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

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

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. - 2912      6/16/83      EUGENE ISL.BLK,GM      A/C Reg. No. N5010U      Time (Lcl) - 0915 CDT

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

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

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

Make/Model	- BELL 206B III	Eng Make/Model	- ALLISON 250-C203	ELT Installed/Activated	- NO -N/A
Landing Gear	- EMERGENCY FLOAT	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 317 LBS THRUST		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SO. MARSH BLK,GM	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	
Wind Dir/Speed	- CALM		Runway Ident
Visibility	- 10.0 SM	ATC/Airspace	- UNK/NR
Lowest Sky/Clouds	- 1500 FT SCATTERED	Type of Flight Plan	- UNK/NR
Lowest Ceiling	- NONE	Type of Clearance	- UNK/NR
Obstructions to Vision	- NONE	Type Apch/Lndg	- UNK/NR
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 2478	Last 24 Hrs - 5
SE LAND	Months Since - UNK/NR	Make/Model- 509	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 274	Last 90 Days- 127
			Rotorcraft - 2304

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER WAS USED TO SHUTTLE PAX & SUPPLIES BETWEEN VARIOUS OIL DRILLING PLATFORMS & WAS EN ROUTE BETWEEN TWO ISLANDS WHEN THE ACCIDENT OCCURRED. WRECKAGE WAS SPOTTED 6 MILES WEST OF THE DESTINATION ISLAND. ONLY THE PILOT'S BODY WAS RETRIEVED & 2 PAX WERE PRESUMED DROWNED. THERE WERE NO DISTRESS CALLS. SEAS WERE CALM & VISUAL METEOROLOGICAL CONDITIONS PREVAILED. REMAINING DEBRIS WAS INSUFFICIENT TO DETERMINE A CAUSE OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2912

6/16/83

EUGENE ISL.BLK,GM

A/C Reg. No. N5010U

Time (Lcl) - 0915 CDT

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    UNKNOWN

Finding(s)

1. UNDETERMINED

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2982      7/11/83      EUGENE ISLAND,GM      A/C Reg. No. N16989      Time (Lc1) - 1135 CDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-HOVER						

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

Make/Model	- BELL 212	Eng Make/Model	- P & W PT6T-3TWINPAC	ELT Installed/Activated	- NO	-N/A
Landing Gear	- EMERGENCY FLOAT	Number Engines	- 2	Stall Warning System	- NO	
Max Gross Wt	- 8500	Engine Type	- TURBOSHAFT			
No. of Seats	- 12	Rated Power	- 1290 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		OFF AIRPORT/STRIP	
Method	- ACFT RADIO	MORGAN CITY,LA			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		Runway Ident	- UNK/NR
Wind Dir/Speed	- 030/015 KTS	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Visibility	- 4.000 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- DRY
Lowest Ceiling	- NONE	Type Apch/Lndg	- UNK/NR		
Obstructions to Vision	- HAZE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 59	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 10822	Last 24 Hrs - 2
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model - 1467	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 204	Last 90 Days - 23
		Multi-Eng - 304	Rotorcraft - 4818

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

AFTER MAKING AN APCH TO AN OFF-SHORE OIL WELL HELIPORT, THE PLT BELIEVED THE TAIL ROTOR WAS TOO CLOSE TO A STAIRWELL, SO HE MADE A PEDDLE TURN TO THE RIGHT. DURING THE TURN, THE TAIL ROTOR BLADES CONTACTED A CRANE. THE CRANE WAS LOCATED ABOUT 15 FT FROM THE HELIPORT. AFTER THE BLADE STRIKE, THE PLT MADE A HOVERING AUTOROTATION TO THE HELIPAD.

Brief of Accident (Continued)

File No. - 2982

7/11/83

EUGENE ISLAND,GM

A/C Reg. No. N16989

Time (Lc1) - 1135 CDT

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

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

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

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2885      12/31/83      FLOYD,IA      A/C Reg. No. N4457E      Time (Lcl) - 1415 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

-----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-230  
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 - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 260/006 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 7000 FT SCATTERED  
Lowest Ceiling - 12000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CHARLES CITY,IA  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 26

Biennial Flight Review

Current - YES  
Months Since - 2  
Aircraft Type - PA-28R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	329	Last 24 Hrs -	2
Make/Model-	69	Last 30 Days-	3	
Instrument-	39	Last 90 Days-	24	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PLT (CFI) & STUDENT WERE ON A DUAL INSTRUCTIONAL FLT. ACCORDING TO WITNESSES, THEY WERE MAKING 90 DEG TURNS AT ABOUT 1500 FT AGL, JUST PRIOR TO THE ACCIDENT. AFTER TURNING FROM A HEADING OF SOUTH TO EAST, THE ACFT ENTERED A DESCENT, THEN IMPACTED IN AN OPEN, SNOW COVERED FIELD IN ABOUT A 35 DEG NOSE DOWN, WINGS LEVEL ATTITUDE. THE FLAPS WERE IN A 21 DEG EXTENDED POSITION (1ST NOTCH). THE FLAPS BLADES WERE FOUND WITH NICKS & GOUGES ON THEIR LEADING EDGES & WITH CORDWISE SCRATCHES. NO PREIMPACT, MECHANICAL PROBLEMS WRE FOUND. ACCORDING TO THE OPERATOR, THE MANEUVERS BEING PERFORMED PRIOR TO THE ACCIDENT WERE DESCRIPTIVE OF SLOW FLT. HE DID RECOMMEND PRACTICING SLOW FLT AT LOW ALTITUDES. THE INSTRUCTOR PLT HAD RECEIVED HIS CFI CERTIFICATE 10/7/83.

Brief of Accident (Continued)

File No. - 2885

12/31/83

FLOYD,IA

A/C Reg. No. N4457E

Time (Lcl) - 1415 CST

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

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
  2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND(CFI)
  3. MANEUVER - PERFORMED -
  4. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
  5. STALL - NOT MAINTAINED - DUAL STUDENT
- 

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) 1,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2855      5/09/83      MINONK, IL      A/C Reg. No. N6039Z      Time (Lc1) - 1330 CDT

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

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

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

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-520-BB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SPRINGFIELD, IL	DAVIDSON
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1380
SE LAND	Months Since - 23	Last 24 Hrs - 1
	Aircraft Type - A36	Make/Model- 500
		Last 30 Days- 12
		Instrument- 52
		Last 90 Days- 52

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING TAKEOFF FROM A PRIVATE FARM STRIP, HE HAD ONLY 70 KTS AS HE APCHD THE END OF THE RWY. BY THEN, THERE WAS NOT ENOUGH ROOM TO ABORT & HE BELIEVED THE ACFT HAD INSUFFICIENT AIRSPEED TO CLEAR WIRES ALONG A ROADWAY ABOUT 330 FT FROM THE STRIP. PLOWED GROUND WAS LOCATED BETWEEN THE END OF THE STRIP & THE ROAD & THE TERRAIN SLOPED SLIGHTLY UPWARD IN THAT AREA. THE PLT ELECTED TO FLY BETWEEN THE ROADWAY & THE WIRES. HOWEVER, THE NOSE GEAR STRUCK THE SHOULDER OF THE ROAD. SUBSEQUENTLY, THE PLANE CRASHED & CAME TO REST IN ANOTHER PLOWED FIELD BEYOND THE ROAD. AN EXAM OF THE ACFT & ENG REVEALED NO EVIDENCE OF A PREIMPACT, MECHANICAL PROBLEM. A CHECK OF THE RWY REVEALED THAT THE 1ST FEW HUNDRED FEET WAS SOFT & THE GRASS WAS 3 TO 4 INCHES TALL.



Brief of Accident (Continued)

File No. - 2855

5/09/83

MINONK,IL

A/C Reg. No. N6039Z

Time (Lc1) - 1330 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. TERRAIN CONDITION - SOFT
3. TERRAIN CONDITION - HIGH VEGETATION
4. TERRAIN CONDITION - RISING
5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. PROPER CLIMB RATE - NOT POSSIBLE -
7. MANEUVER - PERFORMED - PILOT IN COMMAND
8. TERRAIN CONDITION - DIRT BANK
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) 1,9

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2875

6/23/83

CAMPBELL HILL, IL

A/C Reg. No. N731KY

Time (Lc1) - 1015 CDT

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

Type Operating Certificate-EXTERNAL LOAD

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				

Fire

NONE

Crew

Pass

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

Make/Model - CESSNA 188B  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 4000  
No. of Seats - 1

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

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

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

Weather Data

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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
UNK/NR

Airport Data

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

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

Pilot-In-Command

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

Age - 40  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- UNK/NR
Make/Model	- 4000
Instrument	- UNK/NR
Multi-Eng	- UNK/NR
Last 24 Hrs	- 6
Last 30 Days	- UNK/NR
Last 90 Days	- 100
Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKING OFF FROM A HAUL ROAD, WHICH WAS BEING USED AS AN AIRSTRIIP, THE ACFT BEGAN CLIMBING. AT ABOUT 100 FT AGL, THE PLT NOTED A LOSS OF POWER (THRUST) AS THE ENG BEGAN TO OVERSPEED. THE PLT LOWERED THE NOSE TO GAIN AIRSPEED & DUMPED HIS LOAD, BUT WAS UNABLE TO MAINTAIN ALTITUDE. AT ABOUT THE SAME TIME, THE ACFT HAD FLOWN OUT OVER A SLURRY POND. SUBSEQUENTLY, DURING AN EMERGENCY LANDING, THE AIRCRAFT TOUCHED DOWN ON SOFT, SANDY TERRAIN & NOSED OVER. AN EXAM OF THE PROPELLER (PROP) REVEALED THAT BOTH ACTUATING LINKS HAD FAILED. WEAR WAS NOTED ON THE OUTER SEMICIRCULAR SECTIONS OF ONE LINK, WHILE THE ABSENCE OF WEAR WAS NOTED ON THE OTHER. THE PROP HAD BEEN IN SERVICE FOR 384 HRS SINCE IT WAS OVERHAULED.

Brief of Accident (Continued)

File No. - 2875

6/23/83

CAMPBELL HILL, IL

A/C Reg. No. N731KY

Time (Lc1) - 1015 CDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, PITCH CHANGE MECH - FAILURE, TOTAL
  2. MISCELLANEOUS - OVERSPEED
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING

-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING

Finding(s)

3. TERRAIN CONDITION - SOFT
  4. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2888      7/04/83      WHEELER, IL      A/C Reg. No. N7069J      Time (Lcl) - 2045 CDT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 180/003 KTS</p> <p>Visibility - 6.0 SM</p> <p>Lowest Sky/Clouds - 10000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision - HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>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 - HIGH VEGETATION</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND</p> <p style="padding-left: 20px;">HELICOPTER</p>	<p>Age - 61</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - UNK/NR</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 5175</p> <p style="padding-left: 20px;">Make/Model - UNK/NR</p> <p style="padding-left: 20px;">Instrument - 2</p> <p style="padding-left: 20px;">Multi-Eng - UNK/NR</p>	<p>Last 24 Hrs - 1</p> <p>Last 30 Days - UNK/NR</p> <p>Last 90 Days - 103</p> <p>Rotorcraft - 4175</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHILE HE WAS RETURNING FOR ANOTHER LOAD OF CHEMICALS, THE ENG MISSED A COUPLE OF TIMES, THEN SMOOTHED OUT FOR ABOUT 1 MIN. AFTER THAT, THE ENG MISSED AGAIN, THEN QUIT WHILE THE HELICOPTER WAS AT APRX 150 FT AGL. THE PLT CHOSE TO CLEAR OVER CORN & LAND IN A BEAN FIELD. WHILE CLEARING THE CORN, HIS ROTOR RPM DECAYED, THE HELICOPTER LANDED HARD & THE MAIN ROTOR BLADES HIT THE TAIL BOOM. ABOUT 1 PINT OF WATER WAS FOUND IN THE FUEL TANK SUMPS & RUST WAS FOUND IN THE FUEL VALVE.

Brief of Accident (Continued)

File No. - 2888

7/04/83

WHEELER,IL

A/C Reg. No. N7069J

Time (Lc1) - 2045 CDT

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

Finding(s)

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

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2859      8/01/83      WEST CHICAGO, IL      A/C Reg. No. N4557E      Time (Lc1) - 2120 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	1
Accident Occurred During - LANDING		0	0	0	3

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

Make/Model - GULFSTREAM AA-5B	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	OSHKOSH, WI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DUPAGE
Wind Dir/Speed- CALMABLE	ATC/Airspace	Runway Ident - 33
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 89
SE LAND	Months Since - 3	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model - 7
		Instrument - 3
		Last 30 Days - UNK/NR
		Last 90 Days - 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING A NIGHT LANDING, THE ACFT BEGAN TO PORPOISE. HE APPLIED POWER TO GO AROUND, BUT THE PLANE WENT OFF THE LEFT SIDE OF THE RWY. SUBSEQUENTLY, IT COLLIDED WITH BRUSH & A CHAIN LINK FENCE & CAME TO REST ON RESIDENTIAL PROPERTY. THE PLT REPORT HAVING 1 HR OF NIGHT TIME DURING THE PREVIOUS 90 DAYS.

Brief of Accident (Continued)

File No. - 2859

8/01/83

WEST CHICAGO, IL

A/C Reg. No. N4557E

Time (Lc1) - 2120 CDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. FLARE - IMPROPER - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
  4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

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

Finding(s)

5. GO-AROUND - DELAYED - PILOT IN COMMAND
  6. TERRAIN CONDITION - HIGH VEGETATION
  7. OBJECT - FENCE
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2825      11/26/83      CAIRO, IL      A/C Reg. No. N9002Q      Time (Lcl) - 1220 CST

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 170/015 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 2500 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">CAIRO</p> <p>Runway Ident - 20</p> <p>Runway Lth/Wid - 2600/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 72</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - UNK/NR</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <p style="padding-left: 40px;">Total - UNK/NR</p> <p style="padding-left: 40px;">Make/Model- UNK/NR</p> <p style="padding-left: 40px;">Instrument- UNK/NR</p> <p style="padding-left: 40px;">Multi-Eng - UNK/NR</p> <p style="padding-left: 40px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 40px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 40px;">Last 90 Days- UNK/NR</p> <p style="padding-left: 40px;">Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DOVE INTO THE GROUND NOSE FIRST FROM A 90 DEGREE BANK SHORTLY AFTER TAKEOFF. THE ACFT WAS OBSERVED BY WITNESSES TO TAKE OFF SLOWLY "WITH ABOUT 1/2 POWER" BEING USED. THE CLIMB WAS SLOW AND AT 300-400 FT THE ACFT TURNED LEFT WITH THE LANDING GEAR STILL DOWN. WITNESSES NEAR THE ACCIDENT SITE HEARD THE ENGINE SPUTTER. WHEN THE ENGINE SPUTTERED A 2ND TIME THE ACFT TURNED LEFT WITH SOME LOSS OF ALTITUDE. WHILE IN THIS TURN "THE WING DIPPED DOWN SUDDENLY" TO ABOUT A 90 DEGREE BANK ANGLE. THE ACFT DOVE TO THE GROUND AND EXPLODED. THE INVESTIGATION REVEALED THE FUEL SELECTOR NEAR THE RIGHT FUEL TANK POSITION. THE VALVE WAS OPEN ONLY PART WAY AND DURING TESTING THIS INTERFERED WITH FUEL FLOW AND AFFECTED THE ABILITY OF THE FUEL PUMP TO SUPPRESS VAPOR FORMATION.



Brief of Accident (Continued)

File No. - 2825

11/26/83

CAIRO,IL

A/C Reg. No. N9002Q

Time (Lcl) - 1220 CST

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

Finding(s)

1. FLUID,FUEL - STARVATION
  2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
- 

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

-----

Occurrence #3        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

3. STALL - INADVERTENT - PILOT IN COMMAND
  4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  5. REMEDIAL ACTION - INADEQUATE - 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2856      5/04/83      LOGANSPORT, IN      A/C Reg. No. N533H      Time (Lcl) - 1920 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - CESSNA A185F  
Landing Gear      - AMPHIBIAN  
Max Gross Wt      - UNK/NR  
No. of Seats      - 6

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

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

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

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC

Wind Dir/Speed- 330/014 KTS

Visibility      - 10.0 SM

Lowest Sky/Clouds      - 8000 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

LAFAYETT, IN

Destination

WARSAW, IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - UNK/NR

Runway Lth/Wid      - UNK/NR

Runway Surface      - UNK/NR

Runway Status      - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 41

Biennial Flight Review -

Current      - YES

Months Since      - UNK/NR

Aircraft Type - A185F

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 73

Make/Model- 10

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 14

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD RECENTLY PURCHASED THE AMPHIBIOUS ACFT, HAD RECEIVED 6.7 HRS DUAL INSTRUCTION & WAS INDORSED FOR SOLO FLT. DURING A X-COUNTRY FROM ELIZABETHTON, TN, HE LANDED AT RICHMOND, KY & PURCHASED 23.8 GAL OF FUEL. ON THE NEXT LEG TO LAFAYETTE, IN, HE MADE SOME HDG & ALT CHANGES TO AVOID WX. ALSO ON THAT LEG, HE RECALCULATED HIS FUEL CONSUMPTION & ESTIMATED HE HAD SUFFICIENT FUEL TO CONTINUE TO WARSAW, IN. AT LAFAYETTE, HE MADE A MINOR REPAIR, THEN TOOK OFF WITHOUT REFUELING. WHILE EN ROUTE TO WARSAW, THE ENG LOST POWER. THE PLT RESTARTED IT, BUT IT RAN ONLY 2 TO 3 SEC, THEN WOULD NOT RESTART. HE BEGAN AN EMERGENCY, WHEELS-UP LANDING IN A WHEAT FIELD, BUT SAW A POWER LINE & DID NOT HAVE ENOUGH SPEED TO FLY OVER IT. WHILE FLYING UNDER THE WIRES, THE FLOATS HIT A BANK & THE PLANE CRASHED. NO FUEL WAS FOUND IN THE FUEL TANKS. GASKET MATERIAL WAS FOUND IN A FUEL SCREEN, BUT LATER, THE ENG WAS RUN WITH THE MATERIAL IN THE SCREEN & IT RAN NORMALLY. APRX 145 GAL OF FUEL HAD BEEN USED IN 8.2 HRS OF FLT, WHICH INCLUDED MANY LANDINGS.

Brief of Accident (Continued)

File No. - 2856

5/04/83

LOGANSPOUT,IN

A/C Reg. No. N533H

Time (Lc1) - 1920 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Finding(s)

7. WHEELS UP LANDING - INITIATED - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
9. MANEUVER - PERFORMED - PILOT IN COMMAND
10. TERRAIN CONDITION - DIRT BANK
11. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,11

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2878      7/27/83      VALPARISO, IN      A/C Reg. No. N930AA      Time (Lcl) - 1958 EST

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

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

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

Make/Model - AMERICAN AEROLIGHTS EAGLE 2	Eng Make/Model - ROTAX 503 CC	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 630	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 50 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PORTER COUNTY
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - NO	Total - 76
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PERSON WHO SOLD THE ACFT TO THE PLT STATED HE HAD GIVEN THE PLT A TRAINING FLT THAT EVENING, BUT SINCE THERE WAS ONLY 1 SET OF CONTROLS, THE PLT (INVOLVED IN THE ACCIDENT) ONLY OBSERVED. SINCE DARKNESS WAS APCHG, THE PREVIOUS OWNER DID NOT WANT TO CONTINUE FLYING. HOWEVER, HE (THE PREVIOUS OWNER) SUGGESTED THAT THE PLT (NEW OWNER) COULD TAXI THE ACFT, WHICH WAS A 2 PLACE ULTRALIGHT. WHILE THE PLT WAS TAXIING, WITNESSES SAW THE ACFT BECOME AIRBORNE. ONE WITNESS SAID THE ACFT CLIMBED TO 150 TO 200 FT, ENTERED A SHALLOW RIGHT TURN, THEN ENTERED A LEFT TURN WHICH BECAME PROGRESIVELY STEEPER UNTIL THE ACFT WENT INTO A STEEP DIVE & CRASHED. TWO OTHERS SAID THE ACFT ENTERED A STEEP CLIMB AFTER LIFT-OFF, THEN ENTERED A LEFT TURN. ONE SAID IT MADE TWO 360 DEG CLIMBING LEFT TURNS, FOLLOWED BY THREE 360 DEG DESCENDING LEFT TURNS, BEFORE IT CRASHED. ALL SAID THE ENG REMAINED AT HIGH POWER. THERE WAS EVIDENCE THE PLT USED A 10 LB WT ON THE RIGHT WING FOR BALLAST. REPORTEDLY, THE 210 LB PLT NEEDED ABOUT 11 LBS FOR LATTERAL BALANCE.

Brief of Accident (Continued)

File No. - 2878

7/27/83

VALPARISO, IN

A/C Reg. No. N930AA

Time (Lc1) - 1958 EST

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

Finding(s)

1. LIFT-OFF - INADVERTENT - PILOT IN COMMAND
  2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  3.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  5. SPIRAL - 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) 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. - 2873      12/08/83      WEST LAFAYETTE, IN      A/C Reg. No. N2222F      Time (Lcl) - 0043 EST

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

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

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

Make/Model	- CESSNA 310L	Eng Make/Model	- CONTINENTAL IO-470-V	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 260 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	WEST CHICAGO, IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	ANDERSON, IN	
Wind Dir/Speed - 050/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - 1400 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - UNK/NR
Obstructions to Vision - FOG		
Precipitation - SNOW		
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)	
COMMERCIAL, CFI	Current - YES	Total - 3944	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 2	Make/Model - 908	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 97	Last 90 Days - 326
		Multi-Eng - 1365	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS UNABLE TO START THE ENG WITH THE BATTERIES & MADE A START BY USING AN APU. ABOUT 10 MIN AFTER TAKING OFF, HE NOTICED AN OFF FLAG ON THE HSI. A FURTHER CHECK WAS MADE & HE DISCOVERED THE LEFT ALTERNATOR WAS NOT FUNCTIONING. HE THEN CHECKED THE CIRCUIT BREAKER PANEL, BY FEEL, & PUSHED IN A BREAKER. AT THAT TIME, TOTAL ELECTRICAL FAILURE OCCURRED. AFTER FLYING ABOUT 40 MIN BY USING PARTIAL PANEL PROCEDURES. HE DESCENDED THRU IFR CONDITIONS, SAW A DESERTED/SNOW COVERED STREET & DECIDED TO LAND. HOWEVER, BEFORE DESCENDING, THE ACFT HAD "PICKED UP SOME ICE," & WITH NO PITOT HEAT, THE PITOT HEAT TUBE HAD ICED OVER, MAKING THE AIRSPEED INDICATOR INOP. ALSO, WITH ELECTRICAL FAILURE, THE PLT WAS UNABLE TO EXTEND THE FLAPS. WHILE LANDING, THE PLT WAS UNABLE TO STOP BEFORE REACHING THE END OF THE SNOW COVERED STREET & THE ACFT HIT A DIRT BANK & WAS DAMAGED. A EXAM REVEALED A LOOSE CONNECTION ON THE LEFT ALTERATOR, SHORTING ACROSS THE BRUSH LEADS. THE "Y" CONNECTION ON THE RIGHT ALTERNATOR WAS BURNT/2 WIRES BURNT OFF.

Brief of Accident (Continued)

File No. - 2873

12/08/83

WEST LAFAYETTE, IN

A/C Reg. No. N2222F

Time (Lcl) - 0043 EST

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

Finding(s)

1. ELECTRICAL SYSTEM, ELECTRIC WIRING - LOOSE
2. ELECTRICAL SYSTEM, ALTERNATOR - SHORTED
3. ELECTRICAL SYSTEM, CIRCUIT BREAKER - POPPED/TRIPPED
4. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
5.     - BURNED
6. ELECTRICAL SYSTEM - INOPERATIVE
7. ANTI-ICE/DE-ICE SYSTEM, PITOT ANTI-ICE - INOPERATIVE
8. FLIGHT CONTROL, FLAP - INOPERATIVE

Occurrence #2      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE

Finding(s)

9. LIGHT CONDITION - DARK NIGHT
10. WEATHER CONDITION - CLOUDS
11. WEATHER CONDITION - ICING CONDITIONS
12. PITOT/STATIC SYSTEM - ICE
13. FLIGHT/NAV INSTRUMENTS, AIRSPEED INDICATOR - INOPERATIVE

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

Finding(s)

14. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
15. LOWERING OF FLAPS - NOT POSSIBLE -
16. AIRSPEED INDICATOR - INACCURATE -
17. TERRAIN CONDITION - SNOW COVERED
18. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 9,10,11,17,18

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2900      7/04/83      MOUND VALLEY,KS      A/C Reg. No. N4010Y      Time (Lcl) - 1900 CDT

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

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

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

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-470-F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - 2500/ 20
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 583
SE LAND	Months Since - 17	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 35
		Last 30 Days- UNK/NR
		Instrument- 17
		Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF FROM A SMALL ARPT TO REPOSITION THE ACFT ON A ROAD TO PICK UP SKY DIVERS. DURING THE LANDING, HE LOST CONTROL OF THE ACFT & IT SWERVED OFF THE ROAD & HIT A TREE.



Brief of Accident (Continued)

File No. - 2900

7/04/83

MOUND VALLEY,KS

A/C Reg. No. N4010Y

Time (Lc1) - 1900 CDT

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

Finding(s)

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

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

Finding(s)

3. OBJECT - TREE(S)
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2899      8/01/83      SYRACUSE,KS      A/C Reg. No. N5781C      Time (Lcl) - 0730 MDT

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

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

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

Make/Model - CESSNA 170A	Eng Make/Model - CONTINENTAL C-145-2	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - VMC	LOCAL	SYRACUSE-HAMILTON CO.
Wind Dir/Speed- 150/004 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 50
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 115
SE LAND	Months Since - 2	Make/Model- 15
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE PLT WAS MAKING HIS SECOND LANDING, THE ACFT BEGAN TO ROCK BACK & FORTH DURING THE ROLL-OUT. HE ADDED POWER TO CORRECT THE OSCILLATION, BUT SAID THE POWER HAD THE OPPOSITE EFFECT. HE LOST DIRECTIONAL CONTROL & THE ACFT SWERVED OFF THE LEFT SIDE OF THE RWY. THE RIGHT MAIN GEAR COLLAPSED & THE RIGHT WING & PROP WERE DAMAGED. THE PLT BELIEVED HE RELEASED CONTROL PRESSURE WHEN THE AIRSPEED WAS TOO HIGH, THEN OVER CONTROLLED WITH THE RUDDER.

Brief of Accident (Continued)

File No. - 2899

8/01/83

SYRACUSE,KS

A/C Reg. No. N5781C

Time (Lcl) - 0730 MDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  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 - ROLL

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2884 10/16/83 LAWRENCE,KS

A/C Reg. No. N731HP

Time (Lcl) - 1015 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire Crew  
NONE Pass

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

Make/Model - CESSNA P210N  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3400  
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC

Itinerary

Last Departure Point  
WELLINGTON,KS  
Destination  
LAWRENCE,KS

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 360/012 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - 8000 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 - FORCED 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 - 45

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - P210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 600

Make/Model- 600

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 9

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT PRIOR TO FLT, THE FUEL GAGES INDICATED BOTH TANKS WERE FULL; HOWEVER, HE DID NOT VISUALLY VERIFY THE QUANTITY OF FUEL. DURING FLT, IN THE VICINITY OF EMPORIA, KS, THE ENG LOST POWER WHILE USING FUEL FROM THE LEFT TANK. THE PLT CHANGED THE FUEL SELECTOR TO THE RIGHT TANK & TURNED ON THE ELECTRIC FUEL PUMP. THIS ACTION INCREASED THE FUEL PRESSURE & RESTARTED THE ENG. THERE WAS AN ARPT AT EMPORIA, BUT THE PLT ELECTED TO CONTINUE TO HIS DESTINATION AT LAWRENCE, KS. LATER, WHILE CONTINUING THE FLT, BOTH FUEL GAGE INDICATIONS DROPPED TO ZERO. THE PLT PUSHED ON THE GAGES & BOTH RETURNED TO A FULL INDICATION, THEN BECAME ERRATIC. AS HE WAS APPROACHING LAWRENCE, THE ENG LOST POWER AGAIN & WOULD NOT RESTART. THE PLT STARTED TO MAKE AN EMERGENCY LANDING ON A ROAD, BUT UTILITY POLES & WIRES PARALLELED THE ROAD. HE THEN ELECTED TO MAKE A WHEELS-UP LANDING IN A ROUGH PASTURE. AN EXAM REVEALED AN ELECTRICAL OPEN BETWEEN THE FUEL INDICATORS & THE ELECTRICAL GROUND.

Brief of Accident (Continued)

File No. - 2884

10/16/83

LAWRENCE,KS

A/C Reg. No. N731HP

Time (Lc1) - 1015 CDT

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

Finding(s)

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

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

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

Finding(s)

5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. TERRAIN CONDITION - ROUGH/UNEVEN
7. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2814      2/15/83      PADUCAH,KY      A/C Reg. No. N3280K      Time (Lcl) - 1314 CST

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

Fire  
NONE

Crew  
Pass

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

Make/Model - HUGHES 369 HS  
Landing Gear - SKID  
Max Gross Wt - 2550  
No. of Seats - 4

Eng Make/Model - ALLISON 250C-18A  
Number Engines - 1  
Engine Type - TURBOPROP  
Rated Power - 278 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- CALM  
Visibility - 20.0 SM  
Lowest Sky/Clouds - 6000 FT SCATTERED  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MARIETTA,GA  
Destination  
PADUCAH,KY

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

BARKLEY REGIONAL  
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  
HELICOPTER

Age - 34

Biennial Flight Review

Current - UNK/NR  
Months Since - 23  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6107	Last 24 Hrs	- 3
Make/Model-	402	Last 30 Days-	UNK/NR
Instrument-	126	Last 90 Days-	138
		Rotorcraft	- 1117

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DAMAGED DURING AN AUTOROTATION INTO AN OPEN FIELD AFTER A CHIP DETECTOR LIGHT ILLUMINATED. THE CHIP LIGHT IS USED FOR DETECTING METAL IN THE TRANSMISSION, ENGINE AND TAIL ROTOR GEAR BOX. EXAMINATION OF THE TRANSMISSION REVEALED METAL PARTICLES ON THE PLUG WHICH WERE FROM THE TRIPLEX BEARING. THE TRANSMISSION WAS STILL CAPABLE OF OPERATION AND SUSTAINING FLT ACCORDING TO THE FAA EXAMINER. ONE WITNESS SAID THE ACFT WAS EMPTY OF FUEL WHEN EXAMINED AT THE SCENE. WHEN QUESTIONED ABOUT FUEL EXHAUSTION THE PLT SAID HE DRAINED THE FUEL ABOARD THE ACFT IN PREPARATION FOR MOVING IT.

Brief of Accident (Continued)

File No. - 2814

2/15/83

PADUCAH, KY

A/C Reg. No. N3280K

Time (Lcl) - 1314 CST

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

Finding(s)

1. WARNING SYSTEM(OTHER) - ENGAGED
- 

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

Finding(s)

2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  3. IN-FLIGHT PLANNING/DECISION - PREMATURE - PILOT IN COMMAND
  4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2913

5/18/83

VENICE, LA

A/C Reg. No. N36062

Time (Lc1) - 1056 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - AEROSPATIALE AS-350D  
Landing Gear - EMERGENCY FLOAT  
Max Gross Wt - UNK/NR  
No. of Seats - 6

Eng Make/Model - LYCOMING LTS-101-600A2  
Number Engines - 1  
Engine Type - TURBOSHAFT  
Rated Power - UNK/NR

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

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

Weather Data

Wx Briefing - COMPANY  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed - 140/010 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 2500 FT SCATTERED  
Lowest Ceiling - 9000 FT OVERCAST  
Obstructions to Vision - NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WEST DELTA, GM  
Destination  
VENICE, LA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

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

Age - 48  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - AS-350D

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 6340  
Make/Model - 1469  
Instrument - 385  
Multi-Eng - 435  
Last 24 Hrs - 4  
Last 30 Days - UNK/NR  
Last 90 Days - 130  
Rotorcraft - 5741

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO A SWAMP WITH LOW ROTOR RPM AFTER A FAILURE OF THE ACCESSORY GEARBOX POWER OUTPUT GEAR. THE PILOT RADIOED AN EMERGENCY CALL SAYING HE WAS EXPERIENCING SEVERE VIBRATIONS AND WAS LANDING. A FEW SECONDS LATER, HE RADIOED THAT HE WAS CRASHING. RESCUE ACFT FOUND THE HELICOPTER ON ITS RIGHT SIDE PARTIALLY IN WATER. THERE WAS EVIDENCE THAT THE FAILED GEAR BOX RESULTED IN LOW ROTOR SPEED WHICH WAS NOT RECOVERED DUE TO LACK OF ALTITUDE AT THE TIME OF FAILURE. AN INVESTIGATION REVEALED THAT THE POWER TURBINE OUTPUT (PTO) GEAR, PN 4-081-044-15, FAILED FROM LOW STRESS, HIGH CYCLE FATIGUE. THE FATIGUE ORIGINATED AT A POINT WHERE REHARDENING BURNS CAUSED BY GRINDING WERE PRESENT. THIS GRINDING WAS ACCOMPLISHED DURING MANUFACTURING OF THE GEAR AFTER IT HAD BEEN CARBURIZED. THE PROCEDURE SHOULD HAVE BEEN ACCOMPLISHED PRIOR TO CARBURIZATION WHEN THE MATERIAL SURFACE WAS MUCH SOFTER & LESS SUSCEPTIBLE TO GRINDING BURNS.



Brief of Accident (Continued)

File No. - 2913

5/18/83

VENICE, LA

A/C Reg. No. N36062

Time (Lc1) - 1056 CDT

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

Finding(s)

1. TURBOSHAFT ENGINE, REDUCTION GEAR BOX - FATIGUE
2. MATERIAL DEFECT (INADEQUATE QUALITY CONTROL) - MANUFACTURER
3. FUSELAGE - VIBRATION

Occurrence #2 FORCED LANDING  
Phase of Operation LANDING

Finding(s)

4. AUTOROTATION - INITIATED - PILOT IN COMMAND

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

Finding(s)

5. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2972      6/16/83      BRANCH, LA      A/C Reg. No. N53303      Time (Lcl) - 1645 CDT

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

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

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

Make/Model	- CESSNA A-188B	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	- 4200	Engine Type	- RECIP-FUEL INJECTED			
No. of Seats	- 1	Rated Power	- 300 HP			

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 160/003 KTS	ATC/Airspace
Visibility	- 30.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- 1000 FT SCATTERED	- NONE
Lowest Ceiling	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- NONE

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

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1634	Last 24 Hrs - 3
SE LAND	Months Since - 24	Make/Model - 3	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 10	Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE ACFT WAS USING A LONGER THAN NORMAL TAKEOFF ROLL WHILE TAKING OFF WITH THE LAST LOAD OF THE DAY. WHEN HE REALIZED IT WAS TOO LATE TO ABORT, HE DUMPED HIS LOAD & CONTINUED THE TAKEOFF. THE LANDING GEAR WENT THRU A FENCE AT THE END OF THE RWY. HOWEVER, THE ACFT CONTINUED FLYING IN GROUND EFFECT UNTIL IT CAME TO A DIRT BANK. THE MAIN GEAR HIT THE DIRT BANK & THE PLANE CRASHED. THE PLT BELIEVED HE HAD ENCOUNTERED A WIND-SHIFT FROM A SCATTERED RAIN SHOWER THAT COME OVER THE ARPT FROM THE NORTHEAST, ABOUT 5 MIN AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2972

6/16/83

BRANCH, LA

A/C Reg. No. N53303

Time (Lc1) - 1645 CDT

Occurrence #1            ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation       LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
5. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - FENCE

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

Finding(s)

7. TERRAIN CONDITION - DIRT BANK

-----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) 1,2,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2977

6/20/83

PINEVILLE, LA

A/C Reg. No. N7712R

Time (Lc1) - 1709 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

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

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

Make/Model - BEECH 95-B55  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5100  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-L  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 260 HP

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

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

Weather Data

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

Wind Dir/Speed- 080/005 KTS  
Visibility - 10.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MONTICELLO, AR

Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

ESLER REGIONAL  
Runway Ident - 08  
Runway Lth/Wid - 6000/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND, ME LAND

Age - 54

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3067

Make/Model- 1544

Instrument- UNK/NR

Multi-Eng - 1576

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 15

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO LANDING, THE PLT MOVED THE GEAR SWITCH TO THE EXTEND POSITION & NOTED THAT THE GEAR INDICATED DOWN. HOWEVER, THE LEFT MAIN GEAR DID NOT EXTEND. WHILE LANDING WITH THE LEFT GEAR RETRACTED, THE ACFT SETTLED ON THE LEFT WING & PROP. THE ACFT SPUN 180 DEG TO THE LEFT & CAME TO REST IN A GRASSY AREA OFF THE RWY. AN EXAM REVEALED THE LEFT MAIN GEAR CABLE WAS LOOSE, THE RESPECTIVE UPLOCK WAS WORN & THE LEFT GEAR WAS STRUCK IN THE UP POSITION. THE LAST ANNUAL INSPECTION WAS PERFORMED ON 5/12/82. THE GEAR POSITION INDICATOR INDICATED THE LANDING GEAR ACTUATOR ARM POSITION RATHER THAN THE ACTUAL GEAR POSITION.

Brief of Accident (Continued)

File No. - 2977

6/20/83

PINEVILLE, LA

A/C Reg. No. N7712R

Time (Lc1) - 1709 CDT

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

Finding(s)

1. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY/OPERATOR MGMT
2. MAINTENANCE, ANNUAL INSPECTION - EXCEEDED - COMPANY/OPERATOR MGMT
3. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - LOOSE
4. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - WORN
5. LANDING GEAR, MAIN GEAR - DISABLED

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

Finding(s)

6. WHEELS UP LANDING

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2939      6/27/83      FRANKLINTON, LA      A/C Reg. No. N4903P      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  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model      - PIPER PA-23-250  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 5200  
No. of Seats      - 5

Eng Make/Model      - LYCOMING O-540-A1B5  
Number Engines      - 2  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 250 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed-      UNK/NR  
Visibility      - 7.0      SM  
Lowest Sky/Clouds      - 3000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision-      NONE  
Precipitation      - RAIN  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
FRANKLINTON, LA  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

Runway Ident      - 09  
Runway Lth/Wid      - 1800 -UNK/NR  
Runway Surface      - DIRT  
Runway Status      - WET

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 49

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1341	Last 24 Hrs	- 2
Make/Model-	871	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	57
Multi-Eng	- 871		

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SLID INTO A TREE DURING A LANDING ON A WET RWY. THE PLT HAD ENCOUNTERED THE RAIN SHORTLY AFTER TAKEOFF AND RETURNED TO THE ARPT. THE PRIVATE STRIP HAD BECOME SOFT FROM THE RAIN AND THE PLT LOST CONTROL OF THE ACFT. THE ACFT VEERED OFF THE STRIP AND COLLIDED WITH A TREE. POST CRASH FIRE DESTROYED THE ACFT.

Brief of Accident (Continued)

File No. - 2939

6/27/83

FRANKLINTON, LA

A/C Reg. No. N4903P

Time (Lcl) - 1830 CDT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. WEATHER CONDITION - RAIN
  4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
- 

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

Finding(s)

5. OBJECT - TREE(S)
- 

-----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. - 2948

6/27/83

LAFAYETTE, LA

A/C Reg. No. N3904L

Time (Lcl) - 0900 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

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

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

Fire Crew  
NONE Pass

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

Make/Model - BELL 206L-1  
Landing Gear - EMERGENCY FLOAT  
Max Gross Wt - 4150  
No. of Seats - 7

Eng Make/Model - ALLISON 250C-28  
Number Engines - 1  
Engine Type - TURBOSHAFT  
Rated Power - 435 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- 150/009 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - 2000 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
HIGH ISLAND, GM

Airport Proximity  
ON AIRPORT

Airport Data

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

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)  
Type of Clearance - NONE  
Type Apch/Lndg - STRAIGHT-IN  
PRECAUTIONARY LANDING

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

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

Age - 29  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - 206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 2993  
Make/Model- 1274  
Instrument- 212  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 121  
Rotorcraft - 2993

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER MADE A HARD PRECAUTIONARY LANDING AFTER THE PLT NOTED THE ROTOR RPM AND N2 WOULD BLEED OFF WHEN COLLECTIVE PITCH WAS INCREASED TO 80 PERCENT TORQUE. THE PLT RETURNED TO THE ARPT AND ELECTED TO AUTOROTATE INSTEAD OF LANDING WITH POWER AVAILABLE. THE AUTOROTATION RESULTED IN A HARD LANDING. THE POWER LOSS WAS FOUND TO BE CAUSED BY FAILURE OF THE FULL CONTROL LEVER TO OPEN FULLY. THIS WAS THE RESULT OF A MECHANIC OVERTIGHTING THE THROTTLE LINKAGE WHEN A PLT COMPLAINED OF THROTTLE CREEPING OPEN. THIS CREEPING IS CONSIDERED NORMAL ON A BELL 206L-1 ACCORDING TO THE OPERATOR.



Brief of Accident (Continued)

File No. - 2948

6/27/83

LAFAYETTE, LA

A/C Reg. No. N3904L

Time (Lcl) - 0900 CDT

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

Finding(s)

1. THROTTLE/POWER LEVER, LINKAGE - MOVEMENT RESTRICTED
2. MAINTENANCE, ADJUSTMENT - IMPROPER - COMPANY MAINTENANCE PSNL
3. THROTTLE/POWER LEVER, LINKAGE - BINDING(MECHANICAL)
4. THROTTLE/POWER LEVER, LINKAGE - PENETRATED

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

Finding(s)

5. TERRAIN CONDITION - SOFT
6. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
7. AUTOROTATION - PERFORMED - PILOT IN COMMAND
8. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
9. FLARE - MISJUDGED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,8,9

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. - 2969      7/05/83      MANDEVILLE, LA      A/C Reg. No. N40990      Time (Lc1) - 1010 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	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During	-LANDING					0

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

Make/Model	- PIPER PA28-151	Eng Make/Model	- LYCOMING O-320-E3D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2325	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	UNK/NR
Method	SLIDELL, LA	
Completeness	Destination	Airport Data
Basic Weather	NEW IBERIA, LA .	Runway Ident
Wind Dir/Speed	ATC/Airspace	- UNK/NR
- 240/008 KTS	Type of Flight Plan	- UNK/NR
Visibility	- VFR	Runway Lth/Wid
- 7.0 SM	Type of Clearance	- CONCRETE
Lowest Sky/Clouds	- NONE	Runway Surface
-	Type Apch/Lndg	- DRY
Lowest Ceiling	- FORCED LANDING	
- 3000 FT BROKEN		
Obstructions to Vision		
- NONE		
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)	
PRIVATE	Current	- YES	Total	- 99
SE LAND	Months Since	- 9	Make/Model-	62
	Aircraft Type	- UNK/NR	Instrument-	5
			Last 24 Hrs	- 1
			Last 30 Days-	UNK/NR
			Last 90 Days-	26
			Rotorcraft	- 3

Instrument Rating(s) - NONE

-----Narrative-----

ON A CROSS COUNTRY FLIGHT IN NORMAL CRUISE AT 2000 FT AGL THE ENGINE QUIT. THE PILOT MADE A FORCED LANDING TO A ROAD. DURING LANDING ROLL THE LEFT WING STRUCK A VEHICLE. THE ACFT THEN SLID INTO A DITCH. POST ACCIDENT INVESTIGATION REVEALED THAT AN OIL LINE FAILED ALLOWING THE OIL TO BE LOST FROM THE LUBRICATING SYSTEM.

Brief of Accident (Continued)

File No. - 2969

7/05/83

MANDEVILLE, LA

A/C Reg. No. N40990

Time (Lc1) - 1010 CDT

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

Finding(s)

1. LUBRICATING SYSTEM,OIL HOSE - DETERIORATED
  2. LUBRICATING SYSTEM,OIL HOSE - FAILURE,PARTIAL
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

3. OBJECT - VEHICLE
  4. 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) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2987      8/05/83      WESTWEGO, LA      A/C Reg. No. N2518M      Time (Lcl) - 1530 CDT

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

Type Operating Certificate-EXTERNAL LOAD

Type of Operation      -OTHER WORK USE  
Flight Conducted Under      -14 CFR 133  
Accident Occurred During      -LANDING

Aircraft Damage

SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries

Serious      Minor  
1      1  
0      0

None  
0  
0

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

Make/Model      - SIKORSKY S-58  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 13000  
No. of Seats      - 14

Eng Make/Model      - P & W R-1820  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 1425 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      - 10.0 SM

Lowest Sky/Clouds      - 2500 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

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      - 3600

Make/Model-      117

Instrument-      283

Multi-Eng      - 2

Last 24 Hrs      - 2

Last 30 Days-      UNK/NR

Last 90 Days-      126

Rotorcraft      - 3480

Instrument Rating(s)      - HELICOPTER

-----Narrative-----

THE HELICOPTER WAS BEING USED TO STRING POWER LINES BY CARRYING A 500 LB WT, TO WHICH, THE RESPECTIVE WIRE WAS ATTACHED. WHILE HOVERING AT ABOUT 120 FT AGL & IN CLOSE PROXIMITY TO A POWER LINE TOWER, THE ENG LOSS POWER ABRUPTLY. AN AUTOROTATIVE LANDING WAS MADE & THE HELICOPTER LANDED HARD & WAS DAMAGED. AN EXAM OF THE ENG & FUEL SYS REVEALED NO DISCREPANCIES.

Brief of Accident (Continued)

File No. - 2987

8/05/83

WESTWEGO, LA

A/C Reg. No. N2518M

Time (Lc1) - 1530 CDT

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      HOVER

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  
-----

-----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. - 2962      8/15/83      PLAIN DEALING, LA      A/C Reg. No. N53282      Time (Lcl) - 0800 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

Crew

Pass

NONE

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

Make/Model      - CESSNA A188B  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 3300  
No. of Seats      - 1

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

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

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

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 135/005 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  
BRADLEY, AR  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

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 - 43  
Biennial Flight Review  
Current      - YES  
Months Since      - 7  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 6000      Last 24 Hrs - 6  
Make/Model- 3000      Last 30 Days- UNK/NR  
Instrument- 0      Last 90 Days- 300

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT FLEW FROM HIS HOME BASE TO PLAIN DEALING, LA TO UNLOAD MATERIAL FOR AERIAL APPLICATION. DURING THE LANDING ROLL-OUT, THE RIGHT MAIN GEAR LEG FAILED. A METALLURGICAL EXAM REVEALED THE GEAR LEG FAILED FROM FATIGUE WHICH WAS INITIATED BY CORROSION PITS IN A RUSTED AREA.

Brief of Accident (Continued)

File No. - 2962

8/15/83

PLAIN DEALING,LA

A/C Reg. No. N53282

Time (Lc1) - 0800 CDT

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

Finding(s)

1. LANDING GEAR,MAIN GEAR - CORRODED
2. LANDING GEAR,MAIN GEAR - FATIGUE

-----  
----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. - 2870      9/03/83      MORSE, LA      A/C Reg. No. N7699      Time (Lcl) - 0830 CDT

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

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

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

Make/Model      - GRUMMAN G-164A	Eng Make/Model - P & W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 4500	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 1	Rated Power      - 600 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        - 10.0      SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling    - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation     - NONE</p> <p>Condition of Light      - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance    - NONE</p> <p>Type Apch/Lndg      - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident        - UNK/NR</p> <p>Runway Lth/Wid     - UNK/NR</p> <p>Runway Surface      - GRASS/TURF</p> <p>Runway Status       - WET SOFT</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND</p>	<p>Age - 36</p> <p>Biennial Flight Review Current           - YES Months Since      - 8 Aircraft Type      - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total            - 5480      Last 24 Hrs - 2</p> <p>Make/Model-      5000      Last 30 Days- UNK/NR</p> <p>Instrument-       22      Last 90 Days- 130</p> <p>Multi-Eng -       15</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING A CLIMBING TURN AFTER TAKEOFF, THE ENG LOST POWER & STARTED SMOKING LIGHTLY. THE PLT DUMPED HIS CHEMICAL LOAD & WAS ABLE TO CLEAR A SET OF POWER LINES. HE THEN MADE A FORCED LANDING IN A FLOODED RICE FIELD WHERE THE ACFT NOSED OVER. AN INVESTIGATION REVEALED THAT 1 OF 3 BEARINGS, PN 12768, ON THE IMPELLER SHAFT OF THE ENG BLOWER HAD FAILED. THIS ALLOWED THE SHAFT TO SHIFT FORWARD & RUB HOLES IN THE COLLECTOR CASE ASSEMBLY, WHICH RESULTED IN THE ENG FAILURE.



Brief of Accident (Continued)

File No. - 2870

9/03/83

MORSE,LA

A/C Reg. No. N7699

Time (Lcl) - 0830 CDT

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

Finding(s)

1. ENGINE ASSEMBLY,BLOWER/IMPELLER - FAILURE,TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Finding(s)

2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING

Finding(s)

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

----Probable Cause----

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

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. - 2980

11/01/83

PATTERSON, LA

A/C Reg. No. N2727K

Time (Lcl) - 1400 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage

Injuries

Type of Operation -NON SCHED,DOMESTIC,PASSENGER

• SUBSTANTIAL

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 135

Fire  
NONE

Crew  
Pass

0  
0

0  
0

0  
0

1  
1

Accident Occurred During -TAXI

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

Make/Model - CESSNA 180K

Eng Make/Model - CONTINENTAL O-470-U

ELT Installed/Activated - UNK/NR

Landing Gear - FLOAT

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

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NEW IBERIA, LA

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - WATER

Runway Status - WATER-CALM

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, SE SEA

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-----

AFTER LANDING, THE PLT WAS STEP TAXIING THE FLOAT PLANE AROUND A SLIGHT CURVE IN THE CANAL. AS THE ACFT WENT AROUND THE CURVE, THE SUN WAS IN THE PLT'S EYES & HE DID NOT SEE A PILING UNTIL IT WAS DIRECTLY AHEAD. HE TOOK EVASIVE ACTION, BUT THE LEFT WING STRUCK THE PILING.

Brief of Accident (Continued)

File No. - 2980.

11/01/83

PATTERSON, LA

A/C Reg. No. N2727K

Time (Lc1) - 1400 CST

---

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

Finding(s)

1. LIGHT CONDITION - SUNGLARE
  2. VISUAL LOOKOUT - REDUCED -
  3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  4. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
  5. OBJECT - UTILITY POLE
  6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

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

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

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. - 2846

7/07/83

DAMASCUS, MD

A/C Reg. No. N441UJ

Time (Lc1) - 1330 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - SCHEMPP-HIRTH CIRRUS  
Landing Gear - HULL  
Max Gross Wt - 882  
No. of Seats - 2

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

ELT Installed/Activated - NO -N/A  
Stall Warning System - 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- 360/010 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WOODBINE, MD  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND  
GLIDER

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 141	Last 24 Hrs - UNK/NR
Make/Model- 24	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 47

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE GLIDER COLLIDED WITH A FENCE DURING AN OFF ARPT FORCED LANDING. THE PLT STATED THAT SHE DID NOT SEE THE POWER LINES UNTIL SHE WAS ON THE FINAL APPROACH. SHE MANEUVERED THE GLIDER TO MISS THE POWERLINES BUT WAS UNABLE TO MISS THE FENCE AND LANDED SHORT. SHE HAD BEEN FLYING IN THERMAL LIFT AND UPON ENCOUNTERING HEAVY SINK WAS FORCED TO LAND.

Brief of Accident (Continued)

File No. - 2846

7/07/83

DAMASCUS,MD

A/C Reg. No. N441UJ

Time (Lc1) - 1330 EDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
  2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
  4. PERFORMANCE DATA - INADEQUATE - PILOT IN COMMAND
  5. PROCEDURES/DIRECTIVES - MISJUDGED - PILOT IN COMMAND
- 

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

Finding(s)

6. OBJECT - FENCE
  7. MANEUVER - PERFORMED - PILOT IN COMMAND
- 

----Probable Cause----

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

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. - 2876

3/31/83

MILTONA, MN

A/C Reg. No. N4186R

Time (Lcl) - 1312 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

Crew  
Pass

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

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

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

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 200/008 KTS

Visibility - 1.000 SM

Lowest Sky/Clouds - 300 FT

Lowest Ceiling - 300 FT OBSCURED

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FERGIS FALLS, MN

Destination

MARSHFIELD, WI

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 - 51

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 472 Last 24 Hrs - UNK/NR

Make/Model- 155 Last 30 Days- 6

Instrument- 5 Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO SEPARATING, THE PLT WAS ADVISED OF LOW CEILINGS & POOR VISIBILITY OVER THE ENTIRE PROPOSED ROUTE & WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED. IN A DISCUSSION WITH PERSONS AT FERGUS FALLS, MN, HE STATED THAT HE WAS GOING TO FOLLOW THE HIGHWAY. ABOUT 20 TO 25 MIN AFTER DEPARTING FERGUS FALLS, THE ACFT CRASHED IN A BARNYARD ON LEVEL TERRAIN. A WITNESS STATED THAT BEFORE THE PLANE CRASHED, THE ENG SOUNDED LIKE THE ACFT WAS PERFORMING DIVES & STALLS & THAT THE "POWER WOULD INCREASE AND THEN SLOW DOWN." HE THEN SAW THE ACFT COME OUT OF THE OVERCAST AT A HIGH RATE OF SPEED IN ABOUT A 45 DEG NOSE DOWN, 70 TO 80 DEG RIGHT WING LOW ATTITUDE. HE ESTIMATED THAT HE SAW THE ACFT ABOUT 2 SECONDS FROM THE TIME IT CAME OUT OF THE CLOUDS UNTIL IT IMPACTED THE GROUND. NO PREIMPACT, MECHANICAL PART MALFUNCTION OR FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 2876

3/31/83

MILTONA,MN

A/C Reg. No. N4186R

Time (Lcl) - 1312 CST

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
  2. WEATHER CONDITION - LOW CEILING
  3. WEATHER CONDITION - FOG
  4. WEATHER CONDITION - OBSCURATION
  5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE

Finding(s)

6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
  7.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
  8.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
- 

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2857      12/29/83      EVELETH,MN      A/C Reg. No. N9611G      Time (Lcl) - 1300 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA U206F	Eng Make/Model - CONTINENTAL IO-520-F	ELT Installed/Activated - YES/NO
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GRAND RAPIDS,MN	ELY LAKE
Wind Dir/Speed- 220/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - SNOW - 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 - 399
SE LAND	Months Since - 19	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 399
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AFTER TAKING OFF, THE CABIN BEGAN TO FILL WITH SMOKE. HE RETURNED TO THE ARPT FOR A PRECAUTIONARY LANDING; HOWEVER, DURING TOUCHDOWN, THE LEFT WING COLLIDED WITH A SNOWBANK BESIDE THE RWY. AN EXAM OF THE ACFT REVEALED THAT WITH THE ENG SHUT DOWN, NO SMOKE WOULD DEVELOPE WHEN THE MASTER SWITCH WAS TURNED ON. HOWEVER, AFTER THE ENG WAS STARTED, SMOKE APPEARED.



Brief of Accident (Continued)

File No. - 2857

12/29/83

EVELETH,MN

A/C Reg. No. N9611G

Time (Lcl) - 1300 CST

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. ELECTRICAL SYSTEM - UNDETERMINED
  2. ELECTRICAL SYSTEM - OVERTEMPERATURE
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - SNOWBANK
  4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
  5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2901

7/01/83

CEDARCREEK, MO

A/C Reg. No. N82319

Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	3

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-28-236  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2900  
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-B4B5  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 235 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 210/014 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 3000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CLINTON-SHERMAN, OK  
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

CEDARCREEK (PVT)  
Runway Ident - 13  
Runway Lth/Wid - 3000 -UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 47

Biennial Flight Review

Current - YES  
Months Since - 3  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	560	Last 24 Hrs -	4
Make/Model-	54		Last 30 Days-	UNK/NR
Instrument-	3		Last 90 Days-	41

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PLT FLEW OVER THE STRIP, THEN CIRCLED TO LAND. AS HE WAS FLARING TO LAND, HE SAW 2 DEER ON THE RWY. HE INITIATED A GO-AROUND, BUT DECIDED HE WAS TOO SLOW & THAT THERE WAS NOT ENOUGH RWY LEFT. HE REDUCED THE POWER & TOUCHED DOWN, BUT WAS UNABLE TO STOP ON THE REMAINING RWY. THE ACFT CONTINUED OF THE END & RAN INTO SMALL TREES & ROCKS.

Brief of Accident (Continued)

File No. - 2901

7/01/83

CEDARCREEK,MO

A/C Reg. No. N82319

Time (Lc1) - 1400 CDT

-----  
Occurrence #1        OVERRUN  
Phase of Operation    LANDING

Finding(s)

1. OBJECT - ANIMAL(S)
  2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
  3. ABORT - PERFORMED - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING

Finding(s)

4. OBJECT - TREE(S)
- 

Occurrence #3        ON GROUND 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

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2835      2/19/83      PUCKETT, MS      A/C Reg. No. N3239J      Time (Lcl) - 1600 CST

-----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 137	Fire	Crew	0	0	1
Accident Occurred During	-LANDING	NONE	Pass	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA T188C	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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>BRANDON, MS</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 - UNK/NR</p>	<p>Airport Proximity</p> <p>UNK/NR</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 59</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - 1</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 7000</p> <p>Make/Model- 7000</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - 20</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 50</p> <p>Rotorcraft - UNK/NR</p>
--	---	--

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DAMAGED DURING A FORCED LANDING AFTER THE ENGINE QUIT DUE TO FUEL EXHAUSTION. THE PLT STATED THAT HE FORGOT TO CHECK THE FUEL PRIOR TO TAKEOFF. HE SAID HE WAS UPSET AND DISTRACTED BECAUSE HIS EMPLOYEES DID NOT WANT TO WORK ON SATURDAY. EXAMINATION OF THE ACFT FAILED TO REVEAL ANY FUEL.

Brief of Accident (Continued)

File No. - 2835

2/19/83

PUCKETT,MS

A/C Reg. No. N3239J

Time (Lc1) - 1600 CST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
6. REFUELING - NOT PERFORMED - PILOT IN COMMAND
7. PROPER ASSISTANCE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2818      2/19/83      COLUMBUS,MS

A/C Reg. No. N1327Q

Time (Lcl) - 1730 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      -AERIAL OBSERVATION

Fire  
NONE

Crew  
Pass

Flight Conducted Under      -14 CFR 91

Accident Occurred During      -LANDING

-----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      - NWS  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 160/010 KTS  
Visibility      - 8.0      SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      -  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - UNK/NR

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - STRAIGHT-IN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

GOLDEN TRIANGLE REGIONAL  
Runway Ident      - 80  
Runway Lth/Wid      - 6500/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND

Age - 24  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 258      Last 24 Hrs - UNK/NR  
Make/Model- 84      Last 30 Days- UNK/NR  
Instrument- 157      Last 90 Days- 27  
Multi-Eng - 174

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE DURING A FORCED LANDING. THE ACFT WAS DESCENDING RETURNING FROM A FIRE PATROL WHEN THE ENGINE QUIT. THE RIGHT FUEL GAUGE WAS ON EMPTY AND THE LEFT TANK SHOWED 1/4 OF A TANK. ATTEMPTS TO RESTART THE ENGINE WERE UNSUCCESSFUL AND DURING A FORCED LANDING ON A ROAD THE ACFT STRUCK A TREE. POST ACCIDENT EXAMINATION OF THE ACFT SHOWED BOTH FUEL TANKS WERE EMPTY.

Brief of Accident (Continued)

File No. - 2818

2/19/83

COLUMBUS, MS

A/C Reg. No. N1327Q

Time (Lcl) - 1730 CST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    DESCENT - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
  3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
  4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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. - 2845      7/08/83      HAZLEHURST,MS      A/C Reg. No. N951X      Time (Lc1) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage						
	DESTROYED		Fatal	Serious	Minor	None	
Type of Operation -AERIAL APPLICATION	Fire	Crew	0	0	1	0	
Flight Conducted Under -14 CFR 137	ON GROUND	Pass	0	0	0	0	
Accident Occurred During -MANEUVERING							

-----Aircraft Information-----

Make/Model - GRUMMAN G164A	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 - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	KAYWOOD PLANTATION
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2100/ 120
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 - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 10000
SE LAND,SE SEA	Months Since - 5	Make/Model- 5000
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 60
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE AND THE GROUND SHORTLY AFTER TAKEOFF WITH A HEAVY LOAD ON A HOT DAY. THE ACFT HAD 1600 LBS OF DRY FERTILIZER, 42 GALLONS OF FUEL FOR TAKEOFF. THE PLT STATED HE GOT INTO "DOWNDRAFTS" IN THE ROLLING HILLS AND HE JETTISONED THE LOAD BUT THE RATE OF DUMP WAS TOO SLOW AND THE ACFT SETTLED INTO THE TREES. HE STATED THAT "THE 450 ENGINE COULD NOT CARRY ALL THAT WEIGHT ON A HOT DAY". THE TEMPERATURE WAS 90 DEGREES F.



Brief of Accident (Continued)

File No. - 2845

7/08/83

HAZLEHURST, MS

A/C Reg. No. N951X

Time (Lc1) - 1430 CDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
  2. AIRCRAFT WEIGHT AND BALANCE - NOT CORRECTED - PILOT IN COMMAND
  3. PERFORMANCE DATA - NOT IDENTIFIED - PILOT IN COMMAND
  4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
  5. LOAD JETTISON - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

6. OBJECT - TREE(S)
- 

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2843      7/09/83      MCOMB, MS      A/C Reg. No. N1317Z      Time (Lcl) - 1035 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 2	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BEECH N35	Eng Make/Model - CONTINENTAL IO-470-N	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3125	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BATON ROUGE, LA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 5.0 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 - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 640
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) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED IN A NOSE LOW ATTITUDE AND WAS DESTROYED. THE TWO PLTS ABOARD HAD BEEN PRACTICING INSTRUMENT APPROACHES AT MCCOMB AND SUDDENLY WITHOUT NOTIFYING FSS THE PRACTICE WAS DISCONTINUED TO RETURN TO BATON ROUGE. FSS FOUND OUT ABOUT THE CHANGE BY INITIATING A CALL TO THE ACFT. ABOUT 5 MINUTES AFTER THIS RADIO CALL GROUND WITNESSES OBSERVED THE ACFT CRASH. NO RECORDS WERE FOUND INDICATING FUELING OF THE ACFT SINCE 6/6/83 WHEN 8 GALLONS WAS ADDED. NO EVIDENCE OF FUEL WAS FOUND IN THE ACFT. THE PROPELLER DID NOT INDICATE POWER AT IMPACT. EXAMINATION OF THE THROW OVER COLUMN REVEALED IT WAS IN THE RIGHT POSITION. THE RIGHT SEAT PLT WAS A PRIVATE PLT WITH 195 TOTAL FLYING HOURS. THE LEFT SEAT PLT WAS A COMMERCIAL PILOT WITH 640 HOURS TOTAL FLIGHT TIME.

Brief of Accident (Continued)

File No. - 2843

7/09/83

MCCOMB,MS

A/C Reg. No. N1317Z

Time (Lc1) - 1035 CDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
  4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

5. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #4        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

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-----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. - 2951

9/17/83

SLEDGE,MS

A/C Reg. No. N4011T

Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

File

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - AYRES S2R-600

Eng Make/Model - P & W R-1340-AN1

ELT Installed/Activated - UNK/NR

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 8100

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 600 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 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 - 37

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT A POWER LOSS OCCURRED DURING A PULL-UP FROM A SWATH RUN. THE ACFT REPORTEDLY TOUCHED DOWN HARD DURING A FORCED LANDING & WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 2951

9/17/83

SLEDGE,MS

A/C Reg. No. N4011T

Time (Lc1) - 1030 CDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)  
1. UNDETERMINED  
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Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING  
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Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING  
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-----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. - 2867      6/16/83      HYSHAM, MT      A/C Reg. No. N7506S      Time (Lcl) - 1030 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					1

-----Aircraft Information-----

Make/Model - CESSNA 182Q	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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 - IN PERSON	BILLINGS, MT	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	GRAND FORKS, ND	Runway Ident - UNK/NR
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 3.000 SM	Type of Flight Plan - VFR	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - SOFT
Lowest Ceiling - 4800 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- HAZE		
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 - 327
SE LAND	Months Since - 6	Make/Model- 250
	Aircraft Type - UNK/NR	Instrument- 39
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE ABORTED HIS X-COUNTRY FLT DUE TO IMC AHEAD. WHILE RETURNING TO BILLINGS, MT, OIL & SMOKE STARTED COMING FROM THE ENG COMPARTMENT & OIL COVERED HIS WINDSHIELD. THE ENG BEGAN LOSING POWER, SO HE SHUT IT DOWN. WHILE MAKING AN EMERGENCY LANDING ON SOFT TERRAIN, THE NOSE GEAR COLLAPSED. AN EXAM REVEALED THAT THE #5 CYLINDER HAD NO COMPRESSION. AN INSPECTION OF THE CYLINDER THRU THE SPARK PLUG HOLE WITH A FLASHLIGHT REVEALED A HOLE HAD BURNED DOWN THE SIDE OF THE PISTON.

Brief of Accident (Continued)

File No. - 2867

6/16/83

HYSHAM,MT

A/C Reg. No. N7506S

Time (Lc1) - 1030 MDT

-----  
Occurrence #1            LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE

Finding(s)

1. ENGINE ASSEMBLY,PISTON - BURNED
  2. ENGINE ASSEMBLY,PISTON - LEAK
  3. FLUID,OIL - EXHAUSTION
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      LANDING

-----  
Occurrence #3            NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
  5. LANDING GEAR,NOSE GEAR - OVERLOAD
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2815

2/16/83

MOCKSVILLE, NC

A/C Reg. No. N49018

Time (Lcl) - 1215 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

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/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - UNK/NR  
Wind Dir/Speed- UNK/NR  
Visibility - 20.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling -  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - UNK/NR

Itinerary

Last Departure Point  
MOCKSVILLE, NC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

TWIN LAKES  
Runway Ident - 27  
Runway Lth/Wid - 2900/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 26  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 9  
Last 24 Hrs - 2  
Make/Model- 9  
Instrument- 0  
Last 30 Days- UNK/NR  
Last 90 Days- 9

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT NOSED OVER IN THE MUD OFF THE RWY DURING LANDING. THIS WAS THE STUDENT PLTS 2ND SOLO AND DURING LANDING ROLL IN PREPARATION FOR A RUNNING TAKE OFF (TOUCH AND GO) CONTROL OF THE ACFT WAS LOST. THE STUDENT SAID HE STARTED TO GO THEN CHANGED HIS MIND AND DECIDED TO STOP. DURING THIS PERIOD THE ACFT LEFT THE RWY. THE GROUND WAS SOFT AND THE ACFT NOSED OVER.



Brief of Accident (Continued)

File No. - 2815

2/16/83

MOCKSVILLE, NC

A/C Reg. No. N49018

Time (Lcl) - 1215 EST

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2831      2/23/83      AHOSKIE, NC      A/C Reg. No. N6075H      Time (Lcl) - 1215 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -STANDING		Other 0	1	0	0

-----Aircraft Information-----

Make/Model - PIPER PA 34-200T	Eng Make/Model - CONTINENTAL TS10-360-E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4570	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	UNK/NR
Method - TELEPHONE	OZARK, AL	
Completeness - FULL	Destination	Airport Data
Basic Weather - UNK/NR	NORFOLK, VA	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - 500 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - UNK/NR
Obstructions to Vision- FOG		
Precipitation - FREEZING DRIZZLE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1392
SE LAND	Months Since - 3	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 425
		Last 30 Days- UNK/NR
		Instrument- 116
		Last 90 Days- 109
		Multi-Eng - 662

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT PROPELLER STRUCK A FRIEND OF THE PLT WHO WALKED OUT TO THE PARKED ACFT. THIS OCCURRED AFTER A NIGHT FLT AND THE RAMP AREA WAS RELATIVELY DARK. THE PLT SAID HE SAW THE FRIEND MOVING TOWARD THE PROPELLER, SHOUTED A WARNING, AND SHUT OFF THE ENGINE. THE NON OCCUPANT WAS STRUCK ON THE ARM BY THE REVOLVING PROPELLER AND RECEIVED SERIOUS INJURIES.

Brief of Accident (Continued)

File No. - 2831

2/23/83

AHOSKIE, NC

A/C Reg. No. N6075H

Time (Lcl) - 1215 EST

-----  
Occurrence            PROPELLER/ROTOR CONTACT  
Phase of Operation    STANDING - ENGINE(S) OPERATING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. VISUAL LOOKOUT - INADEQUATE - OTHER PERSON
  3. CREW/GROUP BRIEFING - INADEQUATE - PILOT IN COMMAND
  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) 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. - 2837      7/04/83      ANGIER,NC      A/C Reg. No. N23626      Time (Lcl) - 1058 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - TAYLOR CRAFT BL-65	Eng Make/Model - LYCOMING O-145-B1	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ANGIER,NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FUQUAY
Wind Dir/Speed- 220/004 KTS	ATC/Airspace	Runway Ident - 40
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 100
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 53
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND IN A NOSE LOW ATTITUDE JUST OFF THE END OF THE RWY AFTER A TOUCH AND GO LANDING. GROUND WITNESSES SAW THE ACFT MAKE A TOUCH AND GO LANDING, PULL UP, AND SAW A WING DROP AS THE ACFT NOSED DOWN TO THE GROUND. THE PLT-OWNER WAS SERIOUSLY INJURED IN THE ACCIDENT AND HAS REFUSED TO SUBMIT AN ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 2837

7/04/83

ANGIER, NC

A/C Reg. No. N23626

Time (Lc1) - 1058 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2847      7/06/83      CHARLOTTE, NC      A/C Reg. No. N70517      Time (Lcl) - 2030 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	2

-----Aircraft Information-----

Make/Model      - CESSNA 182L  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2800  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL O-470-RZ5  
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- CALM  
Visibility      - 10.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CHARLOTTE, NC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      -  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

WILGROVE  
Runway Ident      - 35  
Runway Lth/Wid      - 3000/      40  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 41  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1144  
Last 24 Hrs - 1  
Make/Model- 16  
Last 30 Days- UNK/NR  
Instrument- 255  
Last 90 Days- 15  
Multi-Eng - 903

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RAN OFF THE DEPARTURE END OF THE RWY DURING LANDING. THE WIND WAS LIGHT AND VARIABLE TO CALM. THE PLT USED AERODYNAMIC BRAKING UNTIL IT WAS TOO LATE TO GO AROUND. WHEN HE APPLIED THE BRAKES HE FOUND THAT THEY WERE SPONGY AND INEFFECTUAL. AN AFTER ACCIDENT EXAMINATION OF THE BRAKES BY A QUALIFIED MECHANIC REVEALED THAT THE RIGHT BRAKE ASSEMBLY HAD FAILED.

Brief of Accident (Continued)

File No. - 2847

7/06/83

CHARLOTTE, NC

A/C Reg. No. N70517

Time (Lc1) - 2030 EDT

-----  
Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)  
1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL  
2. GO-AROUND - DELAYED - PILOT IN COMMAND  
3. GROUND LOOP/SWERVE - NOT USED - PILOT IN COMMAND  
-----

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)  
4. OBJECT - TREE(S)  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2927      10/17/83      GREENSBORO, NC      A/C Reg. No. N38234      Time (Lcl) - 1208 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-520-BB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GREENSBORO, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SMITHFIELD, NC	
Wind Dir/Speed- 250/007 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 - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1220
SE LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 750
		Last 30 Days- UNK/NR
		Instrument- 17
		Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LOST POWER DURING THE CLIMB TO CRUISE. THE PLT MADE A FORCED LANDING AND COLLIDED WITH TREES. THE FUEL SELECTOR WAS ON THE EMPTY LEFT TANK. THE RIGHT TANK CONTAINED 20 GALLONS OF FUEL. THE PLT DID NOT CHECK THE FUEL SELECTOR PRIOR TO TAKEOFF AND DID NOT REFUEL THE ACFT. THE LAST RECORD OF FUELING WAS ON 9/20/83. THERE WAS NO RECORD OF FLTS OR FLT TIME SINCE THAT DATE. AFTER THE POWER LOSS THE PLT RECALLED TURNING ON THE BOOSTER PUMP BUT DOES NOT RECALL CHANGING THE FUEL SELECTOR. AFTER THE ACCIDENT THERE WAS NO FUEL IN THE FUEL LINES BEING USED. THE ENGINE WAS SUCCESSFULLY RUN AFTER THE ACCIDENT.



Brief of Accident (Continued)

File No. - 2927

10/17/83

GREENSBORO, NC

A/C Reg. No. N38234

Time (Lcl) - 1208 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. FLUID, FUEL - STARVATION
2. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
5. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
6. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2894      11/16/83      MORRISTOWN,NJ      A/C Reg. No. N28271      Time (Lcl) - 0730 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
			0	0	0	1

-----Aircraft Information-----

Make/Model - GULFSTREAM AMERICAN AA-5B	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MORRISTOWN,NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MORRISTOWN
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 12
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 150
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 - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 270
SE LAND	Months Since - 16	Make/Model- 270
	Aircraft Type - UNK/NR	Instrument- 49
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 27

Instrument Rating(s) - AIRPLANE

-----Narrative-----

EARLIER IN THE EVENING, THE PLT HAD TAKEN OFF WITH 3 PASSENGERS ON BOARD. SHORTLY AFTER TAKEOFF, HE ADVISED THE TOWER THAT THE ENG WAS NOT DEVELOPING FULL POWER. HE REMAINED IN THE TRAFFIC PATTERN & LANDED, THEN TAXIED TO THE RAMP. LATER, THE PLT MADE A 2ND TAKEOFF WITH 1 PASSENGER ON BOARD. AFTER BECOMING AIRBORNE, HE ELECTED TO ABORT DUE TO A REPORTED POWER LOSS. THE ACFT HAD PASSED THE DEPARTURE END OF THE RWY & SETTLED IN A MARSHLAND. AN EXAM OF THE ENG REVEALED NO DISCREPANCIES. A TEST RUN OF THE ENG WAS THEN MADE & IT PERFORMED WITHIN THE MANUFACTURER'S SPECIFICATIONS.

Brief of Accident (Continued)

File No. - 2894

11/16/83

MORRISTOWN, NJ

A/C Reg. No. N28271

Time (Lc1) - 0730 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      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
2. LIGHT CONDITION - DARK NIGHT  
3. TERRAIN CONDITION - SOFT  
4. TERRAIN CONDITION - WET  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2940      7/05/83      RUIDOSO,NM      A/C Reg. No. N8075R      Time (Lcl) - 1200 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

4

-----Aircraft Information-----

Make/Model - PIPER PA-34-200T  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4570  
No. of Seats - 7

Eng Make/Model - CONTINENTAL TSIO-360-EB  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 270/003 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DALLAS, TX

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

RUIDOSO MUNI

Runway Ident - 18

Runway Lth/Wid - 5500/ 75

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, ME LAND

Age - 40

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 352

Make/Model- 142

Instrument- 6

Multi-Eng - 146

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT OVERRAN THE RWY AND COLLIDED WITH A DITCH DURING LANDING. THE ACFT HAD TOUCHED DOWN ABOUT 500 YARDS DOWN THE RWY ACCORDING TO THE PLT. THE AIRSPEED WAS ALSO HIGH AT 100 KTS IAS. BRAKING DID NOT STOP THE ACFT ON THE 5500 FT RWY AND THE ACFT CONTINUED OFF THE RWY INTO A DITCH. A WITNESS REPORTED THAT THE ACFT LANDED HALF WAY DOWN THE RWY AND THAT THE BRAKES WERE SMOKING DURING THE ROLL-OUT.

Brief of Accident (Continued)

File No. - 2940

7/05/83

RUIDOSO,NM

A/C Reg. No. N8075R

Time (Lcl) - 1200 MDT

-----  
Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
  2. DISTANCE - MISJUDGED - PILOT IN COMMAND
  3. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
- 

Occurrence #3            GEAR COLLAPSED  
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. - 2808      7/07/83      LOS LUNAS,NM      A/C Reg. No. N8999      Time (Lc1) - 0600 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -OTHER WORK USE	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1625	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	Airport Data
Method - N/A	Destination LOCAL	MID VALLEY
Completeness - N/A	ATC/Airspace	Runway Ident - 17
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 50
Wind Dir/Speed- 100/008 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 15.0 SM	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Lowest Sky/Clouds - 20000 FT SCATTERED		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	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
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TOW PLANE COLLIDED WITH A VAN ON THE RWY DURING TAKEOFF. THE VAN HAD BEEN PARKED THERE ON PURPOSE BY THE ARPT OWNER TO CLOSE THE RWY. HE STATED THAT HE HAD NOTIFIED THE FAA OF THE CLOSING BUT NO NOTAM HAD BEEN ISSUED ON 7/7/83. A NOTAM WAS ISSUED FOR 7/6/83. THE ARPT OWNER REPORTEDLY DROVE THE VAN DOWN THE RWY WITH THE LIGHTS ON AND STOPPED ABOUT 1000 FT FROM THE THRESHOLD WITH THE INTENTION OF PREVENTING THE TAKEOFF. THE VAN WAS EMPTY OF OCCUPANTS WHEN THE COLLISION OCCURRED. THE TOW PLANE PLT AND HIS COMPANIONS SAW THE VAN LIGHTS, BUT BELIEVED THE VEHICLE WOULD CLEAR THE RUNWAY. THE TOW PLANE VISION WAS REDUCED BY A CAMERA AND PASSENGER (PHOTOGRAPHER) IN FRONT OF HIM. DURING TAKEOFF THE GLIDER PLT SAW THE VAN WOULD NOT BE CLEARED AND RELEASED HIS TOW AND LANDED ON A TAXIWAY. THE TOW PLANE DID NOT CLEAR THE VAN AND COLLISION OCCURRED IN THE MIDDLE OF THE RWY.

Brief of Accident (Continued)

File No. - 2808

7/07/83

LOS LUNAS,NM

A/C Reg. No. N8999

Time (Lcl) - 0600 MDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - VEHICLE
2. AIRPORT OPERATIONS - IMPROPER - DRIVER OF VEHICLE
3. LIGHT CONDITION - DAWN
4. VISUAL LOOKOUT - REDUCED - 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. - 2986

7/19/83

ALBUQUERQUE,NM

A/C Reg. No. N3924N

Time (Lcl) - 0900 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -APPROACH

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - HACKETT/MCKOWN KR-2  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - UNK/NR  
No. of Seats - 2

Eng Make/Model - VW REVMASER 2100-D  
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- 300/004 KTS  
Visibility - 50.0 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  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity  
ON AIRPORT

Airport Data

CORONADO  
Runway Ident - 35  
Runway Lth/Wid - 4020/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND

Age - 40  
Biennial Flight Review  
Current - YES  
Months Since - 18  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 775  
Make/Model- 35  
Instrument- UNK/NR  
Multi-Eng - 10  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 12  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT/OWNER STATED THAT THE HOME BUILT ACFT HAD POOR FORWARD VISIBILITY, WAS NOT EQUIPPED WITH FLAPS & REQUIRED A HIGH APCH SPEED. ALSO, HE SAID IT TENDED TO FLOAT AFTER FLARING TO LAND & HAD POOR BRAKES. ADDITIONALLY, THE ARPT ELEVATION WAS 5270 FT & THE TEMP WAS 79 DEG. SINCE THE RWY WAS SHORT FOR THIS ACFT, HE MADE A LOW FINAL APCH AT THE MIN APCH SPEED. WHILE ON FINAL, HIS SINK RATE INCREASED SUDDENLY. THE PLT APPLIED POWER, BUT THE TURBOCHARGED ENG WAS SLOW TO ACCELERATE. THE ACFT STRUCK TREES ABOUT 50 FT SHORT OF THE RWY & CRASHED.



Brief of Accident (Continued)

File No. - 2986

7/19/83

ALBUQUERQUE,NM

A/C Reg. No. N3924N

Time (Lc1) - 0900 MDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2.    UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3.    IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2988      8/07/83      ALAMAGORDO,NM      A/C Reg. No. N1866V      Time (Lcl) - 1113 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 -DESCENT			0	0	1	0
			0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	HOLLOMAN AFB,NM	ALAMAGORDO
Wind Dir/Speed- 300/004 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7005/ 150
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI,FLT ENG	Current - UNK/NR	Total - 3570
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 135
		Instrument- 182
		Multi-Eng - 2595
		Last 30 Days- UNK/NR
		Last 90 Days- 92

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TOPPING THE ACFT WITH FUEL, THE PLT TOOK OFF FROM THE 4200 FT HIGH RWY, TOWARD THE MOUNTAINS. THE DENSITY ALT AT THAT TIME WAS ABOUT 6700 FT. DURING THE TAKEOFF, THE PLT ROTATED AT 50 MPH, THEN ACCELERATED IN GROUND EFFECT TO 70 MPH. HE THEN STARTED TO CLIMB, BUT THE AIRSPEED BLEED OFF RAPIDLY AS THE ACFT GOT OUT OF GROUND EFFECT. THE PLT ATTEMPTED FLY THE ACFT IN GROUND EFFECT AGAIN, BUT HAD TO MANEUVER TO AVOID A POWER LINE & A HOUSE. WHILE TURNING TO AVOID OBSTRUCTIONS THE ACFT STALLED AT ABOUT 20 FT AGL & IMPACTED LEFT WING 1ST. THE PLT THOUGHT THERE WAS A PARTIAL POWER LOSS, BUT NO PREIMPACT/MECHANICAL MALFUNCTION OR FAILURE WAS VERIFIED.

Brief of Accident (Continued)

File No. - 2988

8/07/83

ALAMAGORDO,NM

A/C Reg. No. N1866V

Time (Lcl) - 1113 MDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - 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    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2981      10/12/83      SANTA FE,NM      A/C Reg. No. N5560V      Time (Lcl) - 1515 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 310B  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - UNK/NR  
No. of Seats - 5

Eng Make/Model - LYCOMING O-470-M  
Number Engines - 2  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 240 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 230/010 KTS  
Visibility - 40.0 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

Airport Proximity  
ON AIRPORT

Airport Data

SANTA FE COUNTY  
Runway Ident - 15  
Runway Lth/Wid - 6304/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI  
SE LAND,ME LAND

Age - 39

Biennial Flight Review

Current - YES  
Months Since - 18  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2112	Last 24 Hrs	- 3
Make/Model-	400	Last 30 Days-	UNK/NR
Instrument-	130	Last 90 Days-	80
Multi-Eng	- 613		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PRACTICING LANDINGS, THE LEFT ENG POWER WAS REDUCED TO SIMULATE AN ENG FAILURE WHILE THE ACFT WAS ON DOWNWIND. THE STUDENT RETRACTED THE GEAR & CONTINUED THE APCH, BUT FORGOT TO REEXTEND THE GEAR. THE INSTRUCTOR ALSO FORGOT & THE ACFT WAS LANDED WITH THE GEAR RETRACTED.

Brief of Accident (Continued)

File No. - 2981

10/12/83

SANTA FE,NM

A/C Reg. No. N5560V

Time (Lcl) - 1515 MDT

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - DUAL STUDENT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. WHEELS UP LANDING - INADVERTENT - DUAL STUDENT

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2979      10/17/83      CAPITAN,NM      A/C Reg. No. N9109L      Time (Lcl) - 1230 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	1
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - BELLANCA 7GCBC	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 225/010 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300 -UNK/NR
Lowest Sky/Clouds - 12000 FT	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 12000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 72	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 111
SE LAND	Months Since - UNK/NR	Make/Model- 111
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 2
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ACFT BOUNCED ON LANDING, RESULTING IN THE COLLAPSE OF THE MAIN GEAR & DAMAGE TO THE PROP & LEFT WING. AN EXAM REVEALED THAT THE U-BOLT WHICH ATTACHES THE LEFT MAIN GEAR STRUT TO THE FUSELAGE HAD FAILED DUE TO TENSILE OVERLOAD. SEVERAL PREEXISTING CRACKS WERE FOUND IN THE RADIUS OF THE U-BOLT. THERE WAS EVIDENCE THAT THE FAILURE OCCURRED AT A CRACK & THAT THE U-BOLT HAD BEEN LOOSE FOR A PERIOD OF TIME PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2979

10/17/83

CAPITAN,NM

A/C Reg. No. N9109L

Time (Lc1) - 1230 MDT

-----  
Occurrence #1           HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
  2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2           MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR,MAIN GEAR - LOOSE
  4. LANDING GEAR,MAIN GEAR - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2860      11/08/83      CLINES CORNERS,NM      A/C Reg. No. N4116B      Time (Lcl) - 2018 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -FERRY  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model      - AERO COMMANDER 520  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 5500  
No. of Seats      - 7

Eng Make/Model      - LYCOMING G0-435-C2B  
Number Engines      - 2  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 260 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - IN PERSON  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed-      UNK/NR  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision-      UNK/NR  
Precipitation      - RAIN  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
TUCUMCARI,NM  
Destination  
TUCSON,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,ME LAND  
HELICOPTER

Age - 37  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 625  
Make/Model-      95  
Instrument-      UNK/NR  
Multi-Eng      - 95  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft      - UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PLT WAS ON FERRY FLT FROM BARTLESVILLE, OK TO ONTARIO, CA. AN EN ROUTE STOP WAS MADE AT TUCUMCARI, NM, WHERE THE ACFT WAS REFUELED & 14 QTS OF OIL WAS ADDED TO THE LEFT ENG. THE LINE BOY WHO SERVICED THE ACFT SAW NO VISIBLE OIL LEAKS OR SPILLAGE AROUND THE ENG. WHILE ON THE NEXT LEG OF THE FLT, THE ACFT CRASHED NEAR INTERSTATE HIGHWAY 40. TWO WITNESSES THAT SAW THE CRASH STATED RAIN WAS FALLING, THE WIND WAS BLOWING VERY STRONG & THERE WERE LOW CEILINGS. REPORTEDLY, A SQUALL LINE WAS MOVING THRU THE AREA & THERE WAS MODERATE TO SEVERE TURBULENCE. AN EXAM OF THE WRECKAGE REVEALED THE ACFT HAD CRASHED IN A STEEP NOSE DOWN ATTITUDE, WITH 20 TO 30 DEG LEFT BANK & AT HIGH SPEED. NO PREIMPACT, MECHANICAL FAILURES WERE FOUND & BOTH ENGS HAD EVIDENCE THAT THEY WERE OPERATING DURING IMPACT. THE WX BRIEFER SAID THE PLT INDICATED HE WOULD FLY AROUND THE AREA OF PRECIPITATION & REMAIN VFR. RADAR INFO SHOWED THE PLT HAD BEEN FOLLOWING THE INTERSTATE HIGHWAY & VARYING HIS ALT BETWEEN 7900 & 6300 FT MSL.



Brief of Accident (Continued)

File No. - 2860

11/08/83

CLINES CORNERS,NM

A/C Reg. No. N4116B

Time (Lcl) - 2018 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. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - HIGH WIND
5. WEATHER CONDITION - RAIN
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
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2909      11/18/83      NAGEEZI, NM      A/C Reg. No. N4888Y      Time (Lcl) - 0853 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 1	0	0	0
Pass 2	0	0	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA T210N  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3800  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 285 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 250/010 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ALBUQUERQUE, NM  
Destination  
MOAB, UT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 50  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total - 4316	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- 40
Instrument- 40	Last 90 Days- 105
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE TAKEOFF, THE PLT WAS INFORMED OF A SEGMENT WHICH FORCASTED OCCASIONAL SEVERE RIME OR MIXED ICING FROM THE FREEZING LEVEL AT 8000 FT UP THRU 20,000 FT & MODERATE TO SEVERE TURBULENCE BELOW 18,000 FT. ALSO, EMBEDDED THUNDERSTORMS, LIGHTNING & THUNDER WERE FORCASTED. THE PLT TOLD THE BRIEFER THAT WOULD "PROBABLY NOT GO." HOWEVER, HE TOOK OFF ABOUT 14 MIN LATER WITHOUT FILING A FLT PLAN. THE LAST RADAR CONTACT WAS APPRX 33 MI SSE OF FARMINGTON, NM IN THE VICINITY OF THE CRASH SITE. THE ACFT IMPACTED AT HIGH SPEED WHILE IN A STEEP NOSE DOWN, RIGHT WING DOWN ATTITUDE, AT AN ELEVATION OF ABOUT 6500 FT. THE 0850 MST WX AT FARMINGTON (ELEVATION 5503 FT) WAS 500 FT BROKEN, 10,000 FT OVERCAST, VISIBILITY 5 MI WITH LIGHT RAIN, SNOW & FOG, WIND 250 DEG AT 10 KTS. RADAR DATA SHOWED THAT THE ACFT WAS CHANGING ALT & HEADING ABRUPTLY BEFORE CONTACT WAS LOST. THE PLT HAD NOT LOGGED INSTRUMENT TIME FOR APPRX 3 YRS.

Brief of Accident (Continued)

File No. - 2909

11/18/83

NAGEEZI,NM

A/C Reg. No. N4888Y

Time (Lc1) - 0853 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. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - RAIN
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - SNOW
7. WEATHER CONDITION - ICING CONDITIONS
8. WEATHER CONDITION - TURBULENCE
9. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE,LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CRUISE - NORMAL

Finding(s)

11. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
12. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - 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) 9,11,12

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2861      12/10/83      ALBUQUERQUE, NM      A/C Reg. No. N3177G      Time (Lcl) - 0812 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -TAXI			0	0	0	1
						2

-----Aircraft Information-----

Make/Model - BELL 222U	Eng Make/Model - LYCOMING LTS-101-750	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 8250	Engine Type - TURBOSHAFT	
No. of Seats - 8	Rated Power - 1368 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PHOENIX, AZ	ALBUQUERQUE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 7000 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 - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7000
SE LAND, ME LAND	Months Since - 8	Make/Model- 1285
HELICOPTER	Aircraft Type - 222UT	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 40
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE HELICOPTER WAS PARKED ON THE RAMP, FACING EAST. WHEN THE PLT CALLED THE TOWER FOR CLEARANCE, HE REQUESTED A WEST DEPARTURE. THE PLT RECEIVED A CLEARANCE & WAS ADVISED OF TRAFFIC ON THE WEST RAMP (BEHIND THE HELICOPTER) & WAS INSTRUCTED NOT TO OVERFLY THE TRAFFIC. THE PLT LIFTED OFF TO A HOVER & MADE A 90 DEG TURN TO SEE THE REFERENCED TRAFFIC. DURING THE TURN, HIS TAIL ROTOR STRUCK THE RIGHT WING OF A CESSNA R182, N122MW. AFTER THE STRIKE, THE TAIL ROTOR GEAR BOX SEPARATED & THE ACFT SPUN ABOUT 720 DEG BEFORE THE PLT CUT THE THROTTLES & EXECUTED A HOVERING AUTOROTATION.

Brief of Accident (Continued)

File No. - 2861

12/10/83

ALBUQUERQUE,NM

A/C Reg. No. N3177G

Time (Lcl) - 0812 MST

Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAXI - AERIAL

Finding(s)

1. TRAFFIC ADVISORY - ISSUED - ATC PSNL(LCL/GND/CLNC)
2. MANEUVER - PERFORMED - PILOT IN COMMAND
3. OBJECT - AIRCRAFT PARKED
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAXI - AERIAL

Finding(s)

6. ROTOR DRIVE SYSTEM,TAIL ROTOR GEAR BOX(90 DEG) - SEPARATION
7. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
8. AUTOROTATION - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2801      10/01/83      SNOW WATER LAKE,NV      A/C Reg. No. N92019      Time (Lc1) - 2040 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED  
Fire      NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 182M  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2800  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL O-470-R  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 230 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 190/008 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - SCATTERED  
Lowest Ceiling      - OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - RAIN SHOWERS  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
KLAMATH FALLS,OR  
Destination  
SALT LAKE CITY,UT

ATC/Airspace

Type of Flight Plan - VFR  
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)  
COMMERCIAL,ATP,CFI  
SE LAND,ME LAND

Age - 41  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type      - 182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 4018  
Make/Model- UNK/NR  
Instrument- 120  
Multi-Eng - 1878  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE TERRAIN IN A HIGH SPEED WINGS LEVEL DESCENT AT NIGHT AFTER ENCOUNTERING WEATHER AND ICING AT FLT LEVEL OF 13000 FT. THE PLT WAS IN CONTACT WITH SALT LAKE CENTER UNTIL 5 MINUTES BEFORE RADAR CONTACT WAS LOST AND GAVE NO INDICATION OF TROUBLE EXCEPT "IN THE CLOUDS AND LIGHT ICE." EARLIER HE HAD DESCRIBED ST ELMOS FIRE TO THE CENTER. HIS LAST CONTACT WAS A REQUEST FOR HIS NOTED GROUND SPEED FROM RADAR. IT WAS 120 KTS ACCORDING TO SALT LAKE ARTCC. DURING THE ON SITE EXAMINATION OF THE ACFT WRECKAGE FLT CONTROL CONTINUITY PRIOR TO IMPACT COULD NOT BE ESTABLISHED. THE COCKPIT SWITCHES/CONTROL POSITIONS WERE DESTROYED. THE ENGINE WAS DISASSEMBLED AND NO EVIDENCE WAS FOUND OF PRE-IMPACT FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 2801

10/01/83

SNOW WATER LAKE,NV

A/C Reg. No. N92019

Time (Lc1) - 2040 PDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CLOUDS
  2. PREFLIGHT PLANNING/PREPARATION - MISJUDGED - PILOT IN COMMAND
  3. WEATHER CONDITION - ICING CONDITIONS
  4. WEATHER EVALUATION - INATTENTIVE - PILOT IN COMMAND
  5. WING - ICE
  6. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
  7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE - NORMAL

Finding(s)

8. LIGHT CONDITION - DARK NIGHT
  9. STALL - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,7,9

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. - 2931      10/13/83      SCHURZ,NV      A/C Reg. No. N8370Z      Time (Lcl) - 2052 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	1	Serious	Minor	None
Accident Occurred During -CRUISE			1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 210-5 (205)	Eng Make/Model - CONTINENTAL IO-470-S	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	DUCKWATER,NV	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	RENO,NV	
Wind Dir/Speed- 350/004 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4500 FT	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 8000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ON A CROSSCOUNTRY FLIGHT IN VFR CONDITIONS. THE NON-INSTRUMENT RATED PILOT ENCOUNTERED INSTRUMENT CONDITIONS AT NIGHT AND LOST CONTROL OF THE ACFT IN FLIGHT. THE POST CRASH INVESTIGATION REVEALED EVIDENCE OF AN INFLIGHT STRUCTURAL FAILURE DUE TO OVERLOADS. THE LAST TRANSMISSION FROM THE PILOT INDICATES HE WAS IN A DIVE AND WAS AWARE OF IT. THE ACFT STRUCK THE GROUND IN A NEAR A VERTICAL ATTITUDE.



Brief of Accident (Continued)

File No. - 2931

10/13/83

SCHURZ,NV

A/C Reg. No. N8370Z

Time (Lcl) - 2052 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - CLOUDS
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
5. WEATHER CONDITION - ICING CONDITIONS
6. WEATHER CONDITION - ICING CONDITIONS
7. WEATHER CONDITION - RAIN
8. WEATHER CONDITION - SNOW

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CRUISE - NORMAL

Finding(s)

9. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
10. IMPROPER DECISION, QUALIFICATION - PILOT IN COMMAND
11. IMPROPER DECISION, EXPERIENCE - PILOT IN COMMAND
12. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
13. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

14. WING, SPAR - OVERLOAD
15. WING, BRACING STRUT - OVERLOAD
16. WING, SPAR - SEPARATION
17. WING, BRACING STRUT - SEPARATION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,9

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7,8,10,11,12,13,14,15,16,17

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2802      11/04/83      ELKO, NV

A/C Reg. No. N739YL

Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage

DESTROYED

Fire.

ON GROUND

Crew      1  
Pass      1

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
1	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 172N  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 4

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 160 HP

ELT Installed/Activated - YES/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      - 30.0      SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 15000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ELY, NV  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - UNK/NR  
Runway Status      - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND  
HELICOPTER

Age - 39  
Biennial Flight Review  
Current      - YES  
Months Since      - 10  
Aircraft Type - 180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total      - 16081	Last 24 Hrs - 2
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 96
Multi-Eng - 1378	Rotorcraft - 10284

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE ACFT CRASHED IN MOUNTAINOUS TERRAIN WHILE ON A DEER SPOTTING FLT. THERE WERE NO WITNESSES TO THE ACCIDENT. ABOUT 8 HOURS AFTER DEPARTURE THE ACFT WAS DECLARED MISSING. THE ACFT WAS FOUND THE FOLLOWING DAY AT ABOUT 0730 HOURS BY AIR SEARCH ACFT. GROUND SCARS INDICATE THAT THE ACFT IMPACTED IN ABOUT A 30 DEGREE RIGHT WING DOWN AND 5 DEGREE NOSE UP ATTITUDE. THE TERRAIN WAS SLOPING 30 DEGREES UPWARD AT POINT OF IMPACT. THE ACFT TRAVELED ABOUT 64 FT AFTER IMPACT. THE FLAPS WERE EXTENDED--RIGHT 10 DEGREES DOWN, LEFT 50 DEGREES DOWN. THE DAMAGE TO THE PROPELLER INDICATED POWER WAS BEING DEVELOPED AT TIME OF IMPACT. CONTINUITY OF THE FLT CONTROL CABLES WAS ESTABLISHED. POST-MORTEM AND TOXICOLOGICAL EXAMINATIONS COULD NOT BE PERFORMED DUE TO FIRE AFTER IMPACT.

Brief of Accident (Continued)

File No. - 2802

11/04/83

ELKO,NV

A/C Reg. No. N739YL

Time (Lcl) - UNK/NR

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. LIGHT CONDITION - DAYLIGHT
  2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

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. - 2839      12/29/83      LAS VEGAS,NV      A/C Reg. No. N3222U      Time (Lcl) - 1645 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	1	0
Accident Occurred During	-MANEUVERING		Pass 0	0	1	0

-----Aircraft Information-----

Make/Model	- CESSNA 182F	Eng Make/Model	- CONTINENTAL O-470-R	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	NORTH LAS VEGAS,NV	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	Runway Ident
Wind Dir/Speed	- 080/006 KTS		- UNK/NR
Visibility	- 75.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 25000 FT THIN OVC	Type of Flight Plan	- UNK/NR
Lowest Ceiling	- NONE	Type of Clearance	- UNK/NR
Obstructions to Vision	- NONE	Type Apch/Lndg	- UNK/NR
Precipitation	- NONE		
Condition of Light	- DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 474	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 19	Make/Model - 284	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 17	Last 90 Days - 8
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED INTO THE SIDE OF A MOUNTAIN ABOUT 75 FT BELOW ITS CREST. THE PLT REPORTED THAT AS IT BECAME APPARENT THAT THE ACFT HAD INSUFFICIENT ALTITUDE TO CLEAR THE MOUNTAIN THE THROTTLE WAS OPENED BUT THE RPM'S WERE NOT INCREASED. THE TACHOMETER REMAINED AT 2300 RPM. IMPACT IN THE BOX-LIKE CANYON OCCURRED IN A STALLED FLT CONDITION. THE ACFT NOSE GEAR WAS SHEARED OFF AND THE ACFT NOSED OVER. THE ACCIDENT ELEVATION WAS 5900 FT MSL.

Brief of Accident (Continued)

File No. - 2839

12/29/83

LAS VEGAS,NV

A/C Reg. No. N3222U

Time (Lcl) - 1645 PST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. PROPELLER - IMPROPER USE OF - PILOT IN COMMAND
  2. ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
  3. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
  4. CLEARANCE - INADEQUATE - PILOT IN COMMAND
  5. STALL - PERFORMED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2877      7/11/83      FARMINGDALE, NY      A/C Reg. No. N90DD      Time (Lcl) - 1658 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -STANDING

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model      - STINSON 108  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - UNK/NR  
No. of Seats      - 4

Eng Make/Model      - FRANKLIN 6A4-150-B3  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 165 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- 350/012 KTS

Visibility      - 12.0 SM

Lowest Sky/Clouds      - 12000 FT THIN BKN

Lowest Ceiling      - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

UNK/NR

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

Airport Proximity

ON AIRPORT

Airport Data

REPUBLIC

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      - 65

Biennial Flight Review

Current      - UNK/NR

Months Since      - UNK/NR

Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng      - UNK/NR

Last 24 Hrs      - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft      - UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

THE CARBURETOR HAD BEEN PREVIOUSLY REMOVED & REWORKED, THEN WAS REINSTALLED. AFTER THE INSTALLATION, WHICH INCLUDED A LEAK CHECK, THE PLT GOT INTO THE LEFT FRONT SEAT & THE PASSENGER/MECHANIC GOT INTO THE RIGHT FRONT SEAT. THE PLT PRIMED THE ENG, THEN MADE A START. AFTER STARTING, THE ENG RAN FOR APRX 20 SECONDS, THEN STOPPED. THE OCCUPANTS DISCUSSED THE PROBLEM & DECIDED THAT THE FUEL LINE WAS PROBABLY "AIR BOUND." A DECISION WAS MADE TO KEEP THE ENG RUNNING BY USING THE PRIMER. AFTER RESTARTING, THE ENG CONTINUED TO RUN, BY USE OF THE PRIMER, FOR 30 TO 40 SEC, THEN THE PLT OBSERVED A FIRE IN THE LOWER RIGHT CORNER OF THE COCKPIT. THE OCCUPANTS EVACUATED THE BURNING PLANE, BUT THE PLT FELL & THE PASSENGER RETURNED TO HELP. AT ABOUT THAT TIME, THE RIGHT WING TANK EXPLODED & BOTH OCCUPANTS WERE BURNED. AN EXAM REVEALED THAT THE MAIN FUEL LINE FROM THE GASCOLATOR TO THE CARBURETOR HAD BROKEN. THE PLT DIED TWO DAYS LATER.

Brief of Accident (Continued)

File No. - 2877

7/11/83

FARMINGDALE,NY

A/C Reg. No. N90DD

Time (Lc1) - 1658 EDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    STANDING - STARTING ENGINE(S)

Finding(s)

1. FUEL SYSTEM,LINE - FAILURE,TOTAL
  2. MAINTENANCE - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        FIRE  
Phase of Operation    STANDING - STARTING ENGINE(S)

Finding(s)

3. FUEL SYSTEM,LINE - FIRE
- 

Occurrence #3        EXPLOSION  
Phase of Operation    STANDING - ENGINE(S) NOT OPERATING

Finding(s)

4. FUEL SYSTEM,TANK - EXPLODED
- 

----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. - 2895      12/30/83      SPRING VALLEY, NY      A/C Reg. No. N2459T      Time (Lcl) - 1120 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - NAVION G	Eng Make/Model - CONTINENTAL IO-470-H	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3233	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 260 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - VMC	LOCAL	RAMAPO VALLEY
Wind Dir/Speed- 275/008 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2185/ 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-----

<b>Pilot-In-Command</b>	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1890
SE LAND	Months Since - 16	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 139
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 18
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG LOST POWER DURING TAKEOFF & THE ACFT CRASHED BEYOND THE PERIMETER OF THE ARPT. DURING AN EXAM OF THE ACFT, ONLY A FEW DROPS OF WATER & A SLIGHT AMOUNT OF SEDIMENT WERE FOUND IN THE FUEL. NO PREIMPACT/MECHANICAL PROBLEM WAS FOUND.



Brief of Accident (Continued)

File No. - 2895

12/30/83

SPRING VALLEY, NY

A/C Reg. No. N2459T

Time (Lc1) - 1120 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        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. - 2871      3/30/83      ENID,OK      A/C Reg. No. N18314      Time (Lcl) - 0530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-APPROACH	NONE	Pass 1	0	0	0

-----Aircraft Information-----

Make/Model	- BEECH A36	Eng Make/Model	- CONTINENTAL IO-520-BA	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

-----Environment/Operations Information-----

<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 - IMC</p> <p>Wind Dir/Speed- 010/003 KTS</p> <p>Visibility - 3.000 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ENID,OK</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>WOODRING</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</p> <p>SOFT</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 148
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 80
		Instrument- 3
		Last 30 Days- 2
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE EARLY MORNING HOURS, THE ACFT CRASHED AT THE EDGE OF A WHEAT FIELD ON RELATIVELY LEVEL TERRAIN. THE MAIN WRECKAGE THEN CROSSED A ROAD & CAME TO REST IN ANOTHER FIELD. THERE WERE NO KNOWN WITNESSES. A PASSING FARMER DISCOVERED THE WRECKAGE AT ABOUT 0830 CST. THE MEDICAL EXAMINER ESTIMATED THE OCCUPANTS WERE FATALLY INJURED AT APRX 0600. HOWEVER, THE TOWER HAD BEEN MANNED AT 0540 & NO RADIO CALLS WERE RECEIVED FROM THE ACFT AFTER THAT TIME. THUS, THE TIME OF THE ACCIDENT WAS PRESUMED TO BE AT ABOUT 0530. AT 0600, THE 1ST WX OBSERVATION AT ENID, OK WAS: 500 FT BROKEN, 25,000 FT OVERCAST, VISIBILITY 4 MI WITH FOG. BY 0632, THE WX HAD DETERIORATED TO 100 FT OBSCURED WITH FOG. N EXAM OF THE WRECKAGE REVEALED THE ACFT HAD IMPACTED LEFT WING 1ST, WHILE IN NEAR WINGS LEVEL FLT. NO PREIMPACT. MECHANICAL PROBLEM WAS EVIDENT. BOTH OCCUPANTS HAD BEEN OBSERVED DRINKING UNTIL APRX 0130. A CHECK OF THE PLT'S BLOOD REVEALED AN ALCOHOL LEVEL OF 0.11%. THE ACFT CRASHED ABOUT 4 MI SE OF THE ARPT, HEADED NW.

Brief of Accident (Continued)

File No. - 2871

3/30/83

ENID,OK

A/C Reg. No. N18314

Time (Lcl) - 0530 CST

-----  
Occurrence            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2.        IMPROPER DECISION, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6

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. - 2956      6/26/83      LANGLEY, OK      A/C Reg. No. NONE      Time (Lcl) - 2000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-22	Eng Make/Model	- LYCOMING O-320-A1A	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 170/009 KTS</p> <p>Visibility - 12.0 SM</p> <p>Lowest Sky/Clouds - SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
	Current - N/A	Total - 50      Last 24 Hrs - 2
	Months Since - N/A	Make/Model- 50      Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0      Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-RATED PLT STATED THAT THE ENG LOST POWER AFTER HE TOOK OFF & HE WAS UNABLE TO RESTART THE ENG. DURING A FORCED LANDING, HE WAS UNABLE TO CLEAR OVER WIRES. HE SAID THE NOSEWHEEL HIT THE GROUND & THE ACFT TUMBLED AS HE WAS ATTEMPTING TO GLIDE UNDER THE WIRES. THE ACCIDENT WAS NOT REPORTED UNTIL 3 DAYS LATER. HIGHWAY PATROL INVESTIGATORS REPORTED MOST OF THE DAMAGE OCCURRED WHEN THE PLT & SOME FRIENDS WERE HIDING THE ACFT BEHIND TREES. THE PLT INDICATED HE PERFORMED ALL MAINTENANCE ON THE ACFT; HOWEVER, HE DID NOT KNOW WHAT AN ANNUAL INSPECTION WAS. A NUMBER (N2554P) WAS REPORTEDLY DISPLAYED ON THE ACFT, BUT IT HAD BEEN ISSUED TO ANOTHER ACFT.

Brief of Accident (Continued)

File No. - 2956

6/26/83

LANGLEY, OK

A/C Reg. No. NONE

Time (Lc1) - 2000 CDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - UNQUALIFIED PERSON
3.      IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
4.      IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. MAINTENANCE - IMPROPER - UNQUALIFIED PERSON

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7.      MANEUVER - PERFORMED - UNQUALIFIED PERSON

----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. - 2947

7/05/83

ARCADIA,OK

A/C Reg. No. N6056G

Time (Lcl) - 1430 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

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 150K

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

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 315/007 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ANTLERS,OK

Destination

GUTHRIE,OK

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

ROUGH

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

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 - 550

Make/Model- 400

Instrument- 0

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE QUIT FROM FUEL EXHAUSTION. THE PLT HAD MADE AN UNSCHEDULED STOP FOR OIL DURING THE X-COUNTRY FLT. ACCORDING TO THE PLT THE ENGINE BEGAN TO RUN ROUGH WHILE CRUISING AND THEN QUIT COMPLETELY EVEN THOUGH CARBURETOR HEAT WAS USED. A FORCED LANDING FOLLOWED. ACCORDING TO THE POLICE AT THE SCENE THE ACFT WAS EXHAUSTED OF FUEL. THE PLT SAID THE GAUGE READ 1/2 FULL. HE ALSO THOUGHT HE SHOULD HAVE HAD 3 HOURS OF FUEL AND HAD FLOWN ONLY 2 AND 1/2 HOURS BEFORE POWER LOSS. THE 3 HOURS OF FUEL WAS THE PLTS ESTIMATE OF FUEL ON BOARD AT ORIGINAL DEPARTURE.

Brief of Accident (Continued)

File No. - 2947

7/05/83

ARCADIA,OK

A/C Reg. No. N6056G

Time (Lc1) - 1430 CDT

-----  
Occurrence #1            LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. REFUELING - NOT MAINTAINED - PILOT IN COMMAND
  3. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND .
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2984      7/26/83      STILLWATER,OK      A/C Reg. No. N6196P      Time (Lcl) - 0750 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-24-250  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2900  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-540-A1A5  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 250 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 070/010 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  
HOBART,OK  
Destination  
STILLWATER,OK

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

STILLWATER MUNI  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 19  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - UNK/NR      Last 24 Hrs - UNK/NR  
Make/Model- UNK/NR      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- UNK/NR  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A SOLO X-COUNTRY FLT, THE ENG LOST POWER & THE STUDENT PLT LANDED ON A HIGHWAY. DURING THE EMERGENCY LANDING, THE RIGHT WING HIT A ROAD SIGN & THE ACFT WENT OFF THE RIGHT SIDE OF THE HIGHWAY & HIT OTHER STRUCTURES. THE FUEL SELECTOR WAS FOUND POSITIONED TO THE LEFT OUTBOARD POSITION & THE LEFT OUTBOARD FUEL TANK WAS EMPTY. THE STUDENT STATED THAT HE HAD NOT SWITCHED TANKS & HAD NOT LEANED THE MIXTURE.



Brief of Accident (Continued)

File No. - 2984

7/26/83

STILLWATER, OK

A/C Reg. No. N6196P

Time (Lc1) - 0750 CDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CRUISE

Finding(s)

1. FLUID, FUEL - STARVATION
  2. FUEL SUPPLY - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
- 

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

4. OBJECT - UTILITY POLE
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2989      7/31/83      CASHION,OK      A/C Reg. No. N5999V      Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	NORMAN,OK	CASHION
Wind Dir/Speed- 020/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1300 -UNK/NR
Lowest Sky/Clouds - 4500 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 - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 685
SE LAND,ME LAND	Months Since - 2	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 20
		Last 30 Days- UNK/NR
		Instrument- 51
		Last 90 Days- 33
		Multi-Eng - 27

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS TOLD THAT THE SOD STRIP WAS 1800 FT LONG. HIS CALCULATED TAKEOFF DISTANCE TO CLEAR A 50 FT OBSTACLE WAS 1720 FT. HOWEVER, THE ACTUAL LENGTH OF THE SOD STRIP WS 1300 FT. DURING THE TAKEOFF ROLL, THE PLT REALIZED HE WOULD NOT BE ABLE TO CLEAR THE 30 FT TALL POWER LINES AT THE END OF THE STRIP, SO HE ABORTED. HE WAS UNABLE TO STOP ON THE REMAINING RWY & THE ACFT SLID THRU A FENCE & INTO A DITCH.

Brief of Accident (Continued)

File No. - 2989

7/31/83

CASHION,OK

A/C Reg. No. N5999V

Time (Lc1) - 1830 CDT

-----  
Occurrence #1        OVERRUN  
Phase of Operation   TAKEOFF

Finding(s)

1. INFORMATION - INACCURATE - OTHER PERSON
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation   TAKEOFF

Finding(s)

4. OBJECT - HIDDEN OBSTRUCTION(S)
- 

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation   TAKEOFF

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) 1,3

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. - 2967      8/12/83      GROVE,OK      A/C Reg. No. N26468      Time (Lcl) - 2015 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	1	0
					0	3

-----Aircraft Information-----

Make/Model - GRUMMAN AA-5A	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES/YES
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 - 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	MCKINNEY,TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MONKEY ISLAND
Wind Dir/Speed- 115/002 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	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 - 21	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 11
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS HIGH & FAST ON FINAL APCH & TOUCHED DOWN ABOUT 1/3 OF THE WAY DOWN THE RWY. THE NOSEWHEEL TOUCHED DOWN 1ST & THE ACFT BEGAN TO PORPOISE. THE PLT APPLIED POWER TO STOP THE PORPOISE, THEN ELECTED TO GO AROUND. IN ORDER TO AVOID TREES NEAR THE END OF THE RWY, THE PLT TURNED RIGHT TO WHERE THERE WAS A CLEARING FOR A HIGHWAY. HE THEN MANEUVERED TO AVOID A BIG CAMPER & A POWER LINE, BUT BEGAN LOSING AIRSPEED. FINALLY, WHILE TURNING BACK TO THE LEFT, THE LEFT WING HIT A ROAD SIGN & THE ACFT CRASHED.

Brief of Accident (Continued)

File No. - 2967

8/12/83

GROVE,OK

A/C Reg. No. N26468

Time (Lcl) - 2015 CDT

Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       LANDING

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. MANEUVER - PERFORMED - PILOT IN COMMAND
7. AIRSPEED - REDUCED - PILOT IN COMMAND
8. OBJECT - UTILITY POLE
9. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,9

Factor(s) relating to this accident is/are finding(s) 1,2,5,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2807      8/13/83      SAND SPRINGS, OK      A/C Reg. No. N111JP      Time (Lcl) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -MANEUVERING

Aircraft Damage  
SUBSTANTIAL  
Fire                        NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model    - PIERCE GS-1  
Landing Gear   - TAILWHEEL-ALL FIXED  
Max Gross Wt   - UNK/NR  
No. of Seats   - 1

Eng Make/Model - CONTINENTAL A-65  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 65 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- 180/007 KTS  
Visibility     - 8.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling   - NONE  
Obstructions to Vision- NONE  
Precipitation   - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAND SPRINGS, OK  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident    - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface   - WATER  
Runway Status   - WATER-CALM

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 30  
Biennial Flight Review  
Current        - UNK/NR  
Months Since   - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	-	533	Last 24 Hrs -	1
Make/Model-	31		Last 30 Days-	UNK/NR
Instrument-	12		Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE LAKE AFTER MANEUVERING AROUND AT LOW ALT FOR SOME TIME. A LAKE PATROLMAN REPORTED THE ACFT ALT BEFORE THE CRASH AT ABOUT 20 FT AGL. ACCORDING TO THE PLTS STATEMENT HE WAS ABOUT 50 FT HIGH WHEN HE INITIATED A 30 TO 40 DEGREE ANGLE OF BANK AND THE ACFT STALLED AND CRASHED. THE ACFT SANK IN 37 FT OF WATER BUT WAS RECOVERED THE FOLLOWING DAY.

Brief of Accident (Continued)

File No. - 2807

8/13/83

SAND SPRINGS,OK

A/C Reg. No. N111JP

Time (Lcl) - 1730 CDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       MANEUVERING

Finding(s)

1. ALTITUDE - IMPROPER - PILOT IN COMMAND
  2. JUDGEMENT - POOR - PILOT IN COMMAND
  3. LOW PASS - PERFORMED - PILOT IN COMMAND
  4. STALL - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       MANEUVERING

Finding(s)

5. TERRAIN CONDITION - WATER, GLASSY
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2955      9/18/83      HASKELL,OK      A/C Reg. No. N49311      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

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - PITTS S-1T  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1100  
No. of Seats      - 1

Eng Make/Model - LYCOMING AEIO-360-A1C  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 200 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- 180/015 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
ON AIRPORT

Airport Data

HASKELL  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - UNK/NR  
Runway Status      - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 39

Biennial Flight Review

Current      - YES  
Months Since      - 22  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2205	Last 24 Hrs	- UNK/NR
Make/Model-	290	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PERFORMING A SNAPROLL AT AN AIRSHOW, THE CRANKSHAFT FAILED & THE PROP SEPARATED FROM THE ACFT. THE PLT LANDED ON THE ARPT, BUT THE ACFT WENT THRU AN OPEN HANGER BEFORE THE PLT COULD STOP. THE WINGS STRUCK SUPPORTING POLES UNDER THE ROOF OF THE HANGER. AN EXAM REVEALED THAT THE CRANSHAFT HAD FAILED FROM FATIGUE.



Brief of Accident (Continued)

File No. - 2955

9/18/83

HASKELL,OK

A/C Reg. No. N49311

Time (Lcl) - 1430 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. ENGINE ASSEMBLY,CRANKSHAFT - FATIGUE
3. PROPELLER SYSTEM/ACCESSORIES - SEPARATION
4. AEROBATICS - PERFORMED - PILOT IN COMMAND
5. ENGINE ASSEMBLY,CRANKSHAFT - FATIGUE
6. PROPELLER SYSTEM/ACCESSORIES - SEPARATION

Occurrence #2 FORCED LANDING  
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - BUILDING(NONRESIDENTIAL)

-----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) 7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2921      12/04/83      PAWNEE,OK      A/C Reg. No. N4579Z      Time (Lcl) - 1055 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -CRUISE

Fire      NONE

-----Aircraft Information-----

Make/Model      - PIPER PA-22-108  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1800  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-235-C1B  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 115 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- 170/013 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - 700 FT  
Lowest Ceiling      - 700 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
PAWNEE,OK  
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 - 46

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A GUY WIRE ON A MICRO-WAVE TOWER DURING FLT IN IMC WEATHER. THE PLT HAD NOT RECEIVED A WEATHER BRIEFING PRIOR TO TAKEOFF AND AFTER ENCOUNTERING LOW CEILINGS THE PLT ATTEMPTED TO FLY ALONG A HIGHWAY AT LOW ALT. THE RIGHT WING OF THE ACFT STRUCK A GUY WIRE ABOUT 50 FT AGL. THE ACFT THEN CRASHED AND BOTH OCCUPANTS WERE FATALY INJURED.

Brief of Accident (Continued)

File No. - 2921

12/04/83

PAWNEE,OK

A/C Reg. No. N4579Z

Time (Lc1) - 1055 CST

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. WEATHER CONDITION - CLOUDS
  3. WEATHER CONDITION - LOW CEILING
  4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      CRUISE

Finding(s)

5. OBJECT - ELECT TOWER(MARKED)
  6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2896      11/19/83      HOOD RIVER, OR      A/C Reg. No. N4431U      Time (Lc1) - 1400 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage					
Type of Operation	-PERSONAL	SUBSTANTIAL		Fatal		Injuries	
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	0	Serious	Minor
Accident Occurred During	-LANDING	NONE	Pass	0	0	0	None
							1
							0

-----Aircraft Information-----

Make/Model	- HELIO H-391B	Eng Make/Model	- LYCOMING G0-435-C2B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 260 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	THE DALLES, OR	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	HOOD RIVER, OR	HOOD RIVER
Wind Dir/Speed	- 320/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 25
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Clearance	- 3040/ 75
Lowest Ceiling	- 10000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 617	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 16	Make/Model - 78	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 1	Last 90 Days - 31

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO FAA INSPECTORS, THE PLT MADE A HI SPEED TURNOFF ONTO A TAXIWAY AFTER LANDING & GROUND LOOPED THE ACFT. THE PLT STATED THAT THE RIGHT BRAKE FAILED, THE ACFT ROLLED OFF THE RWY INTO MUD & THE PLANE SPUN 270 DEG TO THE LEFT. HOWEVER, THE RIGHT BRAKE WAS EXAMINED, ADEQUATE BRAKE FLUID WAS AVAILABLE & THERE WAS NO VISIBLE EVIDENCE OF FAILURE.

Brief of Accident (Continued)

File No. - 2896

11/19/83

HOOD RIVER,OR

A/C Reg. No. N4431U

Time (Lc1) - 1400 PST

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - WET
  4. TERRAIN CONDITION - SOFT
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2914      9/14/83      COLLIER TWSHP, PA      A/C Reg. No. N84703      Time (Lcl) - 1431 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	2	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - PIPER PA-32R-301	Eng Make/Model - LYCOMING IO-540-K1G5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	DAYTON, OH	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	PITTSBURGH, PA	GREATER PITTSBURGH INT'L
Wind Dir/Speed- 360/011 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8100/ 150
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 3300 FT BROKEN	Type Apch/Lndg - VISUAL	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-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 383
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-32R	Make/Model- 12
		Instrument- 65
		Last 30 Days- 15
		Last 90 Days- 48

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PLT CONTACTED APCH CONTROL & WAS PROVIDED RADAR VECTORS FOR A VISUAL APCH. WHILE ON THE APCH, HE WAS INSTRUCTED TO KEEP HIS SPEED UP UNTIL HE WAS 1 1/2 MI ON FINAL. VECTORS WERE PROVIDE WITH TURNS AS NECESSARY UNTIL THE ACFT WAS 6 1/2 TO 7 MI FROM THE RWY. AT THAT TIME, THE PLT REPORTED THAT HE HAD THE ARPT IN SIGHT. HE WAS THEN INSTRUCTED TO PROCEED INBOUND FOR RWY 32 & TO KEEP HIS SPEED UP AS LONG AS FEASIBLE. THE PLT ACKNOWLEDGED. SHORTLY AFTER THAT, RADIO & RADAR CONTACT WERE LOST. A NUMBER OF WITNESSES HEARD & SAW THE ACFT AT A FASTER THAN NORMAL SPEED. SEVERAL SAW THE ACFT & DEBRIS FALLING AFTER AN IN-FLT BREAKUP OCCURRED. EVIDENCE WAS FOUND THAT THE WINGS & RIGHT HORIZONTAL STABILIZER HAD SEPARATED DOWNWARD & THE LEFT HORIZONTAL STABILIZER HAD SEPARATED UPWARD. THE AILERON, RUDDER & STABILIZER BALANCE WTS WERE STILL IN PLACE. RADAR DATA REVEALED THAT THE GROUND SPEED ON FINAL APCH HAD INCREASED TO 208 KTS. THE NEVER EXCEED SPEED (VNE) WAS 189 KCAS & 197 KIAS. ANOTHER PLT REPORTED LGT TO MOD TURB.

Brief of Accident (Continued)

File No. - 2914

9/14/83

COLLIER TWSHP, PA

A/C Reg. No. N84703

Time (Lcl) - 1431 EDT

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      APPROACH

Finding(s)

1. WEATHER CONDITION - TURBULENCE, CLEAR AIR
  2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
  4. HORIZONTAL STABILIZER SURFACE - OVERLOAD
  5. WING - OVERLOAD
- 

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. - 2816

2/15/83

PICKENS, SC

A/C Reg. No. N8472E

Time (Lcl) - 1915 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - CRUISE

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-34-220T  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4750  
No. of Seats - 6

Eng Make/Model - CONTINENTAL T150-360-KO  
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 - VMC  
Wind Dir/Speed- CALM  
Visibility - 20.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
ASHVILLE, NC  
Destination  
DICKENS, SC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PICKENS COUNTY  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - VFR/IFR  
Type of Clearance - IFR  
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND, ME LAND

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	572	Last 24 Hrs	-	5
Make/Model-	23		Last 30 Days-	UNK/NR	
Instrument-	13		Last 90 Days-	168	
Multi-Eng	-	142			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TWO BIRDS WHILE CRUISING AT 6000 FT MSL. THE WEATHER WAS VFR BUT THE ACFT WAS ON IFR FLT PLAN. THE ACFTS LEFT WING WAS DAMAGED BUT THERE WERE NO INJURIES. THE PLT STATED THAT ALTHOUGH HE HEARD A THUD ON THE LEFT SIDE OF THE ACFT HE WAS UNAWARE OF DAMAGE UNTIL AFTER HE LANDED.



Brief of Accident (Continued)

File No. - 2816

2/15/83

PICKENS, SC

A/C Reg. No. N8472E

Time (Lc1) - 1915 EST

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    CRUISE - NORMAL

Finding(s)  
1. OBJECT - BIRD(S)

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2848

7/04/83

CHARLESTON, SC

A/C Reg. No. N52471

Time (Lcl) - 1300 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172P  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2220  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-O2J  
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 - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 330/003 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - BROKEN  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CHARLESTON, SC  
Destination  
MYRTLE BEACH, SC

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 - VFR  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 32

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	98	Last 24 Hrs -	4
Make/Model-	41	Last 30 Days-	UNK/NR	
Instrument-	3	Last 90 Days-	44	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING AFTER A STALL DURING A LOW PASS. THE PLT SAID HE WAS FLYING AROUND AN ISLAND AT 500 FT AGL TAKING PICTURES WHEN THE ACFT BEGAN TO SETTLE. HE ADDED POWER AND APPLIED ELEVATOR BACK PRESSURE. THEN CARBURETOR HEAT WAS APPLIED AND FLAPS ADDED FIRST 10 DEGREES, THEN 20 DEGREES AND FINALLY 30 DEGREES BUT THE ACFT CONTINUED TO SETTLE. THE PLT ELECTED TO LAND ON THE BEACH AND DURING ROLL THE NOSE GEAR DUG IN AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2848

7/04/83

CHARLESTON, SC

A/C Reg. No. N52471

Time (Lc1) - 1300 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
  4.        IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
  5. LOW PASS - PERFORMED - PILOT IN COMMAND
  6. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  7. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2926      11/23/83      CLEMSON, SC      A/C Reg. No. N7221P      Time (Lc1) - 1145 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-24  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2800  
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1A5  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 250 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed-  
Visibility - 30.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 13000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CLEMSON, SC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

CLEMSON-OCONEE  
Runway Ident - 07  
Runway Lth/Wid - 3000/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
ATP  
SE LAND, ME LAND

Age - 36  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - 421

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 5000  
Make/Model- 2  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT FAILED TO LOWER THE LANDING GEAR STATING THAT HE WAS DISTRACTED BY AN ACFT ON THE GROUND & DIVERTED HIS ATTENTION FROM THE LANDING CHECKLIST.

Brief of Accident (Continued)

File No. - 2926

11/23/83

CLEMSON, SC

A/C Reg. No. N7221P

Time (Lcl) - 1145 EST

---

Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
  2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2829      12/04/83      COLUMBIA, SC

A/C Reg. No. N9491X

Time (Lcl) - 1405 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -LANDING

Aircraft Damage  
DESTROYED  
Fire                        NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model    - CESSNA 210A  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 2900  
No. of Seats   - 4

Eng Make/Model - CONTINENTAL IO-470-E  
Number Engines - 1  
Engine Type    - RECIP-FUEL INJECTED  
Rated Power    - 260 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing    - NO RECORD OF BRIEFING  
Method        - N/A  
Completeness   - N/A  
Basic Weather   - VMC  
Wind Dir/Speed- 240/016 KTS  
Visibility     - 15.0 SM  
Lowest Sky/Clouds - 3000 FT SCATTERED  
Lowest Ceiling       - UNK/NR  
Obstructions to Vision- NONE  
Precipitation       - NONE  
Condition of Light   - DAYLIGHT

Itinerary

Last Departure Point  
COLUMBIA, SC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

OWENS FIELD  
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 - 38  
Biennial Flight Review  
Current       - YES  
Months Since   - 7  
Aircraft Type   - 210A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total        - 1000  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng   - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft   - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A WALL DURING A DOWNWIND FORCED LANDING. THE ENGINE HAD QUIT AT 200 FT AFTER TAKEOFF. THE PLT TURNED RIGHT WITH THE GEAR UP. HE LANDED ON A FOOTBALL FIELD AND BOUNCED DOWN A TRACK FIELD INTO A FENCE AND WALL. WHEN THE ENGINE WAS EXAMINED A FUEL HOSE THAT CONNECTED THE PUMP TO THE CONTROL WAS FOUND SEPARATED. THE ENTIRE HOSE WAS BADLY DETERIORATED AND BRITTLE. IT BROKE IN 2 MORE PLACES WHILE BEING LOOSENEED. OTHERWISE THE ENGINE APPEARED CAPABLE OF NORMAL OPERATION. THERE WAS FUEL ABOARD THE ACFT. THE FUEL SELECTOR WAS FOUND BETWEEN POSITIONS AND THE PLT CONFIRMED MOVING IT IN TRYING TO RESTART THE ENGINE. THE FUEL CONTROL FINGER SCREEN HAD LINT OVER ABOUT 20-25 PERCENT OF ITS SURFACE. IT ALSO HAD AN UNAUTHORIZED AND DETERIORATED "O" RING IN PLACE OF A GASKET.

Brief of Accident (Continued)

File No. - 2829

12/04/83

COLUMBIA, SC

A/C Reg. No. N9491X

Time (Lcl) - 1405 EST

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
2. MAINTENANCE, INSPECTION OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM, LINE - DETERIORATED
4. FUEL SYSTEM, LINE - SEPARATION
5. FUEL SYSTEM, SCREEN - BLOCKED(PARTIAL)

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. WEATHER CONDITION - TAILWIND
7. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

8. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,7

Factor(s) relating to this accident is/are finding(s) 5,6,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2924      12/15/83      CHARLESTON, SC      A/C Reg. No. N4648F      Time (Lcl) - 1820 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-LANDING			0	0	0	1
				0	0	0	1

-----Aircraft Information-----

Make/Model	- CESSNA P206A	Eng Make/Model	- CONTINENTAL IO-520-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 285 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	WILMINGTON, NC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CHARLESTON AFB/INTL
Wind Dir/Speed - 220/008 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7000/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - STRAIGHT-IN	Runway Status - WET
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3061
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - 3
	Aircraft Type - AZTEC	Make/Model - 162
		Last 30 Days - UNK/NR
		Instrument - 107
		Last 90 Days - 70
		Multi-Eng - 412
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT UNDERSHOT THE RWY DURING LANDING. THE WEATHER WAS VMC BUT THE LANDING WAS MADE ONE HOUR AFTER OFFICIAL SUNSET. VISIBILITY WAS REPORTED AS 10 MILES. THERE WERE NO PROBLEMS REPORTED WITH THE ARPT OR ACFT EXCEPT THE PLT DURING ONE RADIO CALL SAYING HE WAS HAVING TROUBLE WITH THE RADIO. DURING THE LANDING, THE NOSE WHEEL FAILED AND THE PROP WAS DAMAGED. THE ACFT SLID ABOUT 150 FT AND STOPPED.



Brief of Accident (Continued)

File No. - 2924

12/15/83

CHARLESTON, SC

A/C Reg. No. N4648F

Time (Lc1) - 1820 EST

Occurrence #1      UNDERSHOOT

Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - NIGHT
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2      HARD LANDING

Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2998      10/19/83      PIERRE,SD      A/C Reg. No. N199CF      Time (Lcl) - 2236 CDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage SUBSTANTIAL				
Type of Operation -SCHEDULED,DOMESTIC,CARGO	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF			0	0	0
					2
					0

-----Aircraft Information-----

Make/Model - CONVAIR 340/440	Eng Make/Model - P & W R-2800	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 48000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 5	Rated Power - 2400 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 - IMC	BISMARK,ND	PIERRE MUNI
Wind Dir/Speed- 300/008 KTS	ATC/Airspace	Runway Ident - 31
Visibility - .750 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6898/ 150
Lowest Sky/Clouds - 200 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
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)
COMMERCIAL,ATP,CFI	Current - YES	Total - 5570
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - A440	Make/Model- 2600
		Last 30 Days- 65
		Instrument- 141
		Last 90 Days- 200
		Multi-Eng - 3730

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING AT PIERRE, SD, 2070 LBS OF CARGO WAS OFF-LOADED FROM THE AFT SECTION OF THE AFT & A NEW WT & BALANCE WAS CALCULATED. THE AIRCREW THEN PREPARED TO TAKEOFF IN CONDITIONS OF LOW CEILING & FOG. THE PLT-IN-COMMAND (PIC) INITIATED THE TAKEOFF ROLL, THEN AT ABOUT 80 KTS, THE COPILOT ASSUMED CONTROL AS PREBRIEFED. THE TAKEOFF WAS REPORTED AS NORMAL UNTIL THE FLAPS WERE RETRACTED. AT ABOUT THAT TIME, THE COPILOT SAW RED LIGHTS AHEAD. HE ASSUMED THE LIGHTS WERE ON RADIO ANTENNA TOWERS & PULLED BACK ON THE YOKE WHILE BANKING RIGHT TO MISS THE OBJECTS. THE RED LIGHTS WERE ACTUALLY ON SMALL STRUCTURES (SHED & LIGHTING SYSTEMS) AT THE NORTH END OF RWY 31. WHILE TAKING EVASIVE ACTION, THE RIGHT WING DUG INTO THE SOFT GROUND & THE PLANE CRASHED. WITNESS SAID THE ACFT WAS IN A SHALLOW CLIMB AFTER LIFT-OFF. ONE WITNESS SAID IT CLIMBED TO ABOUT 100 FT, THEN APPEAR TO LOSE ALT. THE ELEVATOR TRIM SURFACES WERE FOUND IN THE 1 TO 2 DEG UP-TRIM POSITION. ACCORDING TO PROCEDURES, THE FLAPS SHOULD NOT HAVE BEEN RETRACTED UNTIL ABOVE 400 FT AGL.

Brief of Accident (Continued)

File No. - 2998

10/19/83

PIERRE,SD

A/C Reg. No. N199CF

Time (Lcl) - 2236 CDT

Occurrence #1      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. PROPER CLIMB RATE - NOT MAINTAINED - COPILOT
6. PROCEDURES/DIRECTIVES - NOT FOLLOWED - COPILOT
7. RAISING OF FLAPS - PREMATURE - COPILOT
8. 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) 5,7,8

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. - 2995      10/20/83      BURKE,SD      A/C Reg. No. N3375U      Time (Lcl) - 1300 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 1	0	0	0
Pass 1	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -MANEUVERING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 182F  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2800  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC

Itinerary

Last Departure Point  
GREGORY,SD  
Destination  
TERRE HAUTE,IN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- CALM  
Visibility - UNK/NR

ATC/Airspace

Lowest Sky/Clouds - 150 FT PART OBS  
Lowest Ceiling - 200 FT OBSCURED  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - UNK/NR

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 23

Biennial Flight Review

Current - YES  
Months Since - 19  
Aircraft Type - PA-38

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 777	Last 24 Hrs - UNK/NR
Make/Model- 109	Last 30 Days- UNK/NR
Instrument- 36	Last 90 Days- 54
Multi-Eng - 53	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO THE FLT, THE PLT OBTAINED A WX BRIEFING & WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED. AT THE END OF THE BRIEFING, HE INDICATED HE WOULD "BE GETTING BACK WITH" THE FSS SPECIALIST. THE PLT THEN TOLD THE ARPT MANAGER THAT HE WOULD "GO UP & TAKE A LOOK AT THE WX", & IF IT WAS TOO BAD, HE WOULD RETURN & LAND. WITNESSES HEARD & SAW THE ACFT NEAR THE CRASH SITE. THEY REPORTED THAT IT FLEW OVER IN AN EASTERLY DIRECTION, THEN TURNED BACK TO THE WEST. SHORTLY AFTER REVERSING DIRECTION, THE ACFT STRUCK A GUY WIRE TO A TV TOWER, APRX 180 FT AGL, THEN IT CRASHED TO THE GROUND. A DEPUTY SHERIFF ESTIMATED THE GROUND LEVEL VISIBILITY WAS BETWEEN 1/8 & 1/4 MI WITH FOG & THE CEILING WAS 150 TO 200 FT. THE PLT HAD LOGGED ONLY 2.9 HRS INSTRUMENT TIME IN THE PREVIOUS 6 MOS.

Brief of Accident (Continued)

File No. - 2995

10/20/83

BURKE,SD

A/C Reg. No. N3375U

Time (Lcl) - 1300 MST

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
  2.        IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  3. WEATHER CONDITION - LOW CEILING
  4. WEATHER CONDITION - FOG
  5. WEATHER CONDITION - OBSCURATION
  6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
  7.        IMPROPER DECISION, LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      MANEUVERING

Finding(s)

8. OBJECT - GUY WIRE
- 

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2925      1/28/83      KNOXVILLE, TN      A/C Reg. No. N6257F      Time (Lc1) - 1545 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	MCGHEE TYSON
Wind Dir/Speed- 250/014 KTS	ATC/Airspace	Runway Ident - 23L
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5999/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - UNK/NR	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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 190
SE LAND	Months Since - 8	Make/Model- 81
	Aircraft Type - UNK/NR	Instrument- 17
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RECONTACTED THE GROUND DURING TAKEOFF AND BOUNCED SEVERAL TIMES BEFORE COMING TO REST. THE PROPELLER, NOSE STRUT AND FIREWALL WERE DAMAGED. THE WIND WAS REPORTEDLY FROM 250 DEGREES AT 14 KTS GUSTING TO 26 KTS. THE ATC CONTROLLERS ON DUTY SAID THE WIND SHEAR ALERT WAS ACTIVATING ALMOST CONSTANTLY. A FEW MINUTES LATER THE WIND WAS REPORTEDLY 25 KTS WITH GUSTS TO 39 KTS. AN OPERATOR OF A CHARTER SERVICE ON THE ARPT HAD REPORTEDLY GROUNDED HIS ACFT BECAUSE OF THE WIND CONDITIONS.

Brief of Accident (Continued)

File No. - 2925

1/28/83

KNOXVILLE, TN

A/C Reg. No. N6257F

Time (Lc1) - 1545 EST

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
  2. WEATHER CONDITION - UNFAVORABLE WIND
  3. WEATHER CONDITION - HIGH WIND
  4. WEATHER CONDITION - GUSTS
  5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2827      8/06/83      GATLINGURG, TN      A/C Reg. No. N6488      Time (Lcl) - 1610 EDT

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - OTHER WORK USE	Fire	Crew	0	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF					None
					1
					2

-----Aircraft Information-----

Make/Model - SIKORSKY S-58D	Eng Make/Model - WRIGHT R-1820-84	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 12700	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 1475 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	SEVIERVILLE, TN	
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 1400 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5430
SE LAND	Months Since - 5	Make/Model- 3630
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 35
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 141
		Rotorcraft - 5335

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER COLLIDED WITH TERRAIN ON A WOODED MOUNTAIN SIDE AFTER LIFTOFF. THE PLT SAID A POWER LOSS OCCURRED AFTER IT WAS TOO LATE TO ABORT. TAKEOFF WAS MADE FROM A LOT THAT WAS 5200 FT MSL. THE PLT HOVER-CHECKED AT 2500 RPM AND 39.5 INCHES OF MANIFOLD PRESSURE PRIOR TO TRANSITION TO FORWARD FLT. THE ACFT CLIMBED ONLY 20 FT BEFORE POWERLOSS OCCURRED. THERE WERE NO CHIP LIGHTS OR UNUSUAL ENGINE GAGE READINGS. THIS WAS THE PLT'S 65TH TRIP FOR THE DAY. DURING THE IMPACT THE RIGHT LANDING GEAR COLLAPSED. DURING THE INVESTIGATION THE COMPRESSION WAS FOUND TO BE LOW ON 4 CYLINDERS, TWO OF WHICH WERE ZERO. TSO WAS 573 HOURS. THE CARBURETOR INLET SCREEN WAS PARTIALLY BLOCKED WITH FIBER LINT. COMPRESSION WAS BEING LOST THROUGH THE EXHAUST VALVES. FUEL FILTER WERE PARTIALLY OBSTRUCTED WITH CONTAMINANTS FROM FUEL DRUMS AT A WORKSITE.



Brief of Accident (Continued)

File No. - 2827

8/06/83

GATLINGURG,TN

A/C Reg. No. N6488

Time (Lcl) - 1610 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - CONTAMINATION
2. ABORT - NOT POSSIBLE - PILOT IN COMMAND
3. FUEL SYSTEM,SCREEN - BLOCKED(PARTIAL)
4. ENGINE ASSEMBLY,CYLINDER - LOW COMPRESSION
5. ENGINE ASSEMBLY,VALVE - MOVEMENT RESTRICTED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,FATIGUE(FLIGHT SCHEDULE) - PILOT IN COMMAND
8. OBJECT - TREE(S)
9. WEATHER CONDITION - HIGH DENSITY ALTITUDE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,7

Factor(s) relating to this accident is/are finding(s) 2,5,6,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2918      9/29/83      APISON,TN      A/C Reg. No. N25814      Time (Lc1) - 1822 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -TAKEOFF			0	0	1	1
				0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	WILLIAM AIRSTRIP
Wind Dir/Speed- 040/009 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2270 -UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 10000 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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 5884
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - ARROW	Make/Model- 189
		Instrument- 365
		Last 30 Days- UNK/NR
		Last 90 Days- 113
		Rotorcraft - 2335
		Multi-Eng - 2449

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE ACFT COLLIDED WITH TREES AND CRASHED DURING TAKEOFF FROM A SHORT GRASS STRIP IN A DOWNWIND DIRECTION. THE WIND VELOCITY WAS 9 KTS. THE STRIP WAS 2300 FT LONG WITH 75 FT TREES AT THE END. UNDER THE EXISTING CONDITIONS THE TAKEOFF COULD NOT BE ACCOMPLISHED ACCORDING TO THE ACFT PERFORMANCE CHARTS. THE CFI DOING THE FLYING ALSO USED IMPROPER AIRSPEED FOR THE LIFT OFF.

Brief of Accident (Continued)

File No. - 2918

9/29/83

APISON, TN

A/C Reg. No. N25814

Time (Lc1) - 1822 EDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - TREE(S)
  2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND(CFI)
  3. WEATHER CONDITION - TAILWIND
  4. PERFORMANCE DATA - NOT IDENTIFIED - PILOT IN COMMAND(CFI)
  5. DISTANCE - INADEQUATE - PILOT IN COMMAND(CFI)
  6. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND(CFI)
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

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. - 2929      10/01/83      SEWANEE, TN      A/C Reg. No. N8349Z      Time (Lcl) - 1810 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries  
Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

0

0

0

0

0

0

1

4

-----Aircraft Information-----

Make/Model - PIPER PA-32-301

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 3400

No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1G5

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DANVILLE, KY

Destination

SEWANEE, TN

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

FRANKLIN COUNTY

Runway Ident - 24

Runway Lth/Wid - 3300/ 50

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI

SE LAND, ME LAND

Age - 33

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3082

Make/Model- 36

Instrument- 165

Multi-Eng - 2982

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 134

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING LANDING ROLL. THE PLT HAS RECOUNTED SEVERAL VARIATIONS OF THE ACCIDENT FROM LOCKED BRAKES (PARKING) TO A FLAT LEFT TIRE WITH FULL RIGHT RUDDER TO MAINTAIN DIRECTIONAL CONTROL. THERE WAS A LEFT TIRE SKID MARK FROM TOUCHDOWN ACCORDING TO THE PLT. THE RIGHT TIRE LEFT A SKID MARK ALSO ABOUT 100 FT LATER. ACCORDING TO THE INSURANCE ADJUSTERS ACCOUNT THE PLT SAID HE DID NOT USE THE BRAKES DURING LANDING. ANOTHER WITNESS SAYS BOTH TIRES LEFT SKID MARKS STARTING 800 FT FROM THE RWY THRESHOLD.

Brief of Accident (Continued)

File No. - 2929

10/01/83

SEWANEE, TN

A/C Reg. No. N8349Z

Time (Lcl) - 1810 CDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR, TIRE - BURST
  2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

3. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2879      12/13/83      MCDONALD, TN      A/C Reg. No. N8981P      Time (Lcl) - 0080 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -CRUISE

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Injuries		
		Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-24-260B  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3100  
No. of Seats      - 6

Eng Make/Model      - LYCOMING IO-540-D4A5  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 260 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 020/005 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - OBSCURED  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CHATTANOOGA, TN  
Destination  
MARION, VA

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 - 53  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1526  
Make/Model- 710  
Instrument- 26  
Multi-Eng - 2  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RECEIVED 2 WX BRIEFINGS BEFORE TAKEOFF & WAS PROVIDED FLT PRECAUTIONS OF IMC TO CONTINUE BEYOND 0900 EST. ALSO, HE WAS ADVISED THAT THE MOUNTAINS WOULD BE OCCASIONALLY OBSCURED & ICING COULD BE EXPECTED TO THE WEST BELOW 6000 FT. DURING BOTH BRIEFINGS, HE REPORTED HIS INTENTIONS TO FLY UNDER IFR; HOWEVER, HE DID NOT FILE A FLT PLAN. AFTER HIS LAST BRIEFING, HE SAID HE WOULD CALL BACK AFTER REVIEWING HIS CHARTS. BEFORE TAKING OFF, THE PLT ADVISED GROUND CONTROL HE PLANNED TO CRUISE "JUST AROUND 1100, RIGHT UNDER THE DECK." HE TOOK OFF AT APRX 0845. AT 0853, RADAR SERVICE WAS TERMINATED, 9 MI EAST OF THE ARPT & NO FURTHER CONTACT WAS MADE. SUBSEQUENTLY, THE ACFT CRASHED ABOUT 75 FT BELOW THE SUMMIT OF WHITE OAK MOUNTAIN, ABOUT 10 MI NE OF THE ARPT. AN EXAM REVEALED THE ACFT HAD IMPACTED IN AN APPARENT NOSE LEVEL, RIGHT WING LOW ATTITUDE. NO PREIMPACT, MECHANICAL PROBLEMS WERE EVIDENT. LOCAL RESIDENTS REPORTED LOW CLOUDS WHICH OBSCURED THE HILL TOPS.

Brief of Accident (Continued)

File No. - 2879

12/13/83

MCDONALD, TN

A/C Reg. No. N8981P

Time (Lcl) - 0080 EST

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
  2. TERRAIN CONDITION - HIGH TERRAIN
  3. WEATHER CONDITION - CLOUDS
  4. WEATHER CONDITION - LOW CEILING
  5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      CRUISE

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2872

4/02/83

CUERO, TX

A/C Reg. No. N734ZR

Time (Lcl) - 1600 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-DESCENT				

Fire

Crew

1

0

0

0

ON GROUND

Pass

2

0

0

0

-----Aircraft Information-----

Make/Model - CESSNA 172N

Eng Make/Model - LYCOMING O-360-A1A

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 - 4

Rated Power - 180 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/010 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

CUERO

Runway Ident - 32

Runway Lth/Wid - 2800/ 60

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

Age - 23

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- 0

Multi-eng - 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-RATED PLT HAD BEEN PREVIOUSLY EMPLOYED BY THE OPERATOR & KNEW WHERE THE KEYS OF THE ACFT HAD BEEN KEPT. HE HAD NO KNOWN FLIGHT TRAINING, BUT HAD PREVIOUSLY BEEN A PASSENGER IN THE ACFT ON AT LEAST ONE OCASION. HE TOOK THE ACFT WITHOUT PERMISSION, PRESUMABLY TO TAKE TWO FRIENDS ON A JOY RIDE. DURING THE TAKEOFF ROLL & INITIAL CLIMB, THE ACFT WAS OBSERVED TO ENTER A STEEP NOSE HIGH ATTITUDE. THE ACFT THEN WENT INTO A STEEP, SLOW SPEED TURN, ENTERED A NEAR VERTICAL, SPINNING DIVE, CRASHED INTO A LARGE METAL BUILDING & BURNED. THE WIND WAS REPORTED TO BE FROM THE NORTH AT 10 GUSTING 25 KTS.



Brief of Accident (Continued)

File No. - 2872

4/02/83

CUERO, TX

A/C Reg. No. N734ZR

Time (Lcl) - 1600 CST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. JUDGEMENT - POOR - UNQUALIFIED PERSON
  2. LIFT-OFF - PREMATURE - UNQUALIFIED PERSON
  3. AIRSPEED - NOT OBTAINED - UNQUALIFIED PERSON
  4. STALL/SPIN - UNCONTROLLED - UNQUALIFIED PERSON
- 

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. - 2809      5/30/83      BON WIER, TX      A/C Reg. No. N714UX      Time (Lcl) - 1000 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 - TAKEOFF

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- VARIABLE/002 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  
HOUSTON, TX

Airport Proximity  
UNK/NR

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 44  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 93  
Make/Model- 43  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A FENCE DURING TAKEOFF FROM AN UNIMPROVED FIELD. THE PLT AND HIS WIFE HAD DEPARTED HOUSTON TX THE DAY BEFORE FOR A "LOCAL" FLT. DUE TO MECHANICAL DIFFICULTIES A LANDING WAS MADE AT BON WIER. ACCORDING TO THE PLT, ALTHOUGH RELATIVES LIVE IN BON WEIR THE LANDING WAS NOT PLANNED. DURING THE ATTEMPTED TAKEOFF NEXT MORNING, THE PILOT CLAIMS TO HAVE EXPERIENCED A 2ND POWER LOSS AT ABOUT 50 FT AGL. THE ACFT COLLIDED WITH TWO FENCES DURING TAKEOFF. THE ENGINE RAN NORMALLY DURING POST-ACCIDENT INVESTIGATION.

Brief of Accident (Continued)

File No. - 2809

5/30/83

BON WIER, TX

A/C Reg. No. N714UX

Time (Lcl) - 1000 CDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - FENCE
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  4. DISTANCE - MISJUDGED - PILOT IN COMMAND
  5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2934      5/30/83      DECATUR, TX      A/C Reg. No. N41761      Time (Lcl) - 1745 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		1	0	0	0
Accident Occurred During	-DESCENT	NONE		0	0	0	0
		Crew					
		Pass					

-----Aircraft Information-----

Make/Model	- PIPER PA28R200	Eng Make/Model	- LYCOMING IO-360-C1C	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	- 200 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	BRIDGEPORT, TX			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- IMC	TULSA, OK		DECATUR MUNICIPAL	
Wind Dir/Speed	- 040/020 KTS	ATC/Airspace		Runway Ident	- 17
Visibility	- 7.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 2550/ 60
Lowest Sky/Clouds	-	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- 500 FT OVERCAST	Type Apch/Lndg	- TRAFFIC PATTERN	Runway Status	- WET
Obstructions to Vision	- NONE				
Precipitation	- RAIN				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 105	Last 24 Hrs - 1
SE LAND	Months Since - 7	Make/Model - 6	Last 30 Days - 16
	Aircraft Type - 77	Instrument - 2	Last 90 Days - 16

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING DUE TO POOR WX THE PILOT OBTAINED A WX BRIEFING DURING WHICH HE WAS TOLD OF A LONG LINE OF THUNDERSTORMS 150 MILES WIDE COVERING THE AREA IN WHICH HE WAS LOCATED. THE PILOT DEPARTED & THEN ATTEMPTED TO LAND AT AN AIRPORT 15 MILES AWAY IN GUSTY WIND CONDITIONS WITH LOW CEILINGS & RAIN. THE ACFT STALLED ON FINAL APCH & IMPACTED IN A STEEP NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 2934

5/30/83

DECATUR, TX

A/C Reg. No. N41761

Time (Lcl) - 1745 CDT

-----  
Occurrence            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND
2.        IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - RAIN
6. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)
7. WEATHER CONDITION - GUSTS
8. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
9.        IMPROPER DECISION, SELF-INDUCED PRESSURE - 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) 2,3,4,5,6,7,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2991      6/09/83      ADDISON, TX      A/C Reg. No. N65419      Time (Lcl) - 1407 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing      - FSS</p> <p>Method           - UNK/NR</p> <p>Completeness   - UNK/NR</p> <p>Basic Weather   - VMC</p> <p>Wind Dir/Speed- 300/007 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</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance   - NONE</p> <p>Type Apch/Lndg      - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">ADDISON</p> <p>Runway Ident       - 15</p> <p>Runway Lth/Wid    - 7199/ 100</p> <p>Runway Surface    - ASPHALT</p> <p>Runway Status     - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
STUDENT	Current           - N/A	Total            - 18	Last 24 Hrs - UNK/NR	
	Months Since    - N/A	Make/Model-    18	Last 30 Days- UNK/NR	
	Aircraft Type   - N/A	Instrument-      0	Last 90 Days- UNK/NR	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING TAKEOFF, THE ACFT "IMMEDIATELY SLID SIDEWAYS" AS THE NOSEWHEEL LIFTED OFF. ACCORDING TO A WITNESS, THE ACFT WEATHERVANED/VEERED INTO THE WIND. SUBSEQUENTLY, THE PLT REDUCED POWER & THE ACFT DROPPED FROM ABOUT 15 FT AGL TO THE GRASS SURFACE BESIDE THE RWY. THE ACFT HIT TAIL 1ST & ON THE MAIN GEAR. ALL 3 GEAR ASSEMBLIES WERE DAMAGED AS WELL AS THE TAIL CONE & RUDDER. THE 1347 CDT WIND AT ADDISON WAS FROM 300 DEG AT 7 KTS. ACCORDING TO THE PLT, THE WIND AT THE TIME OF THE ACCIDENT WAS FROM 130 DEG AT 15 KTS.

Brief of Accident (Continued)

File No. - 2991

6/09/83

ADDISON, TX

A/C Reg. No. N65419

Time (Lcl) - 1407 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2973      6/12/83      LEAGUE CITY, TX      A/C Reg. No. N6450B      Time (Lcl) - 1011 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
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	HOUSTON GULF
Wind Dir/Speed- 135/010 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 60
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
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 - 46
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 46
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RETURNING FROM A SOLO X-COUNTRY, THE STUDENT PLT WAS LANDING. SHORTLY AFTER FLARING TO LAND, A GUST OF WIND "DEFLECTED" THE PLANE. THE STUDENT DECIDED TO ABORT THE LANDING & APPLIED FULL THROTTLE, BUT WAS NOT ABLE TO AVOID TOUCHING DOWN IN A RIGHT CRAB. THE ACFT BOUNCED BACK IN THE AIR & WENT OFF THE LEFT SIDE OF THE RWY & THRU AN ADJACENT FENCE. THE STUDENT THEN CLOSED THE THROTTLE TO LAND; HOWEVER, THE LEFT WING HIT A SMALL TREE & THE ACFT GROUND LOOPED & NOSED OVER. THE STUDENT ESTIMATED THE WIND WAS FROM THE SE AT 10 GUSTING 12 KTS.



Brief of Accident (Continued)

File No. - 2973

6/12/83

LEAGUE CITY, TX

A/C Reg. No. N6450B

Time (Lcl) - 1011 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2.    COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3.    IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

5. GO-AROUND - INITIATED - PILOT IN COMMAND
6. OBJECT - FENCE
7. OBJECT - TREE(S)
8.    GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2915      6/13/83      LAGRANGE, TX      A/C Reg. No. N6338L      Time (Lcl) - 2000 CDT

-----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	0	1	0	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - GRUMMAN AA1A	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - YES/YES
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 - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	LAGRANGE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	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- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 16
	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- 5
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES IN SIX SEPARATE LOCATIONS AROUND THE TOWN REPORTED THE ACFT PERFORMING LOW ALTITUDE AEROBATIC MANEUVERS & BUZZING RECREATIONAL AREAS PRIOR TO THE ACCIDENT. THE ACFT WAS SUBSEQUENTLY OBSERVED DOING "ROLLER-COASTER" OR FIGURE-8 MANEUVERS, STALL & SPIN INTO A BARN. THE PLT'S BLOOD ALCOHOL LEVEL WAS 0.156%.

Brief of Accident (Continued)

File No. - 2915

6/13/83

LAGRANGE, TX

A/C Reg. No. N6338L

Time (Lc1) - 2000 CDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
  2. BUZZING - INTENTIONAL - PILOT IN COMMAND
  3. AEROBATICS - PERFORMED - PILOT IN COMMAND
  4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  5.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
  6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2976      6/16/83      ARLINGTON, TX      A/C Reg. No. N25838      Time (Lcl) - 1103 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	SUBSTANTIAL				
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor
Accident Occurred During -TAKEOFF			0	0	1
					0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CORSICANA, TX	ARLINGTON
Wind Dir/Speed- 130/005 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 16
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 16
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT WAS DEPARTING ON A SOLO X-COUNTRY FLT. HE REPORTED THAT IMMEDIATELY AFTER BECOMING AIRBORNE, DIRECTIONAL CONTROL WAS LOST & THE ACFT SWERVED TO THE LEFT. FULL RIGHT RUDDER WAS APPLIED, BUT DIRECTIONAL CONTROL WAS NOT REGAINED. AS THE PLT REDUCED POWER TO IDLE, THE ACFT CONTINUED LEFT & WENT OFF THE SIDE OF THE RWY. THE NOSE GEAR DUG INTO THE TERRAIN BETWEEN THE RWY & TAXIWAY, CAUSING THE ACFT TO NOSE OVER. WITNESSES STATED THAT AFTER THE ACFT BEGAN VEERING LEFT, IT HIT & BOUNCED ABOUT 20 FT BACK IN THE AIR BEFORE FLIPPING OVER.

Brief of Accident (Continued)

File No. - 2976

6/16/83

ARLINGTON, TX

A/C Reg. No. N25838

Time (Lc1) - 1103 CDT

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. DIRECTIONAL CONTROL - NOT OBTAINED - PILOT IN COMMAND
  2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  3. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
  4. AIRCRAFT HANDLING - NOT MAINTAINED - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2970      6/18/83      CLIFTON, TX      A/C Reg. No. N28008      Time (Lc1) - 1840 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model      - BELLANCA 17-30A  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3325  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL IO-520-K1A  
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      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 040/008 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  
FORT WORTH, TX  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

CLIFTON  
Runway Ident      - 32  
Runway Lth/Wid      - 3000/ 50  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age - 48

Biennial Flight Review

Current      - YES  
Months Since      - 8  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1629	Last 24 Hrs	- 1
Make/Model-	214	Last 30 Days-	UNK/NR
Instrument-	21	Last 90 Days-	56
Multi-Eng	- 17		

Instrument Rating(s) - NONE

-----Narrative-----

ON FINAL APCH TO LAND, THE PLT SAW 2 BUZZARDS & ADDED POWER WHILE MANEUVERING TO AVOID THEEM, THEN CONTINUED THE APCH. THIS RESULTED IN LANDING BEYOND THE INTENDED TOUCHDOWN POINT. THE MIDDLE OF THE RWY WAS HIGHER THAN EITHER END; THEREFORE, THE PLT WAS UNABLE TO SEE A LARGE CANINE THAT WAS MOVING TOWARD THE LANDING AREA UNTIL THE ACFT WAS ABOUT HALFWAY DOWN THE RWY. A GO-AROUND WAS INITIATED, BUT AS THE GEAR WAS RETRACTED, THE WHEELS CONTACTED TREETOPS NEAR THE END OF THE RWY. THE ACFT SUBSEQUENTLY CAME TO REST IN A MILO FIELD ABOUT 250 YDS FROM THE INITIAL TREE IMPACT AFTER FLYING THRU ADDITIONAL TREES.

Brief of Accident (Continued)

File No. - 2970

6/18/83

CLIFTON, TX

A/C Reg. No. N28008

Time (Lc1) - 1840 CDT

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING

Finding(s)

1. OBJECT - BIRD(S)
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. OBJECT - ANIMAL(S)
4. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
6. OBJECT - TREE(S)

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2938      6/19/83      ABILENE, TX      A/C Reg. No. N6303Z      Time (Lcl) - 0730 CDT

-----Basic Information-----

Type Operating Certificate	AGRICULTURAL AIRCRAFT	Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-AERIAL APPLICATION	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- PIPER PA-25-235	Eng Make/Model	- LYCOMING O-540-B2B5	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	- 235 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	
Wind Dir/Speed- 170/003 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000 -UNK/NR
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 - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1112	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 23	Make/Model- 498	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 51
		Multi-Eng - 10	

Instrument Rating(s) - NONE

-----Narrative-----

THE AGRICULTURAL ACFT COLLIDED WITH A POLE DURING AN ABORTED TAKEOFF AFTER DIRECTIONAL CONTROL WAS LOST. THE PLT STATED THAT A SOFT SPOT IN THE RWY CAUSED THE ACFT TO VEER LEFT. THE TAKEOFF WAS ABORTED BUT THE ACFT CONTINUED OFF THE RWY AND COLLIDED WITH THE POLE NEAR THE DEPARTURE END OF THE RWY.



Brief of Accident (Continued)

File No. - 2938

6/19/83

ABILENE, TX

A/C Reg. No. N6303Z

Time (Lc1) - 0730 CDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

5. OBJECT - UTILITY POLE
- 

----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. - 2943      6/21/83      LEGGETT, TX      A/C Reg. No. N44294      Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	1	0
Accident Occurred During	-LANDING		Pass 0	0	1	1

-----Aircraft Information-----

Make/Model	- PIPER PA-28R-200	Eng Make/Model	- LYCOMING IO-360-C1C	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/010 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 3500 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point LOUISVILLE, MS</p> <p>Destination HOUSTON, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY ROUGH</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 - 54</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 7</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 300</p> <p>Make/Model- 18</p> <p>Instrument- 25</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE FAILED WHILE CRUISING AT 2500 FT. THE ACFT WAS LANDED IN AN OPEN FIELD. POST ACCIDENT INVESTIGATION DISCLOSED A MISSING OIL DRAIN PLUG. 2 PISTONS FAILED FROM LACK OF OIL. THE ACFT HAD A 100 HOUR INSPECTION AND OIL CHANGE ABOUT 11 HOURS FLT TIME BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2943

6/21/83

LEGGETT, TX

A/C Reg. No. N44294

Time (Lc1) - 1530 CDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM, OIL MAGNETIC PLUG - SEPARATION
  2. MAINTENANCE, 100 HOUR INSPECTION - IMPROPER - OTHER MAINTENANCE PSNL
  3. ENGINE ASSEMBLY, PISTON - FAILURE, TOTAL
  4. FLUID, OIL - EXHAUSTION
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2942      6/24/83      WAXAHACHIE, TX      A/C Reg. No. N9950J      Time (Lcl) - 1255 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T188C	Eng Make/Model - CONTINENTAL TS10-520-T	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - 10
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 - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 9500
SE LAND	Months Since - 9	Last 24 Hrs - 10
	Aircraft Type - UNK/NR	Make/Model- 5000
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A DITCH AND CARTWHEELED TO A STOP DURING LANDING. THE PLT STATED THAT A DOWNDRAFT WAS ENCOUNTERED OVER THE THRESHOLD AND THE ACFT TOUCHED DOWN LEFT OF THE CENTERLINE. THE WING AND SPRAY ROOM CAUGHT IN TALL GRASS AND THE ACFT VEERED INTO A DITCH.

Brief of Accident (Continued)

File No. - 2942

6/24/83

WAXAHACHIE, TX

A/C Reg. No. N9950J

Time (Lcl) - 1255 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND

Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN

Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2964      6/25/83      NAS KINGSVILLE, TX      A/C Reg. No. N3239G      Time (Lc1) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-AIRSHOW	Fire		0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE		0	0	1	0
Accident Occurred During	-MANEUVERING						

-----Aircraft Information-----

Make/Model	- KATE 301	Eng Make/Model	- P & W R-1340	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 5800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 600 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing      - MILITARY</p> <p>Method           - IN PERSON</p> <p>Completeness    - WEATHER NOT PERTINENT</p> <p>Basic Weather    - VMC</p> <p>Wind Dir/Speed- 270/003 KTS</p> <p>Visibility        - UNK/NR</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling    - 3500 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation     - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</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 - UNK/NR</p> <p>Type of Clearance   - UNK/NR</p> <p>Type Apch/Lndg      - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">NAS KINGSVILLE</p> <p style="padding-left: 20px;">Runway Ident      - 03</p> <p style="padding-left: 20px;">Runway Lth/Wid   - 8000/ 200</p> <p style="padding-left: 20px;">Runway Surface    - ASPHALT</p> <p style="padding-left: 20px;">Runway Status     - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 50</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current            - YES</p> <p style="padding-left: 20px;">Months Since      - 3</p> <p style="padding-left: 20px;">Aircraft Type     - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total              - 1984</p> <p style="padding-left: 20px;">Make/Model-      12</p> <p style="padding-left: 20px;">Instrument-       42</p> <p style="padding-left: 20px;">Last 24 Hrs -      12</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HOME BUILT ACFT WAS BUILT FROM PARTS OF A NORTH AMERICAN SNJ-4 & BT-13. IT WAS MADE TO RESEMBLE A WW-II JAPANESE KATE BOMBER & WAS BEING USED IN A CONFEDERATE AIR FORCE SHOW TO SMILULATE LOW LEVEL BOMBING RUNS. BETWEEN PASSES, THE PLT MADE 90-270 DEG TURNS, SIMILAR TO CROP DUSTER TURNS. ACCORDING TO THE PLT, HE "PULLED TOO HARD IN THE TURN ON A HOT DAY", ENTERED A HIGH SPEED STALL & CRASHED. HE REPORTED THE TEMP WAS 96 DEG.

Brief of Accident (Continued)

File No. - 2964

6/25/83

NAS KINGSVILLE, TX

A/C Reg. No. N3239G

Time (Lc1) - 1430 CDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
  2. MANEUVER - INITIATED - PILOT IN COMMAND
  3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  4. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2937

6/26/83

MARION, TX

A/C Reg. No. N7BL

Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	1	1

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
IN FLIGHT

Crew  
Pass

-----Aircraft Information-----

Make/Model - GLOBE GC-1B  
Landing Gear - TAILWHEEL-RETRACTABLE MAINS  
Max Gross Wt - 1710  
No. of Seats - 3

Eng Make/Model - LYCOMING O-360-A1D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Wind Dir/Speed- 180/002 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

HOUSTON, TX

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ZUEHL

Runway Ident - 17

Runway Lth/Wid - 3000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ROUGH

ATC/Airspace

Type of Flight Plan- NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 1300

Make/Model- 1300

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH FENCES DURING A FORCED LANDING AFTER AN ENGINE FUEL FIRE. THE LEFT EXHAUST PIPE FAILED AND THE MISDIRECTED HEAT BURNED THROUGH A FUEL LINE. THE FUEL IGNITED FILLING THE COCKPIT WITH SMOKE. THE ENGINE QUIT DUE TO FUEL STARVATION AND THE PLT WAS FORCED TO LAND OFF THE ARPT.



Brief of Accident (Continued)

File No. - 2937

6/26/83

MARION, TX

A/C Reg. No. N7BL

Time (Lc1) - 1030 CDT

-----  
Occurrence #1        FIRE  
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)  
1. FUEL SYSTEM, LINE - BURNED  
2. EXHAUST SYSTEM, STACK - FAILURE, PARTIAL  
-----

Occurrence #2        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)  
3. FLUID, FUEL - STARVATION  
-----

Occurrence #3        FORCED LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)  
4. OBJECT - FENCE  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2957

6/27/83

KENEDY, TX

A/C Reg. No. N5040K

Time (Lc1) - 1805 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

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 - RYAN NAVION-A  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3233  
No. of Seats - 5

Eng Make/Model - CONTINENTAL E-185-9  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 185 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - 10.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
CORPUS CHRISTI, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

KARNES CO.  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 49  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	3000	Last 24 Hrs - 2
Make/Model-	900	Last 30 Days- UNK/NR
Instrument-	60	Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKING OFF, THE ENG BEGAN TO LOSE POWER. THE PLT SAID IT QUIT & RESTARTED SEVERAL TIMES WHILE HE WAS TRYING TO RETURN TO THE ARPT. DURING AN EMERGENCY LANDING, ABOUT 3 MI FROM THE ARPT, THE PLT ELECTED TO LAND WITH THE GEAR RETRACTED SINCE THERE WERE TERRACES IN THE LANDING AREA. THERE REASON FOR THE POWER LOSS WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 2957

6/27/83

KENEDY, TX

A/C Reg. No. N5040K

Time (Lc1) - 1805 CDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation   CLIMB - TO CRUISE

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation   LANDING  
-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)  
2. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C: 20594

Brief of Accident

File No. - 2975      6/29/83      PORT MANSFIELD, TX      A/C Reg. No. N39589      Time (Lc1) - 0930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	5

-----Aircraft Information-----

Make/Model - PIPER PA-32RT-300T  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540-K1G4D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 180  
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  
HOUSTON, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

CHARLES R. JOHNSON  
Runway Ident - 12  
Runway Lth/Wid - 3222/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 43  
Biennial Flight Review  
Current - YES  
Months Since - 14  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 3387  
Last 24 Hrs - UNK/NR  
Make/Model- 23  
Last 30 Days- UNK/NR  
Instrument- 55  
Last 90 Days- 7  
Multi-Eng - 480

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, THE NOSE GEAR POSITION LIGHT FLICKERED & THE NOSE GEAR UNSAFE LIGHT ILLUMINATED, JUST PRIOR TO ROTATION. HE REPORTEDLY ABORTED THE TAKEOFF AT THAT TIME, BUT WAS UNABLE TO STOP BEFORE GOING OFF THE END OF THE RWY AT 65 TO 70 KTS. AS THE ACFT ROLLED THRU A DITCH, ABOUT 75 YDS FROM THE END OF THE RWY, ALL 3 LANDING GEAR COLLAPSED. DUE TO THE IMPACT DAMAGE, THE MECHANICAL CONDITION OF THE NOSE GEAR COULD NOT BE EVALUATED. THE ACFT WAS ESTIMATED TO BE 339 TO 456 LBS OVER ITS MAX GROSS WT.

Brief of Accident (Continued)

File No. - 2975

6/29/83

PORT MANSFIELD, TX

A/C Reg. No. N39589

Time (Lcl) - 0930 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, NOSE GEAR - UNDETERMINED

Occurrence #2 OVERRUN  
Phase of Operation TAKEOFF

Finding(s)

2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF

Finding(s)

4. TERRAIN CONDITION - DITCH

Occurrence #4 COMPLETE GEAR COLLAPSED  
Phase of Operation TAKEOFF

Finding(s)

5. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2965

6/29/83

EL PASO, TX

A/C Reg. No. N3483M

Time (Lc1) - 1730 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-12  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1750  
No. of Seats - 2

Eng Make/Model - LYCOMING O-230-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 270/005 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TOUCH AND GO

Airport Proximity  
ON AIRPORT

Airport Data

EL PASO INT'L  
Runway Ident - 26  
Runway Lth/Wid - 5600/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age - 48  
Biennial Flight Review  
Current - YES  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 326  
Make/Model- 5  
Instrument- 0  
Multi-Eng - 192  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING TOUCH-&-GO LANDINGS & STATED THAT HE HAD BEEN FLYING WITH THE MIXTURE LEANED. AFTER A LANDING, HE APPLIED FULL THROTTLE, BUT THE ENG COUGHED & SPUTTERED. HE THEN ADVANCE THE MIXTURE TO RICH TO CORRECT THE SITUATION. AT ABOUT THE SAME TIME, THE ACFT VEERED TO THE RIGHT, WENT OFF THE RWY, CONTACTED A SAND DUNE & NOSED OVER. THE PLT HAD JUST TRANSITIONED TO TAILWHEEL EQUIPPED ACFT.

Brief of Accident (Continued)

File No. - 2965

6/29/83

EL PASO, TX

A/C Reg. No. N3483M

Time (Lcl) - 1730 MDT

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2.     IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
  5. TERRAIN CONDITION - ROUGH/UNEVEN
- 

Occurrence #3            NOSE OVER  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2911      6/29/83      EL CAMPO, TX      A/C Reg. No. N60655      Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries				
		SUBSTANTIAL			Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		Crew	1	0	0	0
Flight Conducted Under	-14 CFR 91	NONE		Pass	1	0	0	0
Accident Occurred During	-DESCENT							

-----Aircraft Information-----

Make/Model	- CESSNA 150J	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	EL CAMPO, TX	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 230/011 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 1500 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- UNK/NR
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - UNK/NR	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT IMPACTED THE GROUND IN A STEEP NOSE DOWN ATTITUDE. AFTER IMPACT, THE ACFT REMAINED IN A TAIL-HIGH ATTITUDE. NO KNOWN WITNESSES OBSERVED THE ACCIDENT. AN EXAM OF THE ENG & PROP SHOWED A MINIMUM OF POWER BEING DEVELOPED AT THE TIME OF IMPACT. A TEARDOWN & EXAM OF THE ENG REVEALED NO EVIDENCE OF INTERNAL MALFUNCTION OR FAILURE. AN EXAM/ANALYSIS OF THE FUEL SHOWED IT COULD HAVE BEEN AUTO GASOLINE OR A MIXTURE OF AUTO & AVIATION FUEL. A WITNESS SAID THE PLT HAD REGULARLY USED AUTO FUEL. CONTINUITY OF THE ENG & FLT CONTROLS WAS VERIFIED. ON 2/28/83, THE STUDENT PLT HAD BEEN INDORSED FOR SOLO FLT IN CESSNA 150 ACFT.



Brief of Accident (Continued)

File No. - 2911

6/29/83

EL CAMPO, TX

A/C Reg. No. N60655

Time (Lcl) - UNK/NR

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    UNKNOWN

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  2.     IMPROPER USE OF PROCEDURE, QUALIFICATION - 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    DESCENT - UNCONTROLLED

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2946      6/30/83      KATY, TX      A/C Reg. No. N4999K      Time (Lcl) - 1235 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	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- I.C.A. BRASON IS-2902	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- HULL	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- UNK/NR		
No. of Seats	- 1	Rated Power	- N/A		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	HARBICAN
Wind Dir/Speed	- 180/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 27
Lowest Sky/Clouds	- 3000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 2700 -UNK/NR
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- GRASS/TURF
Condition of Light	- DAYLIGHT	- FORCED LANDING	Runway Status
			- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 572	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - 20	Make/Model-	8
GLIDER	Aircraft Type - UNK/NR	Instrument-	33
		Multi-Eng -	8
			Last 30 Days- UNK/NR
			Last 90 Days- 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE GLIDER COLLIDED WITH A DITCH DURING A FORCED LANDING AFTER THE TOW ROPE DISCONNECTED SHORTLY AFTER TAKEOFF. THE PLT WAS NOT ABLE TO AVOID THE DITCH DURING LANDING DUE TO A STRONG SINK RATE. THE TOW HOOK ASSEMBLY WAS EXAMINED AFTER THE ACCIDENT AND NO DISCREPANCIES WERE FOUND. THIS DEVICE REQUIRES A VERY CLOSE VISUAL INSPECTION TO INSURE IT IS OVER CENTER (FULLY ENGAGED) BEFORE BEING USED. EVEN THOUGH NOT FULLY LOCKED IT WILL HOLD FOR A TIME BEFORE INADVERTENT RELEASE OCCURS.

Brief of Accident (Continued)

File No. - 2946

6/30/83

KATY, TX

A/C Reg. No. N4999K

Time (Lcl) - 1235 CDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. GLIDER LAUNCH/TOW EQUIPMENT - DISCONNECTED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN  
-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - DITCH  
-----

-----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. - 2985      7/01/83      SAN ANTONIO, TX      A/C Reg. No. N6386Q      Time (Lcl) - 1545 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	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 108 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - TV WX</p> <p>Method - TV/RADIO</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 160/011 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT</p> <p>Lowest Ceiling - 5000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAN ANTONIO, TX</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - WATER</p> <p>Runway Status - WATER-CALM</p>
--	--	--

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 20</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 - 54</p> <p>Make/Model- 54</p> <p>Instrument- 3</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 3</p>
--	---	--

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT, THE ENG BEGAN TO LOSE POWER & THE PLT WAS UNABLE TO MAINTAIN ALTITUDE. HE TRIED VARIOUS THINGS TO RESTORE POWER WHICH INCLUDED CHANGING POSITIONS OF THE MAGNETO SWITCH. SUBSEQUENTLY, THE ACFT WAS DITCHED IN A LAKE. THE MAGNETO SWITCH WAS FOUND POSITIONED THE THE LEFT POSITION, BUT NO OTHER DISCREPANCIES WERE FOUND.

Brief of Accident (Continued)

File No. - 2985

7/01/83

SAN ANTONIO, TX

A/C Reg. No. N6386Q

Time (Lc1) - 1545 CDT

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE

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. - 2936

7/03/83

JEFFERSON, TX

A/C Reg. No. N9857L

Time (Lcl) - 1230 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 - TAKEOFF

Fire Crew  
NONE Pass

-----Aircraft Information-----

Make/Model - GRUMMAN AA-1B  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1560  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 108 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/012 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 3000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SHREVEPORT, LA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

MANNING

Runway Ident - 21

Runway Lth/Wid - 1800/ 60

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 - 20

Aircraft Type - AA-1B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 161 Last 24 Hrs - UNK/NR

Make/Model- 161 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH SMALL TREES AND TWO FENCES DURING TAKEOFF AND NOSED DOWN INTO THE GROUND. A WITNESS NOTICED THE ACFT WOBBLING IN THE AIR AT LOW ALT BEFORE THE COLLISION WITH THE TREES. THE DENSITY ALT WAS 2800 FT. THERE WERE NO MECHANICAL MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2936

7/03/83

JEFFERSON, TX

A/C Reg. No. N9857L

Time (Lc1) - 1230 CDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
  3. OBJECT - TREE(S)
  4. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
  5. OBJECT - FENCE
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation   TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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. - 2945      7/03/83      FORT WORTH, TX      A/C Reg. No. N96585      Time (Lcl) - 1100 CDT

-----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
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - GRUMMAN AA-1B	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	FORT WORTH, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SYCAMORE
Wind Dir/Speed- 180/020 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3450/ 25
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- HAZE	FULL STOP	
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 - 1597
SE LAND	Months Since - 6	Make/Model- 20
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 19
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 40
		Rotorcraft - 505

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT DRAGGED BOTH WINGS, FIRST THE LEFT AND THEN THE RIGHT, BEFORE CONTACTING A FENCE. THE CFI TOOK CONTROL THE ACFT DURING THE LANDING BUT THE AIRSPEED WAS TOO LOW TO GO-AROUND AND COLLISION WITH THE FENCE OCCURRED. THE AFT WAS ONLY 10 FT OFF THE GROUND WHEN THE FIRST WING DRAGGED.



Brief of Accident (Continued)

File No. - 2945

7/03/83

FORT WORTH, TX

A/C Reg. No. N96585

Time (Lc1) - 1100 CDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
  2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND(CFI)
  3. STALL - INADVERTENT - PILOT IN COMMAND(CFI)
- 

Occurrence #2        DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - FENCE
- 

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2944

7/04/83

DAYTON, TX

A/C Reg. No. N48374

Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - AERIAL APPLICATION

Flight Conducted Under - 14 CFR 137

Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4500

No. of Seats - 1

Eng Make/Model - P & W R1340-AN1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 5.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DAYTONA, TX

Destination

LOCAL

Airport Proximity  
ON AIRPORT

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)

COMMERCIAL

SE LAND

Age - 57

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 14427

Make/Model- 7221

Instrument- 11

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 143

Instrument Rating(s) - NONE

-----Narrative-----

THE AGRICULTURAL ACFT CRASHED 100 FT SHORT OF THE RWY AFTER THE ENGINE FAILED. THE PLT SAID THE ENGINE LOST POWER AND RPM SO HE DECIDED TO RETURN TO THE AIRSTRIIP AFTER DUMPING HIS CHEMICAL LOAD. THE ENGINE FAILED COMPLETELY SHORT OF THE RWY. THE ACFT HIT A FENCE AND NOSED OVER DURING THE FORCED LANDING. POST ACCIDENT EXAMINATION REVEALED AN OIL SEAL HAD FAILED. OIL WENT THROUGH THE BLOWER INTO THE THE INTAKE VALVES AND FAILED THE ENGINE.

Brief of Accident (Continued)

File No. - 2944

7/04/83

DAYTON, TX

A/C Reg. No. N48374

Time (Lc1) - 0900 CDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM,OIL SEAL - FAILURE,TOTAL
  2. LUBRICATING SYSTEM,OIL SEAL - FAILURE,TOTAL
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2994      7/10/83      MANVEL, TX      A/C Reg. No. N91306      Time (Lcl) - 1140 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 120/015 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 3500 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data WOLFE</p> <p>Runway Ident - 20</p> <p>Runway Lth/Wid - 3000/ 50</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 24</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 11</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 831</p> <p>Make/Model- 74</p> <p>Instrument- 94</p> <p>Multi-Eng - 91</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 59</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD A REPORTED LOSS OF POWER DURING TAKEOFF AT ABOUT 200 FT. THE FLT INSTRUCTOR (CFI) THEN TURNED APRX 30 DEG RIGHT TO AVOID TREES & LANDED ON ROUGH TERRAIN ALONG A PIPE LINE RIGHT-OF-WAY. AN EXAM OF THE ACFT & ENG REVEALED NO REASON FOR THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 2994

7/10/83

MANVEL, TX

A/C Reg. No. N91306

Time (Lcl) - 1140 CDT

-----  
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. 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. - 2966      7/25/83      KEMAH, TX

A/C Reg. No. N1109

Time (Lcl) - 2245 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	1	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - HOVER

NONE  
Fire  
NONE

-----Aircraft Information-----

Make/Model - HUGHES 369D  
Landing Gear - SKID  
Max Gross Wt - 3000  
No. of Seats - UNK/NR

Eng Make/Model - ALLISON 250-C20B  
Number Engines - 1  
Engine Type - TURBOSHAFT  
Rated Power - 375 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- 200/005 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
UNK/NR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
  
HELICOPTER

Age - 42  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 4800  
Make/Model- 105  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 95  
Rotorcraft - 2000

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD LANDED IN A RESTAURANT PARKING LOT. WHEN HE WAS INFORMED THAT A LOCAL ORDINANCE HAD BEEN PASSED PROHIBITING HELICOPTER OPERATIONS FROM RESTAURANT PARKING LOTS & THAT THE POLICE HAD BEEN CALLED, HE PREPARED TO TAKEOFF. AS THE PLT WAS PREPARING TO LIFT OFF, A PERSON APPROACHED THE HELICOPTER TO PROTEST ITS OPERATION NEAR HIS TRAILER HOUSE & TOLD THE PLT NOT TO TAKE OFF. THE PLT STATED HE WAS AFRAID FOR HIS SAFETY & LIFTED OFF TO A HOVER & BACK DOWN "A COUPLE OF TIMES" UNTIL THE PERSON JUMPED OFF. THE PERSON EITHER JUMPED OR FELL ABOUT 20 FT & WAS INJURED.

Brief of Accident (Continued)

File No. - 2966

7/25/83

KEMAH, TX

A/C Reg. No. N1109

Time (Lc1) - 2245 CDT

Occurrence MISCELLANEOUS/OTHER  
Phase of Operation HOVER

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. DISTURBANCE - INITIATED - PILOT IN COMMAND
3. IMPROPER DECISION, PRESSURE INDUCED BY OTHERS - OTHER PERSONNEL
4. UNSAFE/HAZARDOUS CONDITION - PERFORMED - OTHER PERSON

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2992      8/10/83      PORTLAND, TX      A/C Reg. No. N771SB      Time (Lcl) - 1415 CDT

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage						
		SUBSTANTIAL						
Type of Operation	-BUSINESS	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During	-LANDING			0	0	0	1	

-----Aircraft Information-----

Make/Model	- CESSNA 182Q	Eng Make/Model	- CONTINENTAL O-470-U	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	CORPUS CHRISTI, TX			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		HUNT	
Wind Dir/Speed	- 150/017 KTS	ATC/Airspace		Runway Ident	- 32R
Visibility	- 7.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 2700/ 40
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 7000	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 11	Make/Model - 2000	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 200	Last 90 Days - 20
		Multi-Eng - 1000	Rotorcraft - 4000

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PLT STATED THAT SHORTLY AFTER TAKEOFF, HE HEARD A "LOUD BANG" WHICH WAS FOLLOWED BY A RATTLING SOUND & A LOSS OF ENG POWER. HE HAD TAKEN OFF OVER WATER & ELECTED TO MAKE A 180 DEG TURN TO LAND DOWNWIND ON THE ARPT. THE ACFT TOUCHED DOWN AT ABOUT THE MIDPOINT OF RWY 32R. UNABLE TO STOP, THE PLT APPLIED WHAT POWER WAS AVAILABLE & BECAME AIRBORNE AGAIN, CLEARING CARS ON A HIGHWAY WHICH CROSSED THE DEPARTURE END OF RWY 32. INSUFFICIENT POWER WAS AVAILABLE TO REMAIN AIRBORNE. THE ACFT TOUCHED DOWN IN A RECENTLY PLOWED FIELD WHERE THE RIGHT MAIN GEAR WAS TORN OFF & THE ACFT NOSED OVER. AN EXAM REVEALED THAT THE #6 ROCKER PIN BOSSES WERE BROKEN. A DEEP RIDGE HAD BEEN WORN IN THE INTERIOR FACE OF A BOSS BY A PREVIOUS THRUST WAS HER, & AN IMPROPER OVERSIZED WASHER HAD BEEN INSTALLED WHICH SPANNED THE WEAR AREA. ALSO, A LARGE QUANTITY OF WATER WITH RUST FLAKES WAS FOUND IN THE CARBURETOR BOWL, FUEL STRAINER & RIGHT FUEL LINE.



Brief of Accident (Continued)

File No. - 2992

8/10/83

PORTLAND, TX

A/C Reg. No. N771SB

Time (Lcl) - 1415 CDT

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
2. FLUID, FUEL - CONTAMINATION
3. FLUID, FUEL - WATER
4. ENGINE ASSEMBLY, OTHER - FAILURE, TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3      OVERRUN  
Phase of Operation      LANDING

Finding(s)

5. WEATHER CONDITION - HIGH WIND
6. WEATHER CONDITION - TAILWIND

Occurrence #4      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING

Finding(s)

7. OBJECT - VEHICLE
8. GO-AROUND - INITIATED - PILOT IN COMMAND
9. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
10. TERRAIN CONDITION - SOFT

Occurrence #5      NOSE OVER  
Phase of Operation      LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 5,6,7,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2983      8/12/83      IOWA PARK, TX      A/C Reg. No. N6110X      Time.(Lc1) - 1620 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH C23	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point	
Method - UNK/NR	AMARILLO, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ARLINGTON, TX	WICHITA VALLEY
Wind Dir/Speed- 225/002 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3490/ 50
Lowest Sky/Clouds - 6000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 67
SE LAND	Months Since - UNK/NR	Make/Model- 27
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING, THE ACFT FLOATED ABOUT 1/3 TO 1/2 OF THE WAY DOWN THE RWY BEFORE TOUCHING DOWN. THE PLT WAS UNABLE TO STOP ON THE REMAINING RWY & THE ACFT CONTINUED OFF THE END & HIT A DITCH. AN EXAM OF THE BRAKES REVEALED TWO DISCREPANCIES. THE TEMP WAS ESTIMATED TO BE 108 DEG & THE DENSITY ALT WAS ABOUT 4500 FT. ALSO, THE RWY SLOPED SLIGHTLY DOWNHILL.

Brief of Accident (Continued)

File No. - 2983

8/12/83

IOWA PARK, TX

A/C Reg. No. N6110X

Time (Lc1) - 1620 CDT

-----  
Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
  2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  3. DISTANCE - MISJUDGED - PILOT IN COMMAND
  4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
  5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
  6.        IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

Occurrence #2        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

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. - 2959

8/14/83

CADDO MILLS, TX

A/C Reg. No. N2693H

Time (Lcl) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Fire  
NONE

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS 1-26F

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 - 575

Engine Type - UNK/NR

No. of Seats - 1

Rated Power - N/A

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/015 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

CADDO MILLS

Runway Ident - UNK/NR

Runway Lth/Wid - 4000 -UNK/NR

Runway Surface - CONCRETE

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)

STUDENT

Age - 61

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 26 Last 24 Hrs - UNK/NR

Make/Model- 26 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT SAW A SMALL THUNDERSTORM MOVING TOWARD THE ARPT, SO HE RETURNED TO LAND BEFORE IT ARRIVED. HE STATED HE WAS 2 TO 3 MIN TOO LATE. WHILE IN THE TRAFFIC PATTERN, HE ENCOUNTERED TURBULENCE, DOWNDRAFTS & WINDS REPORTEDLY GUSTING TO 30 KTS. AS THE PLT TURNED ONTO FINAL APCH, THE GLIDER SUDDENLY DROPPED, TOUCHED DOWN HARD SHORT OF THE RWY & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 2959

8/14/83

CADDO MILLS, TX

A/C Reg. No. N2693H

Time (Lc1) - 1730 CDT

Occurrence #1           UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2.     IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. WEATHER CONDITION - THUNDERSTORM
4. WEATHER CONDITION - TURBULENCE
5. WEATHER CONDITION - DOWNDRAFT
6. WEATHER CONDITION - GUSTS

Occurrence #2           HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

7. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2961      8/14/83      LYONS, TX      A/C Reg. No. N303RH      Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

Aircraft Damage  
DESTROYED  
Fire      NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - SCHEMPP-HIRTH STANDARD CIRRUS      Eng Make/Model - N/A  
Landing Gear - UNK/NR      Number Engines - N/A  
Max Gross Wt - 800      Engine Type - UNK/NR  
No. of Seats - 1      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- CALM  
Visibility - 4.000 SM  
Lowest Sky/Clouds - 3000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- UNK/NR  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
KATY, TX  
Destination  
KATY, TX

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND  
GLIDER

Age - 30

Biennial Flight Review

Current - YES  
Months Since - 20  
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	-	107	Last 24 Hrs	-	4
Make/Model	-	107	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	15

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON THE RETURN PORTION OF A ROUND-ROBIN X-COUNTRY FLT, THE PLT LOST THERMAL LIFT & ELECTED TO LAND IN A PASTURE. HE GRADUALLY DESCENDED OVER THE PASTURE & PREPARED TO LAND. WHEN THE GLIDER WAS ABOUT 30 FT AGL, THE RIGHT WING TIP STRUCK THE TOP OF A TREE, THEN CARTWHEELED & HIT THE GROUND.

Brief of Accident (Continued)

File No. - 2961

8/14/83

LYONS, TX

A/C Reg. No. N303RH

Time (Lc1) - 1500 CDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH

Finding(s)

1. OBJECT - TREE(S)
  2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH

-----  
Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2960

8/23/83

SAN ANTONIO, TX

A/C Reg. No. N57714

Time (Lc1) - 1745 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - INSTRUCTIONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - APPROACH

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	1	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - AERONCA 0-58B  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1260  
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 65 HP

ELT Installed/Activated - 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- 139/010 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  
SAN ANTONIO, TX  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
TOUCH AND GO

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

CANNON FIELD  
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)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 62  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 5479  
Last 24 Hrs - 1  
Make/Model- 25  
Last 30 Days- UNK/NR  
Instrument- 267  
Last 90 Days- UNK/NR  
Multi-Eng - 4600

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BOTH OCCUPANTS WERE CONFEDERATE AIR FORCE PERSONNEL. THE PLT-IN-COMMAND (PIC) REMINDED THE OTHER OCCUPANT OF WIRES IN THE AREA WHERE THEY WERE FLYING ON BASE LEG. THE OTHER OCCUPANT REPLIED, "YES, I SEE THEM & THINK WE WILL BE ABOVE THEM." HE THEN REPLIED, "NO, WE ARE GOING TO HIT THEM." AFTER STRIKING THE WIRES, THE ACFT WENT OUT OF CONTROL & CRASHED.



Brief of Accident (Continued)

File No. - 2960

8/23/83

SAN ANTONIO, TX

A/C Reg. No. N57714

Time (Lcl) - 1745 CDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
  2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
  3. SUPERVISION - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - VFR PATTERN - BASE TURN

-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2869      9/05/83      FREER, TX      A/C Reg. No. N3374J      Time (Lc1) - 2230 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	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 150G	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	UNK/NR		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	FREER, TX	DUVAL-FREER	
Wind Dir/Speed	- UNK/NR		Runway Ident	- 13
Visibility	- 7.0 SM	ATC/Airspace	Runway Lth/Wid	- 3690/ 150
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- FORCED LANDING	
Precipitation	- NONE			
Condition of Light	- NIGHT(DARK)			

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
	Current - N/A	Total - UNK/NR	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, THE NON-RATED PLT ENCOUNTERED A LOSS OF POWER AFTER THE FUEL EXHAUSTED NEAR THE DESTINATION ARPT. SUBSEQUENTLY, HE MADE AN EMERGENCY LANDING AT NIGHT ON UNIMPROVED TERRAIN APRX 1 MI FROM THE ARPT. DURING THE LANDING SEQUENCE, THE ACFT BOUNCED, THE RIGHT WING DUG INTO THE GROUND, THEN THE PLANE SWERVED 45 DEG & COLLIDED WITH MESQUITE TREES.

Brief of Accident (Continued)

File No. - 2869

9/05/83

FREER, TX

A/C Reg. No. N3374J

Time (Lc1) - 2230 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      UNKNOWN

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, QUALIFICATION - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4.      FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
6. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING

Finding(s)

7. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #5      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING

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) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5,6,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2952

9/05/83

DANEVANG, TX

A/C Reg. No. N9997Y

Time (Lcl) - 0808 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CHAMPION 7GCB  
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-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 - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
DANEVANG, TX  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

PVT. STRIP  
Runway Ident - 18  
Runway Lth/Wid - 3000 -UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 57  
Biennial Flight Review  
Current - YES  
Months Since - 21  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	4246
Make/Model-	1787
Instrument-	0
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	74

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AFTER TOUCHDOWN, HE TURNED TOO FAST & LOST DIRECTIONAL CONTROL OF THE ACFT.

Brief of Accident (Continued)

File No. - 2952

9/05/83

DANEVANG, TX

A/C Reg. No. N9997Y

Time (Lc1) - 0808 CDT

---

Occurrence            LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2954

9/11/83

FORT WORTH, TX

A/C Reg. No. N714WM

Time (Lcl) - 1745 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

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-UNK/NR

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- 120/008 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ARDMORE, OK

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

MANGHAM

Runway Ident - 17

Runway Lth/Wid - 2500/ 32

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - UNK/NR

Type of Clearance - UNK/NR

Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 37

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 28

Make/Model- 5

Instrument- 1

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT'S APCH TO LAND WAS HIGH & HE EXTENDED 20 DEG OF FLAPS & RETARDED THE POWER TO IDLE. REALIZING HE WAS ABOUT TO LAND TOO LONG, HE INITIATED A GO-AROUND. HE APPLIED POWER & RETRACTED THE FLAPS TO FULL UP. THE STUDENT STATED THAT THE ACFT BEGAN SETTling TOO FAST & HE PANICKED, REDUCED THE POWER TO IDLE & ATTEMPTED TO FORCE THE ACFT ONTO THE RWY. THIS RESULTED IN A HEAVY IMPACT & THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2954

9/11/83

FORT WORTH, TX

A/C Reg. No. N714WM

Time (Lcl) - 1745 CDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
  2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  3. GO-AROUND - INITIATED - PILOT IN COMMAND
  4. RAISING OF FLAPS - PERFORMED - PILOT IN COMMAND
  5. DESCENT - NOT CORRECTED - PILOT IN COMMAND
  6.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND
  7. ABORT - PERFORMED - PILOT IN COMMAND
  8. FLARE - DELAYED - PILOT IN COMMAND
- 

Occurrence #2        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

9. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,8

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. - 2963      10/08/83      JUNCTION, TX      A/C Reg. No. N8272Y      Time (Lcl) - 1230 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-32-301T	Eng Make/Model - LYCOMING TIO-540-S1AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	AUSTIN, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Y.O. RANCH
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200 -UNK/NR
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
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 - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 429
SE LAND	Months Since - 4	Make/Model- 429
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING, THE PLT NOTICED A PLANE PARKED ON THE RIGHT SIDE OF THE RWY. AT THE DEPARTURE END. HE BECAME CONCERNED THAT HE WAS NOT SLOWING AS FAST AS HE DESIRED & THAT THERE WOULD BE INSUFFICIENT ROOM TO PASS. THEREFORE, HE PULLED THE PARKING BRAKE HANDLE. THE ACFT THEN BEGAN TO "PULL TO THE LEFT." IT CONTINUED OFF THE SHOULDER OF THE NARROW RWY & WENT DOWN A 4 TO 5 FT GRADE. THE LEFT WING CONTACTED THE GROUND CAUSING THE ACFT TO ENTER SIDEWARD SLIDE. AN EXAM REVEALED NOTHING WRONG WITH THE BRAKES. A MECHANIC STATED THAT IF THE PARKING BRAKE IS USED WHILE THE ACFT IS IN MOTION, ONE BRAKE WILL ALMOST CERTAINLY LOCK UP BEFORE THE OTHER.



Brief of Accident (Continued)

File No. - 2963

10/08/83

JUNCTION, TX

A/C Reg. No. N8272Y

Time (Lcl) - 1230 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. PARKING BRAKES - IMPROPER USE OF - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2978      10/11/83      DALLAS, TX      A/C Reg. No. N67176      Time (Lcl) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -DESCENT

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----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    - FSS  
Method        - UNK/NR  
Completeness   - UNK/NR  
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   - DAYLIGHT

Itinerary

Last Departure Point  
MESQUITE, TX  
Destination  
ADDISON, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident    - UNK/NR  
Runway Lth/Wid   - UNK/NR  
Runway Surface   - UNK/NR  
Runway Status   - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 21  
Biennial Flight Review  
Current        - YES  
Months Since   - 21  
Aircraft Type   - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total        - 737  
Make/Model   - 112  
Instrument    - 51  
Multi-Eng    - 117  
Last 24 Hrs   - 3  
Last 30 Days   - UNK/NR  
Last 90 Days   - 199

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE STILL SEVERAL MILES FROM ADDISON, TX, THE ACFT ENCOUNTERED THE LEADING EDGE OF A THUNDERSTORM. BOTH OCCUPANTS STATED THE ACFT ENCOUNTERED WIND SHEAR. REPORTEDLY, THE WIND SHEAR WAS SO SEVERE THAT IT FORCED THE ACFT DOWN & IT CONTACTED THE GROUND. A FEW MINUTES PRIOR TO THE ACCIDENT, THE WX AT ADDISON CHANGED FROM 1300 SCATTERED TO 900 FT OBSCURED, VISIBILITY 1 MI. ABOUT 30 MIN LATER, THE WX IMPROVED SIGNIFICANTLY.

Brief of Accident (Continued)

File No. - 2978

10/11/83

DALLAS, TX

A/C Reg. No. N67176

Time (Lc1) - 1800 CDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      APPROACH

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
  2. WEATHER CONDITION - THUNDERSTORM
  3. WEATHER CONDITION - WINDSHEAR
  4. WEATHER CONDITION - FOG
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH

Finding(s)

5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

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----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. - 2935      10/17/83      EL PASO, TX      A/C Reg. No. N7041W      Time (Lcl) - 1435 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	EL PASO, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BIGGS AAF
Wind Dir/Speed- 060/001 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 70.0 SM	Type of Flight Plan - MILITARY (VFR)	Runway Lth/Wid - 13555/ 300
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - UNK/NR	Runway Surface - CONCRETE
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 - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 14
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 14
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER AFTER LEAVING THE RWY AND COLLIDING WITH A DIRT BANK DURING AN ATTEMPTED GO-AROUND. THE CFI HAD JUST CHECKED THE STUDENT OUT FOR HIS FIRST SOLO FLIGHT. HE HEARD THE ACFT POWER DECREASE AND SAW THE ACFT HEADING OFF THE RWY. THE STUDENT THEN INCREASED THE POWER BUT THE ACFT COLLIDED WITH A DIRT BANK, CONTINUED AIRBORNE FOR A SHORT DISTANCE & BOUNCED BEFORE IT NOSED OVER INTO AN INVERTED ATTITUDE.

Brief of Accident (Continued)

File No. - 2935

10/17/83

EL PASO, TX

A/C Reg. No. N7041W

Time (Lcl) - 1435 MDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

Occurrence #3      NOSE OVER  
Phase of Operation      TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2910      11/14/83      HOUSTON, TX      A/C Reg. No. N908S      Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-OTHER WORK USE	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - BELL 206L-1	Eng Make/Model - ALLISON 250-C28B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4150	Engine Type - TURBOSHAFT	
No. of Seats - 7	Rated Power - 500 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/010 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity UNK/NR</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 2500
	Months Since - UNK/NR	Make/Model- 1300
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- 30
		Last 90 Days- 100
		Rotorcraft - 2500

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACFT LOST POWER DURING THE TAKEOFF CLIMB. DURING THE FORCED AUTOROTATION LANDING THE TAIL WAS SEVERED BY THE MAIN ROTOR. THE ENGINE WAS STILL RUNNING AT 70 PERCENT N-1. NO DISCREPANCIES WERE NOTED IN THE ENGINE DURING POST-ACCIDENT EXAMINATION AND RUN-UP. THE PLT DID NOT FILE AN ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 2910

11/14/83

HOUSTON, TX

A/C Reg. No. N908S

Time (Lcl) - 1430 CST

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
2. AUTOROTATION - PERFORMED - PILOT IN COMMAND  
-----

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
3. FLARE - IMPROPER - PILOT IN COMMAND  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2922      11/21/83      EL PASO, TX

A/C Reg. No. N201TH

Time (Lcl) - 1814 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -DESCENT

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model        - MOONEY M20J  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2740  
No. of Seats      - 4

Eng Make/Model - LYCOMING IO-360-A1B6D  
Number Engines - 1  
Engine Type     - RECIP-FUEL INJECTED  
Rated Power     - 200 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing        - NO RECORD OF BRIEFING  
Method            - N/A  
Completeness      - N/A  
Basic Weather     - VMC  
Wind Dir/Speed- 290/014 KTS  
Visibility        - 10.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling    - UNK/NR  
Obstructions to Vision- UNK/NR  
Precipitation     - RAIN  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
GREENVILLE, MS  
Destination  
ELPASO, TX

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - NONE

Runway Ident        - UNK/NR  
Runway Lth/Wid     - UNK/NR  
Runway Surface      - UNK/NR  
Runway Status       - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 59  
Biennial Flight Review  
Current            - YES  
Months Since      - UNK/NR  
Aircraft Type      - 152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1308
Make/Model	- UNK/NR
Instrument	- 65
Multi-Eng	- UNK/NR
Last 24 Hrs	- UNK/NR
Last 30 Days	- UNK/NR
Last 90 Days	- UNK/NR
Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND AT 4380 FT MSL. THE PLT HAD CALLED THE CONTROL TOWER IN EL PASO AND ADVISED THAT HE WAS AT 8500 FT AND WOULD HAVE TO START DESCENDING DUE TO WEATHER IN THE AREA. THE PLT WAS VFR AND NO FLT PLAN HAD BEEN FILED. HE WAS ADVISED OF GROUND ELEVATIONS IN THE AREA OF 4500 FT AND ADVISED TO REMAIN VFR. ABOUT 4 MINUTES LATER RADIO AND RADAR CONTACT WERE LOST AND A SEARCH WAS INITIATED. THE WRECKAGE WAS LOCATED 3 HOURS LATER. EXAMINATION OF THE WRECKAGE INDICATED THAT THE ACFT IMPACTED THE GROUND AT ABOUT A 25-30 DEGREE NOSE DOWN AND RIGHT WING LOW ATTITUDE WHILE TRAVELING AT A HIGH RATE OF SPEED. IT BOUNCED AND TRAVELED ABOUT 100 YARDS BEFORE 2ND IMPACT WHERE IT ROLLED INVERTED. ALTHOUGH THE PLT HAD ABOUT 1300 HOURS TOTAL FLYING TIME HE HAD ONLY FLOWN 7 HOURS IN THE LAST 9 YEARS. THE ACCIDENT ACFT HAD JUST BEEN BOUGHT BY THE 59 YEAR OLD PLT. THERE WERE NO INDICATIONS OF ANY MECHANICAL MALFUNCTIONS OR FAILURES PRIOR TO IMPACT. LOCAL RESIDENTS REPORTED LIGHT RAIN & SNOW FLURRIES IN THE AREA.



Brief of Accident (Continued)

File No. - 2922

11/21/83

EL PASO, TX

A/C Reg. No. N201TH

Time (Lc1) - 1814 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - CLOUDS
4. TERRAIN CCNDITION - HAIL
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - RAIN
7. WEATHER CONDITION - SNOW
8. IFR PROCEDURE - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CRUISE

Finding(s)

9. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - 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) 9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2997      9/12/83      WOODRUFF,UT      A/C Reg. No. N8667F      Time (Lc1) - 1020 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 133  
Accident Occurred During      -DESCENT

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal

0  
0

Injuries

Serious

0  
0

Minor

1  
0

None

0  
0

-----Aircraft Information-----

Make/Model      - HUGHES 369D  
Landing Gear      - SKID  
Max Gross Wt      - 2100  
No. of Seats      - 4

Eng Make/Model - ALLISON 250-C20B  
Number Engines - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 420 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- 003 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
WOODRUFF,UT  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)  
Type of Clearance      - NONE  
Type Apch/Lndg      - UNK/NR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - UNK/NR  
Runway Status      - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND  
HELICOPTER

Age - 48  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type      - 369D

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 6800  
Last 24 Hrs      - 6  
Make/Model- 200  
Last 30 Days- UNK/NR  
Instrument- UNK/NR  
Last 90 Days- 180  
Multi-Eng - 500  
Rotorcraft      - 5800

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER WAS BEING USED TO LIFT SEISMIC MATERIALS ON A 100 FT LONG LINE. AFTER LIFTING THE LOAD TO A HOVER AT ABOUT 10 TO 20 FT, THE PLT HEARD A LOUD "BANG" WHICH WAS FOLLOWED BY A LOSS OF DIRECTIONAL CONTROL. THE HELICOPTER BEGAN UNCONTROLLED SPINNING & CRASHED MOMENTS LATER. WITNESSES REPORTED THAT THE TAIL ROTOR BLADES STOPPED ROTATING PRIOR TO THE HELICOPTER HITING THE GROUND. AN EXAM REVEALED THAT THE AFT TAIL ROTOR DRIVESHAFT FLEXIBLE COUPLING, BENDIX PN; 369A5501, HAD FAILED. DUE TO DAMAGE OF THE FRACTURE SURFACE, THE MODE OF FAILURE COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 2997

9/12/83

WOODRUFF,UT

A/C Reg. No. N8667F

Time (Lcl) - 1020 MDT

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Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      HOVER

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - FAILURE, TOTAL  
-----

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      HOVER

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND  
-----

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2812      10/13/83      HANKSVILLE, UT      A/C Reg. No. N3254Y      Time (Lc1) - 2100 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	2	0	0
Accident Occurred During -CRUISE			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	THERMAL, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GREEN RIVER, UT	Runway Ident - UNK/NR
Wind Dir/Speed- 200/010 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - EXPIRED	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 141	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 10	Make/Model- 141	Last 30 Days- 3
	Aircraft Type - UNK/NR	Instrument- 3	Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THERE WERE TWO PILOTS ABOARD THIS ACFT WHICH IMPACTED IN A STEEP NOSE DOWN ATTITUDE ON A PLATEAU AT 5000 FT MSL. FLIGHT CONTROL CONTINUITY WAS ESTABLISHED. THE PILOT WAS RECENTLY CERTIFICATED & HIS CLASS III MEDICAL HAD EXPIRED. THE SECOND PILOT HELD A COMMERCIAL CERTIFICATE & AN INSTRUMENT RATING. HIS RECENT EXPERIENCE COULD NOT BE DETERMINED. THE CRASH SITE WAS IN AN AREA WITH NO SIGNIFICANT LIGHTS CREATING A "BLACK HOLE." ONE PROPELLER BLADE WAS TWISTED & BENT WITH SCRATCHES ON THE CAMBER SIDE & A FILAMENT FROM A NAVIGATION LIGHT WAS STRETCHED. THE ACFT WAS NOT CERTIFIED FOR ICING CONDITIONS & HAD NOT BEEN INSPECTED FOR INSTRUMENT FLIGHT. A METEOROLOGICAL SUMMARY INDICATES THAT THE AREA OF THE ACCIDENT AT THE APPROXIMATE TIME OF THE FLIGHT WOULD HAVE BEEN SUBJECT TO THUNDERSTORMS WITH RAIN SHOWERS, LIGHT TO MODERATE TURBULENCE, FLIGHT VISIBILITY 0 MILES IN CLOUDS. NO WEATHER BRIEFING WAS OBTAINED.

Brief of Accident (Continued)

File No. - 2812

10/13/83

HANKSVILLE,UT

A/C Reg. No. N3254Y

Time (Lcl) - 2100 MDT

Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation       CRUISE

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       CRUISE

Finding(s)

4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT
6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE, EXPERIENCE - PILOT IN COMMAND

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       DESCENT

Finding(s)

10. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2834      2/19/83      STAFFORD,VA

A/C Reg. No. N3750P

Time (Lcl) - 1200 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - PIPER PA-22-150  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1950  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A1A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/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 - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- UNK/NR  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WOODRIDGE,VA  
Destination  
ORANGE,VA

Airport Proximity

UNK/NR

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 48

Biennial Flight Review

Current - UNK/NR  
Months Since - 13  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 540	Last 24 Hrs	- UNK/NR
Make/Model-	452	Last 30 Days-	UNK/NR
Instrument-	10	Last 90 Days-	3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A DITCH DURING A FORCED LANDING. THE PLT WAS CRUISING AT 3000 FT MSL WHEN HE HEARD A "LOUD POP". THE ENGINE STARTED RUNNING ROUGH AND MISSING. THE PLT SHUT THE ENGINE DOWN BY PULLING THE MIXTURE CONTROL AND THROTTLE. WHEN HE SHUT DOWN THE ENGINE HE BEGAN TO LOOK FOR A PLACE TO LAND. HE WANTED I-95 BUT IT WAS CROWDED WITH TRAFFIC. A FIELD WAS PICKED BUT THE DITCH WAS NOT SEEN UNTIL TOO LATE TO AVOID IT.

Brief of Accident (Continued)

File No. - 2834

2/19/83

STAFFORD,VA

A/C Reg. No. N3750P

Time (Lcl) - 1200 EST

-----  
Occurrence #1        LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - INCORRECT
  2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
  3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - DITCH
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 2883      7/12/83      REMINGTON, VA

A/C Reg. No. N27111

Time (Lcl) - 2030 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

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

1

1

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model      - PIPER J3C-65  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1220  
No. of Seats      - 2

Eng Make/Model - CONTINENTAL C-90-8F

Number Engines - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 90 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING

Method      - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- UNK/NR

Visibility      - 10.0      SM

Lowest Sky/Clouds      - CLEAR

Lowest Ceiling      - NONE

Obstructions to Vision- HAZE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

REMINGTON

Runway Ident      - 27

Runway Lth/Wid      - 2000/ 100

Runway Surface      - GRASS/TURF

Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

Age - 50

Biennial Flight Review

Current      - UNK/NR

Months Since      - UNK/NR

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 17200

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-----

ABOUT 15 MIN AFTER TAKEOFF, THE ENG LOST POWER WHILE THE ACFT WAS ON THE DOWNWIND LEG FOR A LANDING ON A PRIVATE STRIP. SUBSEQUENTLY, THE ACFT HIT THE TOPS OF TWO TREES, CRASHED & CAME TO REST APRX 100 YARDS SOUTH OF THE RWY. AN EXAM OF THE WRECKAGE DID NOT REVEAL ANY PREIMPACT, MECHANICAL FAILURES. THE UPPER WING FUEL TANK WAS EMPTY. THE FUSELAGE FUEL TANK WAS DAMAGED DURING IMPACT & FUEL FROM IT SPILLED ONTO THE PLT'S CLOTHES & BODY. THE WING FUEL TANK SELECTOR WAS FOUND IN THE OFF POSITION & THE FUSELAGE TANK VALVE WAS IN THE ON POSITON. THE ENG WAS PARTIALLY DISASSEMBLED, BUT NO PREIMPACT, MECHANICAL MALFUNCTION WAS NOTED. CONTAMINATES WERE NOTED IN THE FUEL STRAINER. SOME YELLOWISH COLORED FUEL WAS REMOVED FROM THE CARBURETOR WHICH CONTAINED SOME CONTAMINATES.



Brief of Accident (Continued)

File No. - 2883

7/12/83

REMINGTON,VA

A/C Reg. No. N27111

Time (Lc1) - 2030 EDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FLUID,FUEL - CONTAMINATION
  2. FLUID,FUEL - STARVATION
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING

-----  
Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING

Finding(s)

3. OBJECT - TREE(S)
- 

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) 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. - 3000

8/06/83

LANDER, WY

A/C Reg. No. N318MV

Time (Lcl) - 0900 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	2	1	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

Fire Crew  
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA TU206G  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3600  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-M  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 310 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - VMC

Wind Dir/Speed- 130/007 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - 31000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRSTRIP

Airport Data

HUNT FIELD

Runway Ident - 03

Runway Lth/Wid - 5100/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 536

Make/Model- 44

Instrument- 10

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING A LANDING WITH FULL FLAPS, THE ACFT TOUCHED DOWN, THEN "FLOATED" BACK INTO THE AIR ABOUT 5 FT. HE ELECTED TO GO AROUND & APPLIED FULL POWER. THE ACFT THEN PITCHED UP & TO THE LEFT & BEGAN TO TRAVEL TO THE LEFT. THE PLT CONTROLLED THE ROLL WITH RUDDER, BUT FAILED TO LOWER THE NOSE, ALTHOUGH ELECTRIC TRIM WAS USED. HE RAISED THE FLAPS 10 DEG, THEN LOWERED THEM AGAIN WHEN HE THOUGHT HIS AIRSPEED WAS TOO LOW. SUBSEQUENTLY, THE ACFT STALLED & CRASHED, LEFT OF THE RWY. AFTER IMPACTING THE GROUND, THE ACFT SLID INTO A UTILITY POLE, LAYING ON THE GROUND, & A PARKED TRACTOR-TRAILER.

Brief of Accident (Continued)

File No. - 3000

8/06/83

LANDER,WY

A/C Reg. No. N318MV

Time (Lcl) - 0900 MDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND
3. - INITIATED - 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      DESCENT - UNCONTROLLED

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      OTHER

Finding(s)

6. OBJECT - UTILITY POLE
7. OBJECT - VEHICLE

----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) 1,6,7

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EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 7067

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