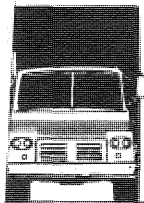
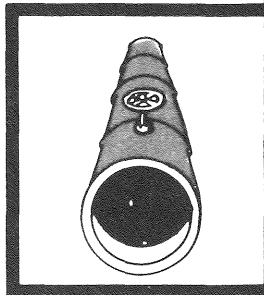
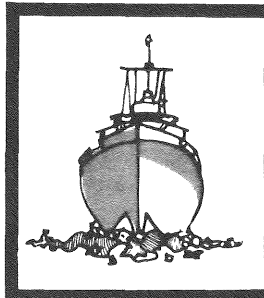
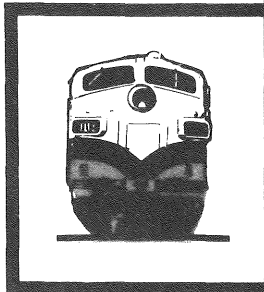
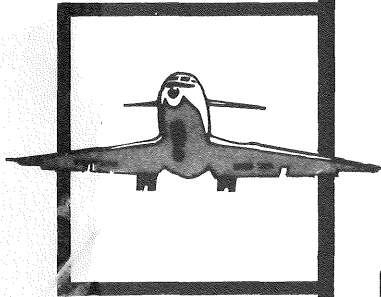


PB85-916917



# **NATIONAL TRANSPORTATION SAFETY BOARD**

WASHINGTON, D.C. 20594

## **AIRCRAFT ACCIDENT REPORTS**

**BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 16 OF 1983 ACCIDENTS**



NTSB / AAB-85 / 17

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Issue 16

**UNITED STATES GOVERNMENT**



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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.  <p align="center">File Numbers: 3001 through 3200</p>					
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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 16**

**CALENDAR YEAR 1983**

## File Order Listing - Issue No. 16, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
3001	2354G	122183	SPARTANBURG, SC	CESSNA	182B	SERIOUS	264
3002	4275R	121783	CHESAPEAKE, VA	CESSNA	C-172M	FATAL	366
3003	3910Y	111383	NUIQSUT, AK	BELL	212	SERIOUS	8
3004	271VT	060283	MONTICELLO, UT	AERO COMMAND	680FL	FATAL	358
3005	5301C	081083	SEVIER, UT	CESSNA	140A	FATAL	360
3007	65680	123183	BROOMFIELD, CO	CESSNA	172P	NONE	78
3008	28077	091183	PROVINCETOWN, MA	BELLANCA	17-31ATC	FATAL	160
3009	276VM	122683	HAYDEN, CO	BEECH	65-90	MINOR	76
3010	768T	122383	ASPEN, CO	CESSNA	421B	MINOR	72
3011	52050	111783	DURANGO, CO	CESSNA	177RG	NONE	68
3012	4818D	120183	HELENA, MT	CESSNA	172N	SERIOUS	182
3013	6894P	122283	ROCK SPRINGS, WY	PIPER	602P	NONE	368
3015	16937	052683	BILLINGS, MT	BELL	206B	NONE	178
3016	7338G	102383	BRENTWOOD, TN	CESSNA	TU206G	FATAL	270
3018	12938	072983	SAINT ANSGAR, IA	PIETENPAL	AIR CAMPER	SERIOUS	122
3019	4929V	070183	DAYTON, OH	CESSNA	172RG	NONE	222
3020	8846D	091683	DODDRIDGE, AR	PIPER	PA-22	NONE	12
3021	2VC	052883	FRIENDSWOOD, TX	EVANS	VP-1	SERIOUS	278
3022	79195	092783	CATARINA, TX	BELL	47G4A	MINOR	296
3023	46N	123083	CORSICANA, TX	CESSNA	182	SERIOUS	356
3024	1292T	083183	COPAN, OK	PIPER	PA 28R-200	FATAL	236
3025	80041	091583	GREEN COVE SPR., FL	PITTS	S-2A	FATAL	90
3026	256EL	091083	FT. LAUDERDALE, FL	CESSNA	C-114A	SERIOUS	88
3027	56932	052883	OPELOUSAS, LA	ENSTROM	280C	FATAL	144
3029	735AC	073083	THREE RIVERS, TX	CESSNA	182Q	NONE	286



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3030	49352	073083	STILLWATER, OK	CESSNA	152	NONE	228
3031	4643J	080583	AFTON, OK	PIPER	PA-28R-180	SERIOUS	230
3032	67452	080783	TULSA, OK	CESSNA	152	NONE	232
3033	6869U	081483	MIDLAND, TX	MOONEY	M-20C	NONE	288
3034	9762W	082983	BUFFALO, OK	PIPER	PA-28-140	SERIOUS	234
3035	2340X	092683	KERRVILLE, TX	PIPER	PA-31T	NONE	294
3036	53070	092583	HOUSTON, TX	CESSNA	177RGII	NONE	292
3037	82147	100383	RAYNE, LA	AERONCA	7AC	MINOR	150
3039	2174M	100883	KIM, CO	PIPER	PA-28-236	FATAL	66
3040	3747C	112183	KALISPELL, MT	CESSNA	170B	NONE	180
3042	87TA	083083	BETTLES, AK	BELL	B-206B	NONE	4
3043	1725R	082583	FAREWELL, AK	CESSNA	A-185F	FATAL	2
3044	1531N	070283	ELLSWORTH, KS	BALLOON WORK	FIRE FLY 7	SERIOUS	136
3045	55008	100983	SULLIVAN, MO	BELLANCA	8KCAB	FATAL	176
3047	2841K	091583	EL RENO, OK	CESSNA	180K	NONE	238
3048	28745	100183	MIDLAND, TX	GRUMMAN AMER	AA-5B	NONE	298
3049	4979D	100883	CLARKSVILLE, TX	CESSNA	182A	MINOR	300
3050	2670F	082183	SAVANNAH, GA	CESSNA	C-182J	NONE	110
3051	99SP	062383	3M SE OF BENTON, MO	PIPER	PA-24-250	FATAL	172
3052	2550G	062683	LUFKIN, TX	CESSNA	182B	NONE	280
3053	1639Q	072383	UVALDE, TX	CESSNA	150L	NONE	284
3054	201GG	051383	BLOOMINGTON, IL	MOONEY	M-20-J-201	FATAL	130
3055	78145	071283	ALPENA, MI	CESSNA	172	NONE	166
3056	35073	070783	LEE'S SUMMIT, MO	CESSNA	177B	NONE	174
3057	1347C	081283	EAST AMANA, IA	CESSNA	177B	NONE	124

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3058	5751V	031383	SHAWNEE, OK	BEECH	A23-24	FATAL	224
3059	234LC	072083	LOST CREEK, VA	PIPER	PA-31P	FATAL	362
3060	2452J	090983	PERRY, IA	CESSNA	150G	SERIOUS	126
3061	731AC	071283	SHELTON, NE	CESSNA	188B	FATAL	194
3062	7026K	100183	CEDAR RAPIDS, IA	PIPER	PA-20	NONE	128
3063	5509V	061283	NEWTON, IA	PIPER	PA-32-260	FATAL	120
3064	6185G	120183	GEORGETOWN, KY	CESSNA	150K	NONE	140
3065	7412D	120683	CHARLOTTE, NC	PIPER	PA-22-150	NONE	192
3066	5276Z	122683	EDGEWATER, MD	PIPER	PA-22-108	NONE	162
3067	6551Z	060483	OMEGA, OK	PIPER	PA-25-235	FATAL	226
3068	39114	080483	GRAND ISLE BLK, GM	BELL	206B	NONE	116
3069	44609	120583	BROWNSVILLE, TX	BEECH	D18S	FATAL	352
3070	4097B	120283	HEBBRONVILLE, TX	BELLANCA	17-30A	FATAL	348
3071	700CW	040183	EAGLE PASS, TX	CESSNA	500	FATAL	274
3072	5134E	050983	NEW BRAUNFELS, TX	CESSNA	182R	FATAL	276
3073	52AC	053083	NEW ORLEANS, LA	PIPER	PA-60	FATAL	146
3074	72B	032483	JEFFERSONVILLE, GA	MITSUBISHI	MU-2B-60	FATAL	108
3075	6482	052283	BRIDGEPORT, CA	SCHEMPP-HIRT	STANDARD C	FATAL	38
3075	184N	052283	BRIDGEPORT, CA	HEMPP-HIRT	STANDARD C	FATAL	40
3077	321HR	101683	REDFIELD, AR	CESSNA	172M	FATAL	16
3078	310JD	120283	HODGEN, OK	CESSNA	310K	FATAL	256
3079	4061P	120383	ALBUQUERQUE, NM	BALLOON WORK	FIREFLY 7	NONE	208
3080	5764F	112483	CISCO, TX	PIPER	PA-28-140	NONE	344
3081	22DH	112083	ORANGE, TX	DEHAVILLAND	DHC-1	NONE	342
3082	26242	111883	ADDISON, TX	GRUMMAN	AA-5A	MINOR	340

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3083	23PS	101583	PRAIRIE GROVE, AR	BEECH	C24R	NONE	14
3084	91620	100783	ALINE, OK	CESSNA	182M	NONE	240
3085	49980	101083	OKMULGEE, OK	CESSNA	152	NONE	242
3086	6902C	101083	EAGLE PASS, TX	PIPER	PA-28R-201	NONE	306
3087	338T	100883	WICHITA FALLS, TX	PIPER	PA-18-105	NONE	304
3088	7400E	102283	TRUTH OR CONS, NM	CESSNA	210	NONE	204
3089	756DV	102083	MIDLAND, TX	CESSNA	U206G	NONE	316
3090	48774	101183	COPEVILLE, TX	CESSNA	152	NONE	308
3091	25788	103183	WESLACO, TX	CESSNA	152	NONE	322
3092	9074Y	103083	OKLAHOMA CITY, OK	ROBINSON	R22	NONE	246
3093	61394	110483	FREEMASON IS., LA	CESSNA	A185F	FATAL	156
3094	4549Q	071883	GARLAND, AR	CESSNA	150M	MINOR	10
3095	4959Q	072283	HOUMA, LA	CESSNA	A185F	MINOR	148
3096	16AK	112983	ATLANTA, GA	PIPER	PA-28R-200	NONE	114
3097	62290	080383	CRYSTAL, MN	GOODYEAR	FG1D	NONE	168
3098	76073	110883	WOODLAND, CA	CESSNA	172N	MINOR	54
3099	5763P	102183	LAKE HILLS, TN	PIPER	PA-24-250	FATAL	268
3100	8193G	100883	EGEGIK RIVER, AK	CESSNA	206	FATAL	6
3101	2302C	112583	CHARLOTTE, NC	CESSNA	T303	NONE	188
3102	5396L	112783	LEXINGTON, TN	PIPER	PA-28-180	FATAL	272
3103	2353F	102583	EL MONTE, CA	CESSNA	210E	NONE	52
3104	6070R	120783	MACDOEL, CA	CESSNA	172G	NONE	56
3105	2991K	122983	MELVILLE LAKE, CA	CESSNA	180K	MINOR	58
3106	25344	123083	SHOSHONE, CA	PIPER	PA-28-181	NONE	62
3107	6610K	061183	VAN NUYS, CA	BEECH	95-B55	FATAL	42

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3108	6708K	093083	TRACY, CA	GRUMMAN	164B	NONE	50
3110	27360	091483	ATLANTIC CITY, NJ	PIPER	PA-31-350	NONE	202
3111	5761N	073083	DAVIS, CA	GREAT LAKES	2T-1A-Z	FATAL	46
3112	9548S	033083	GEORGETOWN, CA	CHAMPION	7ECA	FATAL	34
3113	90329	031383	ESCALON, CA	BELL	206B	MINOR	30
3114	821BE	051683	ROBBINSVILLE, NJ	BEECHCRAFT	BE60	NONE	198
3115	2149L	121383	HARRISON, AR	BEECHCRAFT	A-36	NONE	22
3117	4437T	100983	GULF OF MEXICO, GM	PIPER	PA-34-200	FATAL	118
3118	28426	051383	BEDMINSTER, NJ	GRUMMAN AMER	AA5B	SERIOUS	196
3119	2429D	093083	LIVERMORE FALLS, ME	CESSNA	170B	FATAL	164
3120	1968X	073183	MARLBOROUGH, CT	CESSNA	210H	FATAL	84
3121	31ER	070783	OLD BRIDGE, NJ	GRUMMAN	AA-5B	MINOR	200
3122	NONE	052183	ENFIELD, NY	ROBERTSON	B1-RD (SN:	FATAL	212
3122	NONE	052183	ENFIELD, NY	ROBERTSON	B1-RD	FATAL	214
3123	4980G	052083	N. STONINGTON, CT	CESSNA	172N	SERIOUS	80
3126	8675M	122583	NEAR DOVE CREEK, CO	BEECH	P35	FATAL	74
3127	4034K	042683	GETTYSBURG, PA	HILLER	FH-1100	FATAL	260
3128	NONE	113083	CAPE CARTERET, NC	AMERICAN AER	DOUBLE EAG	FATAL	190
3129	70083	111283	EL PASO, TX	CESSNA	A185E	NONE	332
3130	NONE	092583	HUNTINGTON MILL, PA	CGS	HAWK	FATAL	262
3131	NONE	051183	TURNERS FALLS, MA	VECTOR	610	FATAL	158
3132	NONE	100683	NEW KENT, VA	CGS	HAWK	SERIOUS	364
3133	NONE	091183	GODDARD, KS	AIRMASS	SUNBURST	SERIOUS	138
3134	NONE	102383	MANVEL, TX	PTERODACTYL	ASCENDER I	SERIOUS	318
3135	NONE	082783	ROBINSON, IL	PIONEER	FLIGHTSTAR	SERIOUS	132

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3136	NONE	103083	OZARK, AR	WASPAIR	TOMCAT H.M	SERIOUS	18
3137	NONE	080583	MAYVILLE, NY	AMERICAN AER	EAGLE XL	FATAL	216
3138	7337V	111183	MOORE, OK	BELLANCA	17-30	SERIOUS	252
3139	NONE	082683	KELLER, TX	ROTEC	RALLY 2B	FATAL	290
3140	NONE	062683	SOMMERTON, AZ	AMERICAN AER	EAGLE XL	FATAL	26
3141	NONE	051483	TRACY, CA	HOME BUILT	NONE	FATAL	36
3142	NONE	060783	PITTSBURG, KS	AIRMASS	SUNBURST	FATAL	134
3143	NONE	091883	DALLAS, NC	TERATORN	TIERRA II	MINOR	186
3144	18ER	091983	WATSONVILLE, CA	BEECRAFT	55	NONE	48
3145	90973	122983	MURRIETA, CA	BELLANCA	7ECA	MINOR	60
3146	711RT	111183	HOUSTON, TX	CESSNA	414A	NONE	330
3146	31956	111183	HOUSTON, TX	PIPER	PA-34-200T	NONE	328
3147	4089P	112783	SILVER GREEK, NY	PIPER	PA-23-160	FATAL	218
3147	96268	112783	SILVER CREEK, NY	CESSNA	172P	FATAL	220
3148	22011	050283	MURFREESBORO, TN	PIPER	PA 32RT-30	FATAL	266
3149	7353N	092383	FLAGSTAFF, AZ	CESSNA	TU206-G	FATAL	28
3150	4309H	120483	BULVERDE, TX	PIPER	PA-15	NONE	350
3151	80682	100883	VENICE, FL	GLOBE	GC-1B	FATAL	96
3152	1826Z	111983	NEAR NAPLES, FL	BEECH	95-B55	FATAL	98
3153	215XP	081483	EBRO, FL	ROCKWELL	114A	FATAL	86
3155	3048B	100883	ALANREED, TX	CESSNA	195B	FATAL	302
3156	12371	101483	HOUSTON, TX	GRUMMAN	FM-2	FATAL	310
3157	7165V	122183	ADA, OK	MOONEY	M20F	FATAL	258
3158	6616N	111583	CHILDRESS, TX	CESSNA	210N	FATAL	338
3159	2767M	122083	WAVERLY, KY	PIPER	PA-28-181	NONE	142

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3160	830R	090583	GRIFFIN, GA	QUICKIE	Q2	NONE	112
3161	7933D	122383	TAOS, NM	BEECH	H35	FATAL	210
3162	5212D	112683	PORTALES, NM	CESSNA	180A	NONE	206
3163	237V	110983	MCGREGOR, TX	PITTS SPECIA	S-1	NONE	324
3163	9667M	110983	MCGREGOR, TX	MOONEY	M20C	NONE	326
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**AIRCRAFT ACCIDENT REPORTS**

**BRIEF FORMAT**

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

**ISSUE NUMBER 16 OF 1983 ACCIDENTS**

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3043      8/25/83      FAREWELL,AK      A/C Reg. No. N1725R      Time (Lcl) - 1300 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - CESSNA A-185F  
Landing Gear      - FLOAT  
Max Gross Wt      - 3320  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL IO-520-D24  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 300 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - ACFT RADIO  
Completeness      - PARTIAL,LMTD BY FCSTR  
Basic Weather      - VMC  
Wind Dir/Speed- UNK/NR  
Visibility      - 15.0      SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision- UNK/NR  
Precipitation      - RAIN SHOWERS  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BIG LAKE,AK  
Destination  
SMITH LAKE,AK

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 52

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 2900	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 MOUNTAINOUS TERRAIN IN A NARROW CANYON, THE ACFT WAS HEADING IN A GENERAL DIRECTION TO LEAVE THE CANYON. THE PROPELLER DAMAGE INDICATES THE ENGINE WAS AT HIGH POWER AT IMPACT. THE PLT HAD GIVEN A PIREP TO FAREWELL FSS WHEN HE WAS 40 MILES EAST OF FAREWELL FOR PTARMIGAN PASS CEILING 500 FT AND MARGINAL VFR. THE ELEVATION WAS 2500 FT. THIS WOULD PLACE THE CEILING AT 3000 FT MSL. THIS WOULD BE 100 FT LOWER THAN THE ACCIDENT SITE AND 700 FT LOWER THAN THE RIDGE ON THE EAST SIDE OF THE CANYON WHERE THE CRASH OCCURRED.

Brief of Accident (Continued)

File No. 3043

8/25/83

FAREWELL, AK

A/C Reg. No. N1725R

Time (Lc1) - 1300 ADT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3042

8/30/83

BETTLES, AK

A/C Reg. No. N87TA

Time (Lc1) - 1230 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -NON SCHED, DOMESTIC, PASSENGER

Fire  
NONE

Flight Conducted Under -14 CFR 135

Accident Occurred During -LANDING

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

Make/Model - BELL B-206B

Eng Make/Model - ALLISON C-20

ELT Installed/Activated - YES/NO

Landing Gear - SKI

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 3600

Engine Type - TURBOSHAFT

No. of Seats - 5

Rated Power - 400 HP

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

Weather Data

Wx Briefing - FSS

Method - ACFT RADIO

Completeness - PARTIAL, LMTD BY PILOT

Basic Weather - VMC

Wind Dir/Speed- 060/015 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - 10000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DEADHORSE, AK

Destination

BETTLES, AK

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - GRAVEL

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 30

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - B206B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5000

Make/Model- 3000

Instrument- 102

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 300

Rotorcraft - 5000

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER MADE A AUTOROTATIVE FORCED LANDING AFTER A LOSS OF POWER DURING CRUISE. THE LANDING WAS MADE ON A ROAD AND THE MAIN ROTOR SEVERED THE TAILBOOM. DURING THE POST-ACCIDENT INVESTIGATION A LEAK WAS FOUND IN THE AUTO VALVE(PART NUMBER 206061634-3) OF THE FUEL PUMP. ALSO SOME BRASS AND LEAD WAS FOUND IN THE FUEL AND THE FUEL PUMP IS THE ONLY ELEMENT IN THE FUEL SYSTEM TO USE BRASS BUSHINGS WHICH ARE ALSO IMPREGNATED WITH LEAD TO AID IN LUBRICATION. THE FUEL PUMPS COMPONENTS (BUSHINGS) WERE ROUND OUT OF TOLERANCE WHEN MEASURED. A REENACTMENT FLAMEOUT WAS ACCOMPLISHED WHEN THE FUEL PUMPS WERE "FAILED" BY PULLING THE CIRCUIT BREAKERS AND, AS IN THE ACTUAL ACCIDENT FLAMEOUT, THERE WERE NO INDICATIONS ON THE COCKPIT INSTRUMENTS.

Brief of Accident (Continued)

File No. - 3042

8/30/83

BETTLES, AK

A/C Reg. No. N87TA

Time (Lc1) - 1230 ADT

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

Finding(s)

1. FUEL SYSTEM, PUMP - INCORRECT

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

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3100      10/08/83      EGEGIK RIVER, AK      A/C Reg. No. N8193G      Time (Lcl) - 2215 ADT

-----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 -DESCENT			0	0	0	0
			0	0	0	0

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

Make/Model - CESSNA 206	Eng Make/Model - CONTINENTAL IO-520-F-9	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 - 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 - UNK/NR	LOCAL	BRUSH STRIP
Wind Dir/Speed- 090/030 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1400/ 30
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 400 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- FOG	FULL STOP	
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 600
SE LAND, SE SEA	Months Since - 2	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 25
		Instrument- 5
		Last 30 Days- 21
		Last 90 Days- 204

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT FLEW THE ACFT WITH 4 PASSENGERS TO A DIRT/GRAVEL STRIP NEAR THE EGEGIK RIVER & BECHAROF LAKE, APRX 45 MI SOUTH OF KING SALMON, AK. THE PLT WAS AWARE THAT THE OPERATOR (FT RICHARDSON FLYING CLUB) PROHIBITED THE OPERATION OF ITS ACFT INTO UNAPPROVED ARPTS/STRIPS. WHILE HUNTING NEAR THE STRIP, 2 MEMBERS OF THE PARTY DID NOT RETURN BEFORE NIGHT FALL. THE PLT BECAME WORRIED & DECIDED TO USE THE ACFT TO HELP THEM FIND THEIR WAY BACK. AT 1ST, HE STARTED THE ACFT ENG & TAXIED TO THE HIGHEST POINT ON THE STRIP WITH ALL LIGHTS ON. HE SET A DEADLINE OF 2200 HRS FOR THE HUNTERS' RETURN. WHEN THEY DID NOT ARRIVE, THE PLT TOOK OFF IN POOR WX CONDITIONS & CIRCLED THE AREA OF THE STRIP. HE THEN FLEW AN EXTENDED PATTERN AS IF TO LAND. AT THE POSITION WHERE HE WAS EXPECTED TO TURN FROM BASE TO FINAL, THE ACFT PITCHED DOWN ABRUPTLY, ENTERED AN APPARENT SPIN & CRASHED IN THE RIVER. NO PREIMPACT/MECHANICAL FAILURES/MALFUNCTIONS WERE EVIDENT. WITNESS ESTIMATED THE WX WAS 300 TO 400 FT OVERCAST, VISIBILITY 1 TO 2 MI, WIND 30 KTS WITH HIGHER GUSTS.

Brief of Accident (Continued)

File No. - 3100

10/08/83

EGEGIK RIVER, AK

A/C Reg. No. N8193G

Time (Lc1) - 2215 ADT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
3. IMPROPER DECISION, - PILOT IN COMMAND
4. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
5. IMPROPER DECISION, - PILOT IN COMMAND
6. LIGHT CONDITION - DARK NIGHT
7. WEATHER CONDITION - LOW CEILING
8. WEATHER CONDITION - FOG
9. WEATHER CONDITION - RAIN
10. WEATHER CONDITION - HIGH WIND
11. WEATHER CONDITION - GUSTS

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

12. AIRSPEED - INADEQUATE - PILOT IN COMMAND
13. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
14. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,12,14

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7,8,9,10,11,13

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3003      11/13/83      NUIQSUT,AK      A/C Reg. No. N3910Y      Time (Lcl) - 0040 AST

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

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

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

Make/Model - BELL 212	Eng Make/Model - P & W PT6T-3-B	ELT Installed/Activated - YES/YES
Landing Gear - SKI	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 8500	Engine Type - TURBOSHAFT	
No. of Seats - 15	Rated Power - 1290 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BARROW,AK	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	NUIQSUT
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - 500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	Runway Status - ICE COVERED
Obstructions to Vision- NONE		SNOW - DRY
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

-----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,ATP	Current - YES	Total - 6300	Last 24 Hrs - 3
SE LAND,ME LAND	Months Since - 16	Make/Model- 303	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - B-212	Instrument- 117	Last 90 Days- 52
		Multi-Eng - 1621	Rotorcraft - 500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE SEARCH & RESCUE FLT HAD BEEN DISPATCHED FROM BARROW TO AN ACFT ACCIDENT SITE ADJACENT TO THE NUIQSUT ARPT. ACCORDING TO THE PLT, UPON ARRIVING AT NUIQSUT AT 300 FT AGL THE VISIBILITY WAS 2-3 MI. THEY LINED UP WITH SNOW MACHINES FOR A VISUAL APCH TO THE SITE & THE CO-PLT DISENGAGED THE AUTOPILOT FOR DESCENT. THE PIC CALLED OUT 200, 100 & 50 FT. AT THE 50 FT CALL-OUT THE ACFT IMPACTED TERRAIN & BOTH PLTS PULLED UP ON THE COLLECTIVE. RIGHT AFTER THE PIC SAID "WE'RE AT 50 FEET" THE ACFT AGAIN STRUCK THE GROUND. THE PIC WAS GIVING ALTITUDE READOUTS FROM THE RADAR ALTIMETER. THE ACFT HAD IMPACTED FIRST ON THE EDGE OF A 50 FT GULLY. THE ACFT HAD APPROACHED OVER THE GULLY. BASED ON OLIKTOK, DEADHORSE & UMIAT WX THE NUIQSUT ARPT WAS ENGULFED IN FOG.



Brief of Accident (Continued)

File No. - 3003

11/13/83

NUIQSUT,AK

A/C Reg. No. N3910Y

Time (Lc1) - 0040 AST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. WEATHER CONDITION - FOG
  3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
  4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3094

7/18/83

GARLAND, AR

A/C Reg. No. N4549Q

Time (Lc1) - 1440 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -CHECK FLT	Fire	Crew 0	0	2	0
Flight Conducted Under -14 CFR 91	NONE	Rass 0	0	0	0
Accident Occurred During -APPROACH					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TEXARKANA, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- 140/003 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - SIMULATED FORCED LANDING	
Obstructions to Vision- HAZE		
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 - 352
SE LAND	Months Since - 15	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 180
		Instrument- 10
		Last 30 Days- UNK/NR
		Last 90 Days- 59

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT-IN-COMAND (PIC) & THE DESIGNATED FLT EXAMINER (FE) WERE ON A FLT TO GIVE THE PIC A COMMERCIAL PLT FLT EXAM. DURING A SIMULATED FORCED LANDING APCH, THE PIC SPIRALED THE ACFT DOWN TO THE PROPOSED LANDING SPOT. THE PROPER CHECK LIST PROCEDURES WERE ACCOMPLISHED & THE ENG WAS CLEARED SEVERAL TIMES. AS THE ACFT CROSSED OVER THE END OF THE FIELD, THE FE INSTRUCTED THE PIC TO GO AROUND. THE PIC APPLIED POWER & PUT THE CARB HEAT IN THE COLD POSITION, BUT STARTED A LOW SPEED TURN WITH THE FLAPS FULLY EXTENDED. THE FE LEVELED THE WINGS & TOLD THE PIC TO GO AROUND AS HE WAS TRAINED. FINALLY, THE FE TOLD THE PIC TO RETRACT THE FLAPS & THE PIC RAISED THEM TO THE 20 DEG POSITION. SUBSEQUENTLY, THE ACFT HIT THE TOP OF A TREE, WHICH NEITHER PLT SAW, THEN LOST AIRSPEED & SETTLED INTO LOWER TREES & CRASHED. THE FE NOTED THAT HE SHOULD HAVE ABIDED BY THE MIN ALTITUDE THAT HE HAD ESTABLISHED FOR HIMSELF.

Brief of Accident (Continued)

File No. - 3094

7/18/83

GARLAND, AR

A/C Reg. No. N4549Q

Time (Lc1) - 1440 CDT

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - CHECK PILOT
2. PULL-UP - INITIATED - PILOT IN COMMAND
3. GO-AROUND - IMPROPER - PILOT IN COMMAND
4. SUPERVISION - INADEQUATE - CHECK PILOT
5. OBJECT - TREE(S)
6. VISUAL LOOKOUT - INADEQUATE -

-----  
-----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) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3020      9/16/83      DODDRIDGE, AR      A/C Reg. No. N8846D      Time (Lcl) - 1100 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - PIPER PA-22  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1950  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-C2A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 7.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ATLANTA, TX  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
UNK/NR

Airport Data

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

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

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

Age - 22  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 150  
Make/Model- 45  
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 HOLE DURING LANDING AND NOSED OVER. THE PLT STATED WE HAS LANDED ON THIS FIELD BEFORE BUT SHOULD HAVE SURVEYED IT BEFORE LANDING.

Brief of Accident (Continued)

File No. - 3020

9/16/83

DODDRIDGE, AR

A/C Reg. No. N8846D

Time (Lc1) - 1100 CDT

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

Finding(s)

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

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3083      10/15/83      PRAIRIE GROVE, AR      A/C Reg. No. N23PS      Time (Lcl) - 1415 CDT

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

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

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

Make/Model - BEECH C24R	Eng Make/Model - LYCOMING IO-360-A1B6	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2660	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FAYETTEVILLE, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 160/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - ROUGH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 240
SE LAND	Months Since - 18	Make/Model- 24
	Aircraft Type - UNK/NR	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 PLT STATED THAT ABOUT 15 MIN AFTER TAKEOFF, THE RADIO & NAVIGATION EQUIPMENT QUIT WORKING. HE DECIDED TO RETURN TO THE ARPT TO LAND. HOWEVER, WHEN HE TRIED TO EXTEND THE GEAR, HE COULD NOT GET A SAFE GEAR DOWN INDICATION. THERE WAS HEAVY TRAFFIC, SO HE DEPARTED THE TRAFFIC PATTERN TO EXTEND THE GEAR. HE EXTENDED THE LANDING GEAR ACCORDING TO INSTRUCTIONS IN HIS ACFT HANDBOOK. HE STATED THAT AS SOON AS THE GEAR WAS EXTENDED, THE ENG LOST POWER. THE PLT TRIED TO GLIDE THE ACFT TO A LARGE FIELD FOR LANDING, BUT WAS UNABLE TO REACH IT. HE SELECTED A SMALLER FIELD & TRIED TO MAKE SHORT FIELD APCH, BUT THE FLAPS WOULD NOT EXTEND. BEFORE THE PLT COULD STOP THE ACFT, IT COLLIDED WITH A FENCE & A FEW SMALL TREES. DURING AN EXAM OF THE ACFT, ALL ELECTRICAL COMPONENTS OPERATED NORMALLY & FUEL WAS FOUND IN THE FUEL TANKS. THE ENG WAS THEN STARTED & IT OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 3083

10/15/83

PRAIRIE GROVE, AR

A/C Reg. No. N23PS

Time (Lcl) - 1415 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
  2. ELECTRICAL SYSTEM, BATTERY - LOW LEVEL
  3. ALTERNATOR - NOT USED - PILOT IN COMMAND
  4. ELECTRICAL SYSTEM - INOPERATIVE
- 

Occurrence #2            LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    OTHER

Finding(s)

5. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
  6. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
- 

Occurrence #3            FORCED LANDING  
Phase of Operation    LANDING

Finding(s)

7. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
- 

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

Finding(s)

8. FLIGHT CONTROL, FLAP - INOPERATIVE
  9. LOWERING OF FLAPS - NOT POSSIBLE - PILOT IN COMMAND
  10. - FENCE
  11. OBJECT - TREE(S)
- 

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

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

Factor(s) relating to this accident is/are finding(s) 1,3,10,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3077      10/16/83      REDFIELD, AR      A/C Reg. No. N321HR      Time (Lcl) - 1445 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
Injuries				
Crew	2	0	0	0
Pass	1	0	0	0

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

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

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

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

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

Weather Data

Wx Briefing        - FSS  
Method            - IN PERSON  
Completeness      - PARTIAL, LMTD BY PILOT  
Basic Weather      - IMC  
Wind Dir/Speed-    140/004 KTS  
Visibility         - 3.000 SM  
Lowest Sky/Clouds - 600 FT  
Lowest Ceiling     - 600 FT BROKEN  
Obstructions to Vision- FOG  
Precipitation      - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PINE BLUFF, AR  
Destination  
SPRINGFIELD, MO

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

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

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

Instrument Rating(s) - NONE

-----Narrative-----

AT APRX 1331 CDT, THE PLT ENTERED THE PINE BLUFF FSS STATION & REQUESTED A BRIEFING FOR A VFR FLT TO SPRINGFIELD, MO. HE WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED. THE PLT RETURNED AGAIN BETWEEN 1335 & 1350 & WAS SEEN EXAMINING THE WX CHARTS. AT APRX 1420, HE TOOK OFF WITHOUT FILING A FLT PLAN & REMAINED BELOW THE CLOUDS DURING DEPARTURE. A SHORT TIME LATER, THE ACFT WAS SEEN FLYING UP THE ARKANSAS RIVER AT LOW ALTITUDE WHERE POWER LINES CROSSED THE RIVER. THE PLT PULLED UP TO CLEAR THE POWER LINES. REPORTEDLY, HE PULLED UP, STALLED, THEN RECOVERED & TURNED AWAY FROM THE RIVER. MOMENTS LATER, IT RETURNED HEADING DOWN RIVER BACK TOWARD THE POWER LINES. REPORTEDLY, IT STALLED AGAIN, IMPACTED THE WATER & SANK. ALL 3 OCCUPANTS DROWNED. THERE WAS EVIDENCE THAT THE FRONT SEAT OCCUPANTS WERE NOT USING THEIR SEAT BELTS & SHOULDER HARNESSSES & BOTH HAD RECEIVED TEMPORAL & FACIAL LACERATIONS.



Brief of Accident (Continued)

File No. - 3077

10/16/83

REDFIELD,AR

A/C Reg. No. N321HR

Time (Lc1) - 1445 CDT

Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      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 - RAIN
6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7.     PULL-UP - PERFORMED - PILOT IN COMMAND
8. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

9. MANEUVER - INITIATED - PILOT IN COMMAND
10. AIRSPEED - INADEQUATE - PILOT IN COMMAND
11. STALL - INADVERTENT - 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

Finding(s)

13. SEAT BELT - NOT USED - PILOT IN COMMAND
14. SEAT BELT - NOT USED - COPILOT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,10,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3136

10/30/83

OZARK, AR

A/C Reg. No. NONE

Time (Lcl) - 1330 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - WASPAIR TOMCAT H.M. 81  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 595  
No. of Seats - 1

Eng Make/Model - CUYUNA UII-2  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 35 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 360/010 KTS  
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  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

OZARK-FRANKLIN COUNTY  
Runway Ident - 04  
Runway Lth/Wid - 3300/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

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

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS A PARAPLEGIC. HE HAD PREVIOUSLY PURCHASED A CESSNA 172 & HAD IT MODIFIED FOR HAND CONTROL. HOWEVER, HE HAD DISCONTINUED INSTRUCTION IN THE PLANE WHEN HE WAS DENIED A MEDICAL WAIVER ON THE GROUNDS THAT HE HAD TO TAKE VALIUM AS A MUSCLE RELAXANT. LATER, IN 1982, HE PURCHASED PLANS FOR A WASPAIR TOMCAT, ULTRALIGHT VEHICLE AFTER ASSEMBLING THE ULTRALIGHT, THE PLT DECIDED TO PRACTICE "CROW-HOPS" ON THE LOCAL ARPT. ACCORDING TO WITNESSES, THE WINDS WERE NORTHERLY AT ABOUT 10 GUSTING UP TO 30 KTS. THE PLT STATED THAT HE HAD CHANGED DIRECTION OF HIGH SPEED RUNS TWICE BEFORE BECOMING AIRBORNE. REPORTEDLY, ON ITS 1ST TAKEOFF, THE VEHICLE ENCOUNTERED A GUSTY X-WIND. AT AN ALTITUDE OF APRX 40 FT AGL, HE LOST CONTROL & THE VEHICLE IMPACTED THE GROUND. THE VEHICLE WAS EQUIPPED WITH A TILTING CANARD THAT PROVIDED BOTH PITCH & YAW CONTROL. THE CANARD WAS THE ONLY MOVABLE CONTROL SURFACE & WAS USED FOR AIRBORNE MANEUVERS. THIS WAS THE 1ST FLT FOR THE VEHICLE. THE PLT'S INSTRUCTOR HAD NOT ENDORSED HIM FOR THIS FLT.

Brief of Accident (Continued)

File No. - 3136

10/30/83

OZARK,AR

A/C Reg. No. NONE

Time (Lc1) - 1330 CST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2.      IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - GUSTS
5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
7.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3170      11/16/83      LAKEVIEW,AR      A/C Reg. No. N2432K      Time (Lcl) - 1506 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	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/NO  
Stall Warning System - YES

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

Weather Data

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

Itinerary

Last Departure Point  
FLIPPIN,AR  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 22  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 42      Last 24 Hrs - 1  
Make/Model- 40      Last 30 Days- 1  
Instrument- 0      Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT HAD RENTED THE ACFT TO PRACTICE BASIC MANEUVERS PRIOR TO A FLT SCHEDULED THE FOLLOWING DAY WITH HIS INSTRUCTOR TO RECEIVE HIS ENDORSEMENT FOR A CHECK RIDE. WITNESSES IN THE AREA OBSERVED THE ACFT PRACTICING STALLS, & ON THE FINAL MANEUVER, THE ACFT ENTERED A RIGHT SPIN WHICH CONTINUED UNCORRECTED UNTIL IMPACT WITH THE WATER. AS THE ACFT ENTERED THE SPIN, THE PLT CALLED ON THE UNICOM "MAC(FBO OPERATOR) I'M IN TROUBLE, I'M IN A SPIN, I'M GOING DOWN." THE FBO OPERATOR RAN TO THE UNICOM & TRIED TO TALK THE PLT OUT OF THE SPIN. WITNESSES OBSERVED THE ACFT SPIN A MINIMUM OF 8 TO 10 TURNS PRIOR TO IMPACT. NO EVIDENCE WAS FOUND IN THE PLT'S LOGBOOK TO INDICATE THAT HE EVER RECEIVED A DEMONSTRATION OF, OR TRAINING IN, SPIN RECOVERY.

Brief of Accident (Continued)

File No. - 3170

11/16/83

LAKEVIEW, AR

A/C Reg. No. N2432K

Time (Lcl) - 1506 CST

---

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

Finding(s)

1. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
  2. REMEDIAL ACTION - NOT UNDERSTOOD - PILOT IN COMMAND
- 

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

---

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3115      12/13/83      HARRISON, AR      A/C Reg. No. N2149L      Time (Lcl) - 1713 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	3

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

Fire  
NONE

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

Make/Model - BEECHCRAFT A-36  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 120/005 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 600 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - DRIZZLE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
FORT SMITH, AR  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - VOR/TVOR  
TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

BOONE COUNTY  
Runway Ident - 18  
Runway Lth/Wid - 6159/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 51  
Biennial Flight Review  
Current - YES  
Months Since - 15  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1782  
Make/Model- 40  
Instrument- 64  
Multi-Eng - 41  
Last 24 Hrs - 4  
Last 30 Days- UNK/NR  
Last 90 Days- 256

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT ENTERED AN AREA OF ICING AND DID NOT NOTIFY THE ATC CENTER OF THE ICING PROBLEM. ALTHOUGH AN EMERGENCY WAS NOT DECLARED THE PLT DID SAY HE COULD NOT CLIMB TO AN ASSIGNED ALT AFTER DESCENDING TO TRY AND LOSE ICE ACCUMULATION. DURING THE LANDING THE ACFT STALLED DURING A HIGH FLARE (15 FT) AND THE ACFT MADE A HARD LANDING FOLLOWED BY A GROUNDLOOP.

Brief of Accident (Continued)

File No. - 3115

12/13/83

HARRISON, AR

A/C Reg. No. N2149L

Time (Lc1) - 1713 CST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - ICING CONDITIONS
4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. FLARE - MISJUDGED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

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

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. - 3194

2/28/83

PHOENIX, AZ

A/C Reg. No. N42426

Time (Lcl) - 1013 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

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

Make/Model - HUGHES 269A

Landing Gear - SKID

Max Gross Wt - 2050

No. of Seats - 2

Eng Make/Model - LYCOMING HIO-360

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 225 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 130/009 KTS

Visibility - 35.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MESA, AZ

Destination

LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

HELICOPTER

Age - 31

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2500

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 - 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF FLT WAS TO TAKE AERIAL PHOTOGRPHS OF A BUSINESS AGENCY NEAR THE CRASH SITE. THE HELICOPTER WAS OBSERVED ORBITING A PARKING LOT IN A RIGHT HAND PATTERN AT 150-300 FT AGL. AFTER 2-3 ORBITS IT APPEARED TO HOVER BEFORE PITCHING NOSE DOWN TO A NEAR INVERTED POSITION, FOLLOWED BY A STEEP DESCENT UNTIL IMPACT WITH THE GROUND. FOLOWING THE PITCH OVER, PIECES OF THE TAIL AND/OR M/R BLADES SEPARATED. THERE WAS LEADING EDGE M/R DAMAGE & PAINT TRANSFER CONSISTENT WITH TAIL BOOM STRIKE PRIOR TO GROUND IMPACT. THE MAIN ROTOR & HUB ASS'Y WAS LOCATED ABOUT 30 FT FROM THE MAIN WRECKAGE.



Brief of Accident (Continued)

File No. - 3194

2/28/83

PHOENIX, AZ

A/C Reg. No. N42426

Time (Lc1) - 1013 MST

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

Finding(s)

1. ROTOR SYSTEM, MAIN ROTOR BLADE - SEPARATION
  2. FLIGHT CONTROLS - IMPROPER USE OF - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3140

6/26/83

SOMMERTON, AZ

A/C Reg. No. NONE

Time (Lcl) - 0959 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries  
Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 103

Accident Occurred During -DESCENT

Fire

NONE

Crew

Pass

1

0

0

0

0

0

0

0

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

Make/Model - AMERICAN AEROLIGHTS EAGLE XL

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 465

No. of Seats - 1

Eng Make/Model - CUYUNA 430R

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 30 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 200/006 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - DRY

FULL STOP

-----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 - 83

Make/Model- 8

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS IN ANOTHER ULTRALIGHT SAW THE PLT OF THE EAGLE XL CLIMB TO ABOUT 800 TO 1000 FT AGL AFTER TAKING OFF. THE WITNESS WAS APRX 500 FT AGL WHEN HE SAW THE EAGLE XL START A STEEP DESCENT FROM HIS 8 TO 9 O'CLOCK HIGH POSITION AND THOUGHT THE EAGLE XL PLT WAS DESCENDING TO MEET HIM. HE LOOKED AWAY TO SCAN FOR OTHER TRAFFIC AND WHEN HE LOOKED BACK HE SAW THE EAGLE XL JUST BEFORE IT IMPACTED THE GROUND IN A NEAR VERTICAL DIVE. HE NOTICED THAT BEFORE IMPACT THE LEFT WING APPEARED TO BE SWEEPED BACK APRX 15 TO 20 DEG MORE THAN THE RIGHT WING. EXAM OF THE WRECKAGE REVEALED THAT THE LEFT FRONT FLYING WIRE WAS FOUND SEPARATED AT THE BOWSPRIT ATTACHPOINT. THE PILOT HAD PREVIOUSLY FAILED A FLIGHT PHYSICAL DUE TO HIS FAILURE TO PASS TWO DEPTH PERCEPTION TESTS. REPORTEDLY, THE PLT HAD PREVIOUSLY MADE RAPID DESCENTS AND HAD SAID HE ENJOYED DOING THESE MANEUVERS.

Brief of Accident (Continued)

File No. - 3140

6/26/83

SOMMERTON, AZ

A/C Reg. No. NONE

Time (Lc1) - 0959 MST

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

Finding(s)

1. MANEUVER - INITIATED - PILOT IN COMMAND
  2. WING, BRACING WIRE - OVERLOAD
  3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
- 

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

Finding(s)

4. LEVEL OFF - DELAYED - PILOT IN COMMAND
  5. IMPROPER DECISION, PHYSICAL IMPAIRMENT (VISUAL DEFICIENCY) - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3149      9/23/83      FLAGSTAFF,AZ      A/C Reg. No. N7353N      Time (Lcl) - 1930 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -NON SCHED  
Flight Conducted Under      -14 CFR 135  
Accident Occurred During      -MANEUVERING

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - CESSNA TU206-G  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 3600  
No. of Seats      - 5

Eng Make/Model      - CONTINENTAL TS10-520M  
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      - NWS  
Method      - IN PERSON  
Completeness      - FULL

Basic Weather      - VMC

Wind Dir/Speed- 230/004 KTS

Visibility      - 8.0 SM

Lowest Sky/Clouds      - UNK/NR

Lowest Ceiling      - 3000 FT OVERCAST

Obstructions to Vision- UNK/NR

Precipitation      - RAIN

Condition of Light      - DUSK

Itinerary

Last Departure Point

FLAGSTAFF,AZ

Destination

MESA,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

FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 28

Biennial Flight Review

Current      - YES

Months Since      - 3

Aircraft Type      - TC210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 1958

Make/Model- 34

Instrument- 143

Multi-Eng - 120

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 167

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES SHORTLY AFTER TAKEOFF. THE WEATHER WAS MARGINAL WITH 700 FT SCATTERED, CEILING 3000 FT WITH 8 MILES VISIBILITY. THE PLT RECEIVED TWO WEATHER BRIEFINGS ABOUT AN HOUR APART WHILE WAITING FOR WEATHER IMPROVEMENT. THE BRIEFER COMMENTED THAT THE PLT WAS UNCERTAIN AND SEEMED RELUCTANT TO FLY IN MARGINAL WEATHER BECAUSE OF KNOWN IRREGULARITIES IN THE ACFTS INSTRUMENTS. POST ACCIDENT INVESTIGATION REVEALED THAT THE TURN COORDINATOR WAS DISCONNECTED AND THE HEADING INDICATOR WAS INOPERATIVE. THE ATTITUDE INDICATOR WAS DESTROYED SO ITS OPERATION WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 3149

9/23/83

FLAGSTAFF, AZ

A/C Reg. No. N7353N

Time (Lc1) - 1930 MST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
4. LIGHT CONDITION - DUSK
5. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, PRESSURE - PILOT IN COMMAND
7. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND

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

Finding(s)

8. FLIGHT/NAV INSTRUMENTS, ATTITUDE INDICATOR - DISCONNECTED
9. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND
11. FLIGHT/NAV INSTRUMENTS, HEADING INDICATOR - INOPERATIVE
12. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,7,9,10

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,8,11,12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3113      3/13/83      ESCALON, CA      A/C Reg. No. N90329      Time (Lcl) - 0130 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

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

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

Make/Model - BELL 206B  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - UNK/NR  
No. of Seats - 4

Eng Make/Model - ALLISON C-20  
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 - 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 - NIGHT(DARK)

Itinerary

Last Departure Point  
- SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 2193  
Make/Model- 2150  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 80  
Rotorcraft - 2150

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER COLLIDED WITH A SMALL TREE ABOUT 8 FT HIGH DURING A FORCED LANDING AT NIGHT AFTER A POWER LOSS. THE COLLISION BROKE THE TAIL BOOM AND A HARD LANDING CAUSED THE FAILURE OF A LANDING SKID AND DAMAGED THE MAIN ROTOR. THE PLT HAD TAKEN TWO FRIENDS FOR A NIGHT FLT AND AFTER A SHORT FLIGHT THE ENGINE QUIT. THE FORCED LANDING FOLLOWED. DURING THE POST ACCIDENT INVESTIGATION THE FUEL IN THE ACFT WAS FOUND TO BE DIRTY. BECAUSE OF A FUEL BYPASS THAT PERMITS CONTINUOUS FUEL FLOW TO THE ENGINE BYPASSING THE MAIN FUEL FILTER FUEL CONTAMINATION WAS NOT CONSIDERED TO BE A CRITICAL FACTOR IN THIS INSTANCE.

Brief of Accident (Continued)

File No. - 3113

3/13/83

ESCALON, CA

A/C Reg. No. N90329

Time (Lcl) - 0130 PDT

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

Finding(s)  
1. FLUID, FUEL - CONTAMINATION  
2.    UNDETERMINED  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3193

3/22/83

SALINAS, CA

A/C Reg. No. N8163J

Time (Lcl) - 1315 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	1	0	0	0
Flight Conducted Under	-14 CFR 135	0	0	0	0
Accident Occurred During	-DESCENT				

Fire  
ON GROUND

Crew  
Pass

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

Make/Model - BELL 206 B III

Eng Make/Model - ALLISON 250 C-20B

ELT Installed/Activated - YES/NO

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 3200

Engine Type - TURBOSHAFT

No. of Seats - 4

Rated Power - 420 HP

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 300/015 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - UNK/NR THIN BKN

Lowest Ceiling - 20000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - 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

HELICOPTER

Age - 53

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - 500

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 13000

Make/Model- 1500

Instrument- 185

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 5800

Instrument Rating(s) - HELICOPTER

-----Narrative-----

PURPOSE OF FLT WAS TO TRANSPORT A TECHNICIAN & HIS EQUIPMENT TO A MOUNTAIN TOP TO SERVICE A MICROWAVE ANTENNA SITE. CLOUD COVERAGE PRECLUDED A LANDING AT THE SITE, BUT THE PLT WAS ABLE TO LAND IN A CLEARING ON THE EASTERN RIDGE LINE ABOUT 100 YDS BELOW THE SITE. THE PAX DEPLANED, & THE PLT STATED THAT IF THE WX IMPROVED HE WOULD FLY UP TO THE SITE. AS THE PAX ARRIVED AT THE SITE, HE HEARD THE HELICOPTER START ITS ENG & PROCEED TO FLY TOWARD HIS POSITION. IT HOVERED FOR A SHORT TIME, & THEN BEGAN DESCENDING TOWARD THE SW INTO A CLOUD COVER. ABOUT 20 SECS LATER HE HEARD THE CRASH. HE LOCATED THE CRASH SITE THROUGH THE DENSE CLOUD COVER BY SMELLING THE BURNING WRECKAGE. THE ACFT WAS NOT EQUIPPED WITH A GYRO HORIZON OR INSTRUMENTED FOR IFR OPERATIONS.



Brief of Accident (Continued)

File No. - 3193

3/22/83

SALINAS,CA

A/C Reg. No. N8163J

Time (Lcl) - 1315 PST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
  2. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
- 

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

Finding(s)

3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

----Probable Cause----

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

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. - 3112

3/30/83

GEORGETOWN, CA

A/C Reg. No. N9548S

Time (Lcl) - 2240 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - CHAMPION 7ECA  
Landing Gear - UNK/NR  
Max Gross Wt - 1650  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 108 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 - IMC  
Wind Dir/Speed- UNK/NR  
Visibility - 1.000 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR OVERCAST  
Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
FREMONT, CA  
Destination  
AUBURN, CA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 32

Biennial Flight Review

Current - YES  
Months Since - 6  
Aircraft Type - 7ECA

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 398	Last 24 Hrs -	2
Make/Model-	201	Last 30 Days-	12
Instrument-	4	Last 90 Days-	36

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A MOUNTAIN SIDE AT THE 3500 FT LEVEL IN A 45 DEGREE NOSE DOWN ATTITUDE AFTER COLLIDING WITH A 30 FT TREE DURING IMC WEATHER ON A DARK NIGHT. THERE IS NO RECORD THAT THE PLT RECEIVED A WEATHER BRIEFING. THE PILOT WAS NOT INSTRUMENT RATED AND NO FLT PLAN WAS FILED. WITNESSES IN THE ACCIDENT AREA SAID THE NIGHT WAS STORMY WITH RAIN. THERE WERE NO RADIO COMMUNICATIONS WITH THE FLT BUT THE ACFT RADIO WAS TUNED TO THE EMERGENCY FREQUENCY OF 121.5 MHZ. THE INTEGRITY AND CONTINUITY OF ALL CONTROLS WAS VERIFIED. THERE WAS NO EVIDENCE OF AN IN-FLT STRUCTURAL OR POWER FAILURE.

Brief of Accident (Continued)

File No. - 3112

3/30/83

GEORGETOWN, CA

A/C Reg. No. N9548S

Time (Lcl) - 2240 PST

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
4. WEATHER CONDITION - CLOUDS
5. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
6. WEATHER CONDITION - RAIN
7. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
8. 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3141

5/14/83

TRACY, CA

A/C Reg. No. NONE

Time (Lc1) - 0900 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - HOMEBUILT NONE  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - UNK/NR  
No. of Seats - 1

Eng Make/Model - CUYUNA 43OR  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 40 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 250/008 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
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

TRACY MUNICIPAL  
Runway Ident - 25  
Runway Lth/Wid - 3418/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 31  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR
Multi-eng -	0	Rotorcraft -	0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD BUILT THE ULTRALIGHT VEHICLE AT HOME BY USING THE PLANS OF A WEEDHOPPER. REPORTEDLY, HE HAD USED MATERIALS THAT WOULD HAVE BEEN SIMILAR TO OR STRONGER THAN THOSE THAT WOULD HAVE BEEN SUPPLIED BY A WEEDHOPPER KIT. A FRIEND, WHO HAD FLOWN THE VEHICLE, STATED THAT THE VEHICLE WAS EXTREMELY WELL BUILT & HE ENJOYED FLYING IT. PRIOR TO THE FATAL FLT, THE OWNER HAD TAXIED THE ULTRALIGHT, BUT HAD NEVER FLOWN IT NOR ANY OTHER KNOWN ACFT. ON THE DAY OF THE ACCIDENT, HE REPORTLY SAID "WELL, I HAD THIS PLANE FOR 6 MONTHS. TODAY, EITHER I AM GOING TO FLY IT OR SELL IT." AFTER TAKING OFF, HE CLIMBED TO APRX 200 TO 300 FT & WAS OBSERVED TO ENTER A LEFT TURN. AFTER ENTERING THE TURN, THE VEHICLE ENTERED A STEEP, NOSE DOWN ATTITUDE & CRASHED. NO EVIDENCE OF AN ENG POWER LOSS OR PREIMPACT MECHANICAL FAILURE WAS EVIDENT.

Brief of Accident (Continued)

File No. - 3141

5/14/83

TRACY, CA

A/C Reg. No. NONE

Time (Lcl) - 0900 PDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
  2. IMPROPER DECISION, INADEQUATE TRAINING - PILOT IN COMMAND
  3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
  4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3075      5/22/83      BRIDGEPORT, CA      A/C Reg. No. N6482      Time (Lc1) - 1525 PDT

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

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

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

Make/Model	- SCHEMPP-HIRTH STANDARD CIRRUS	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	- 860	Engine Type	- N/A		
No. of Seats	- 1	Rated Power	- N/A		

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

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/012 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">MINDEN, NV</p> <p>Destination</p> <p style="text-align: center;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - COMPANY (VFR)</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="text-align: center;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1425
SE LAND	Months Since - 7	Make/Model- 720
GLIDER	Aircraft Type - S2-33A	Instrument- 6
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

TWO SCHEMPP-HIRTH GLIDERS, N184N & N6482, WERE BEING FLOWN IN A X-COUNTRY CONTEST ALONG A TRIANGULAR COURSE. THE COURSE STARTED AT MINDEN, NV & WENT TO SCHURZ, NV & BRIDGEPORT, CA, THEN BACK TO MINDEN. THE PLTS OF BOTH GLIDERS HAD PARTICIPATED IN CONTESTS FOR OVER 10 YRS & WERE GOOD FRIENDS. WITNESSES OBSERVED THE 2 GLIDERS FLYING CLOSE TO EACH OTHER ALONG THE ROUTE NEAR THE BRIDGEPORT RESERVOIR. THE PLT OF N184N SAID THAT HE SAW N6482 ABOUT 200 FT ABOVE HIM WHILE BOTH WERE IN A THERMAL. HE SAID THAT N6482 LEFT THE THERMAL AT ABOUT 15,500 FT. HE (N184N) MADE ANOTHER TURN IN THE THERMAL, THEN LEFT IT TO CONTINUE TOWARD BRIDGEPORT. THE PLT OF N184N SAID THAT WHEN HE LEFT THE THERMAL, HE DID NOT SEE N6482 UNTIL SOMETIME LATER, JUST A FRACTION OF A SECOND BEFORE IMPACT. HE REPORTED THAT N6482 CONVERGED FROM N184N'S 8 O'CLOCK POSITIN. AFTER IMPACT, N6482 ENTERED A DESCENT & CRASHED IN A HILLY WOODED AREA. THE LEFT WING TIP OF N184N SEPARATED & THE CANOPY WAS DAMAGED, BUT THE PLT WAS ABLE TO LAND AT BRIDGEPORT.

Brief of Accident (Continued)

File No. - 3075

5/22/83

BRIDGEPORT, CA

A/C Reg. No. N6482

Time (Lc1) - 1525 PDT

-----  
Occurrence #1        MIDAIR COLLISION  
Phase of Operation    CRUISE

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
  2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3075      5/22/83      BRIDGEPORT, CA      A/C Reg. No. N184N      Time (Lc1) - 1525 PDT

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

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

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

Make/Model - STANDARD CIRRUS	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 - 860	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

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

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/012 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>MINDEN, NV</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - COMPANY (VFR)</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2581
SE LAND	Months Since - UNK/NR	Make/Model- 1530
GLIDER	Aircraft Type - SGS 126	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- 14
		Last 90 Days- 14
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

TWO SCHEMPP-HIRTH GLIDERS, N184N & N6482, WERE BEING FLOWN IN A X-COUNTRY CONTEST ALONG A TRIANGULAR COURSE. THE COURSE STARTED AT MINDEN, NV & WENT TO SCHURZ, NV & BRIDGEPORT, CA, THEN BACK TO MINDEN. THE PLTS OF BOTH GLIDERS HAD PARTICIPATED IN CONTESTS FOR OVER 10 YRS & WERE GOOD FRIENDS. WITNESSES OBSERVED THE 2 GLIDERS FLYING CLOSE TO EACH OTHER ALONG THE ROUTE NEAR THE BRIDGEPORT RESERVOIR. THE PLT OF N184N SAID THAT HE SAW N6482 ABOUT 200 FT ABOVE HIM WHILE BOTH WERE IN A THERMAL. HE SAID THAT N6482 LEFT THE THERMAL AT ABOUT 15,500 FT. HE (N184N) MADE ANOTHER TURN IN THE THERMAL, THEN LEFT IT TO CONTINUE TOWARD BRIDGEPORT. THE PLT OF N184N SAID THAT WHEN HE LEFT THE THERMAL, HE DID NOT SEE N6482 UNTIL SOMETIME LATER, JUST A FRACTION OF A SECOND BEFORE IMPACT. HE REPORTED THAT N6482 CONVERGED FROM N184N'S 8 O'CLOCK POSITION. AFTER IMPACT, N6482 ENTERED A DESCENT & CRASHED IN A HILLY WOODED AREA. THE LEFT WING TIP OF N184N SEPARATED & THE CANOPY WAS DAMAGED, BUT THE PLT WAS ABLE TO LAND AT BRIDGEPORT.



Brief of Accident (Continued)

File No. - 3075

5/22/83

BRIDGEPORT, CA

A/C Reg. No. N184N

Time (Lcl) - 1525 PDT

Occurrence MIDAIR COLLISION  
Phase of Operation CRUISE

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
3. WING, WINGTIP - SEPARATION

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3107

6/11/83

VAN NUYS, CA

A/C Reg. No. N6610K

Time (Lcl) - 1429 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

ON GROUND

Crew

Pass

Fatal

1

Serious

0

Minor

0

None

0

0

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

Make/Model - BEECH 95-B55  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5000  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-E2B  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - PARTIAL, LMTD BY PILOT  
Basic Weather - IMC  
Wind Dir/Speed- 130/004 KTS  
Visibility - 2.000 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - 1500 FT OVERCAST  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BURBANK, CA

Destination  
PASO ROBLES, CA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

BURBANK  
Runway Ident - 15  
Runway Lth/Wid - 6902/ 150  
Runway Surface - CONCRETE  
Runway Status - DRY

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

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

Age - 78  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 6000  
Make/Model- 2100  
Instrument- 70  
Multi-Eng - 2400  
Last 24 Hrs - 1  
Last 30 Days- 40  
Last 90 Days- 51

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED IN A RESIDENTIAL AREA AFTER A LOSS OF CONTROL BY THE PLT. THE ACFT WAS CLIMBING THROUGH AN OVERCAST IN IFR CONDITIONS AND LAST REPORTED "FOUR" IN RESPONSE TO A REQUEST FOR ALTITUDE. THIS WAS THE LAST RADIO TRANSMISSION RECEIVED FROM THE FLT. THE ACFT WAS SEEN BY WITNESSES DIVING VERTICALLY FROM THE CLOUDS. IT LEVELED OFF FOR A SHORT WHILE AND THEN WENT INTO A NOSE-UP 90 DEGREE BANK AT LOW ALTITUDE. IT CONTACTED THE GROUND IN A 90 DEGREE LEFT BANK AND CARTWHEELED. A TOTAL OF FIVE SINGLE FAMILY RESIDENCES, THREE AUTOMOBILES AND SOME LANDSCAPING RECEIVED DAMAGE IN THE ACCIDENT. NO PERSONS ON THE GROUND WERE INJURED. THE WEATHER WAS REPORTED AS 1500 FT OVERCAST WITH TOPS 4000 TO 4300 FT. VISIBILITY 2 MILES IN HAZE. POST ACCIDENT EXAMINATION REVEALED BOTH ENGINES OPERATING AT IMPACT. ALL ACFT COMPONENTS WERE ACCOUNTED FOR AT THE ACCIDENT SITE. SOME SMALL ITEMS OF FAIRING AND ALUMINUM SKIN WERE FOUND ALONG THE FLT PATH FOR A DISTANCE OF 2 BLOCKS.

Brief of Accident (Continued)

File No. - 3107

6/11/83

VAN NUYS,CA

A/C Reg. No. N6610K

Time (Lc1) - 1429 PDT

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

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3198

7/03/83

OCEANO,CA

A/C Reg. No. N3149K

Time (Lc1) - 1120 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

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

Make/Model - TWITCHELL LONG-EZE  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1400  
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 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  
OCEANO,CA  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 60  
Biennial Flight Review  
Current - NO  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

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

Total	- 828	Last 24 Hrs	- UNK/NR
Make/Model-	68	Last 30 Days-	7
Instrument-	UNK/NR	Last 90 Days-	26
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT WAS OBSERVED IN A 3-4 TURN SPIN UNTIL IMPACT. A CONTROL STICK WAS MOUNTED ON THE RIGHT ARMREST IN THE REAR COCKPIT. A COMPLETE SET OF CONTROLS; STICK, RUDDER & THROTTLE, WAS INSTALLED IN THE FRONT COCKPIT.

Brief of Accident (Continued)

File No. - 3198

7/03/83 OCEANO,CA

A/C Reg. No. N3149K

Time (Lc1) - 1120 PDT

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

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

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

Finding(s)  
2. STALL/SPIN  
-----

-----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. - 3111      7/30/83      DAVIS,CA      A/C Reg. No. N5761N      Time (Lc1) - 1400 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

Make/Model - GREAT LAKES 2T-1A-Z  
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- CALM  
Visibility - 70.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
DAVIS,CA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 41  
Biennial Flight Review  
Current - YES  
Months Since - UNK/NR  
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 3506  
Last 24 Hrs - 4  
Make/Model- 28  
Last 30 Days- 54  
Instrument- 95  
Last 90 Days- 192  
Multi-Eng - 68

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND WHILE PERFORMING AEROBATIC MANEUVERS. THE PLT HAD SCHEDULED A NUMBER OF AEROBATIC FLTS FOR VARIOUS PEOPLE. DURING THE LAST FLT OF THE DAY THE AIRCRAFT CRASHED IN A ALT OPEN, PLOWED FIELD. WEATHER WAS NOT A FACTOR. THE AIRCRAFT IMPACTED THE GROUND IN A 30 DEGREE NOSE DOWN ATTITUDE AND TRAVELED FORWARD 35 FT AFTER IMPACT. THE EMPENNAGE WAS NOT DAMAGED. THE WINGS WERE DESTROYED BUT REMAINED ATTACHED TO THE FUSELAGE. THE ACFT REMAINED UPRIGHT THE ENGINE REMAINED ATTACHED BUT THE ENGINE MOUNT WAS COLLAPSED. THE FLOOR AND THE LANDING GEAR WERE COLLAPSED. THE INTEGRITY OF THE FLT CONTROL SYSTEM WAS ESTABLISHED. THERE WAS NO EVIDENCE OF AN IN-FLT FAILURE OF THE STRUCTURE OR POWERPLANT. THE OCCUPANTS HAD WORN THEIR SEAT BELTS AND SHOULDER HARNESS WHICH WERE INTACT. BOTH OCCUPANTS RECEIVED FATAL TRAUMATIC INJURIES. THERE WAS NO EVIDENCE OF PRE-IMPACT FACTORS WHICH MIGHT HAVE DETRACTED FROM THE PLTS ABILITY TO OPERATE THE ACFT. THE TOXICOLOGICAL REPORTS FOR BOTH OCCUPANTS WERE NEGATIVE FOR DRUGS AND ALCOHOL.

Brief of Accident (Continued)

File No. - 3111

7/30/83

DAVIS,CA

A/C Reg. No. N5761N

Time (Lcl) - 1400 PDT

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
  2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  3. 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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3144      9/19/83      WATSONVILLE, CA      A/C Reg. No. N18ER      Time (Lcl) - 1100 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model      - BEECRAFT 55  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - UNK/NR  
No. of Seats      - 6

Eng Make/Model - CONT. 1047OL  
Number Engines - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - UNK/NR

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

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

Weather Data

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

Itinerary

Last Departure Point  
MONTEREY, CA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

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

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

Pilot-In-Command

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

Age - UNK/NR

Biennial Flight Review

Current      - YES  
Months Since      - 16  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6030	Last 24 Hrs	- UNK/NR
Make/Model-	800	Last 30 Days-	UNK/NR
Instrument-	30	Last 90 Days-	30
Multi-Eng	- 800		

Instrument Rating(s)      - NONE

-----Narrative-----

THE ACFT WAS LANDED WITH THE GEAR RETRACTED. THE PLT STATED THAT HE LOWERED THE GEAR BUT RAISED IT WHEN THE TOWER REQUESTED THAT HE CIRCLE WHILE EQUIPMENT WAS CLEARED FROM THE RWY. WHEN HE WAS CLEARED TO LAND HE APPROACHED THE RWY AND AS HE DID SO SAW A PERSON ON THE GROUND WAVING AT HIM BUT HE DID NOT ASSOCIATE IT WITH THE GEAR BEING UP. THE WAVING HE SAID DISTRACTED HIM FROM MAKING HIS FINAL GEAR CHECK AND THE LANDING WAS MADE GEAR UP.



Brief of Accident (Continued)

File No. - 3144

9/19/83

WATSONVILLE, CA

A/C Reg. No. N18ER

Time (Lcl) - 1100 PDT

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

Finding(s)

1. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
  2.     IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
  3. CHECKLIST - INATTENTIVE - PILOT IN COMMAND
  4. UNSAFE/HAZARDOUS CONDITION WARNING - NOT UNDERSTOOD - PILOT IN COMMAND
  5. GEAR EXTENSION - NOT IDENTIFIED - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3108

9/30/83

TRACY, CA

A/C Reg. No. N6708K

Time (Lcl) - 0815 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 -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - GRUMMAN 164B

Eng Make/Model - P & W PW-1340

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 6075

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 450 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 110/007 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 3000 FT

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRSTRIP

Airport Data

Runway Ident - 25

Runway Lth/Wid - 1800 UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 35

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- 2000

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 CRASHED DURING A FORCED LANDING SHORTLY AFTER TAKEOFF WHEN THE ENGINE LOST POWER AT ABOUT 10 FT AGL. HEAVY RAIN HAD FALLEN THE NIGHT BEFORE AND THE ACFT ARE GENERALLY PARKED OUTSIDE. AFTER THE ENGINE LOST POWER THE PLT LANDED OFF THE END OF THE RWY AND THE ACFT NOSED OVER. POST ACCIDENT ENGINE EXAMINATION DISCLOSED ONE SPARK PLUG TO BE WATER SOAKED. EXAMINATION OF THE AIRFRAME DISCLOSED THE MAIN FUEL CAP SEAL TO BE "BADLY CRACKED". NO OTHER DISCREPANCIES WERE NOTED. THE PLT DID NOT STATE IF HE DRAINED THE FUEL DURING HIS PRE-FLT INSPECTION.

Brief of Accident (Continued)

File No. - 3108

9/30/83

TRACY, CA

A/C Reg. No. N6708K

Time (Lc1) - 0815 PDT

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

Finding(s)

1. FLUID, FUEL - WATER
2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
3. FUEL SYSTEM, CAP - LEAK
4. MAINTENANCE, REPLACEMENT - NOT PERFORMED - PILOT IN COMMAND
5. IGNITION SYSTEM, SPARK PLUG - WATER

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) 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. - 3103      10/25/83      EL MONTE, CA      A/C Reg. No. N2353F      Time (Lcl) - 1600 PST

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

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

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

Make/Model - CESSNA 210E	Eng Make/Model - CONTINENTAL IO-520-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 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	CORONA, CA	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - VMC	SAME AS ACC/INC	EL MONTE
Wind Dir/Speed- CALM		Runway Ident - 19
Visibility - UNK/NR	<b>ATC/Airspace</b>	Runway Lth/Wid - 3995/ 75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

<b>Pilot-In-Command</b>	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 93
SE LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - 150	Make/Model- 20
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

A RELATIVELY INEXPERIENCED PLT MADE A HARD LANDING AND REPORTED THAT THE "FRONT" TIRE BLEW UPON LANDING. HE PULLED UP & THE ACFT BALLOONED AND LANDED VERY HARD ON THE NOSE WHEEL. CONTROL TOWER PERSONNEL STATED THAT THE ACFT FLEW INTO THE RWY IN A NOSE LOW ATTITUDE. THERE WAS NO APPARENT ATTEMPT TO FLARE FOR LANDING. THE PLT STATED THAT HE HAD ABOUT 20 HOURS FLIGHT TIME IN THE SUBJECT MODEL ACFT.

Brief of Accident (Continued)

File No. - 3103

10/25/83

EL MONTE, CA

A/C Reg. No. N2353F

Time (Lc1) - 1600 PST

---

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3098      11/08/83      WOODLAND, CA

A/C Reg. No. N76073

Time (Lcl) - 2000 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
SUBSTANTIAL  
Fire                          NONE

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

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

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

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

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

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

Weather Data

Wx Briefing    - NO RECORD OF BRIEFING  
Method        - N/A  
Completeness   - N/A  
Basic Weather   - VMC  
Wind Dir/Speed- CALM  
Visibility      - 15.0    SM  
Lowest Sky/Clouds - 12000 FT  
Lowest Ceiling   - 12000 FT  
Obstructions to Vision- NONE  
Precipitation    - NONE  
Condition of Light   - NIGHT(BRIGHT)

Itinerary

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

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

YOLO COUNTY  
Runway Ident    - 16  
Runway Lth/Wid   - 6000/ 100  
Runway Surface   - ASPHALT  
Runway Status    - DRY

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

Pilot-In-Command

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

Age - 32  
Biennial Flight Review  
Current        - YES  
Months Since   - 23  
Aircraft Type   - 172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	2206
Make/Model-	108
Instrument-	124
Multi-Eng -	584
Last 24 Hrs -	5
Last 30 Days-	UNK/NR
Last 90 Days-	196

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCREW REPORTED THAT AS THE ACFT WAS ENTERING A LEFT DOWNWIND TO LAND ON RWY 34, SPARKS, FIRE & SMOKE WERE OBSERVED EMANATING FROM THE ENG COMPARTMENT. REPORTEDLY, THE INSTRUCTOR PLT (CFI) ASSUMED COMMAND OF THE ACFT, SHUT DOWN THE ENG & ATTEMPTED TO LAND ON RWY 16. DURING THE APCH TO LAND. THE ACFT STRUCK WIRES PARALLELING THE RWY & CRASHED. THE WIRES WERE LOCATED ABOUT 500 FT WEST OF RWY 16. AN INVESTIGATION REVEALED NO EVIDENCE OF A PRECRASH FIRE.

Brief of Accident (Continued)

File No. - 3098

11/08/83

WOODLAND,CA

A/C Reg. No. N76073

Time (Lc1) - 2000 EDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)

Occurrence #2      FORCED LANDING  
Phase of Operation      APPROACH

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

2. LIGHT CONDITION - NIGHT
3. OBJECT - WIRE,TRANSMISSION

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3104      12/07/83      MACDOEL, CA      A/C Reg. No. N6070R      Time (Lc1) - 1200 PST

-----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 - CESSNA 172G	Eng Make/Model - CONTINENTAL O-300-D	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 - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	REDDING, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TRIPLE R RANCH
Wind Dir/Speed- 150/020 KTS		Runway Ident - 15
Visibility - 40.0 SM	ATC/Airspace	Runway Lth/Wid - 2300/ 40
Lowest Sky/Clouds - 6500 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - FULL STOP	
Precipitation - NONE		
Condition of Light - DAWN		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 592
SE LAND	Months Since - 17	Make/Model- 592
	Aircraft Type - 172G	Instrument- 21
		Last 24 Hrs - 4
		Last 30 Days- 4
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING LANDING ROLLOUT. THE PLT SAID HE THOUGHT THE WIND WAS "SOUTHERLY AT ABOUT 20 KTS". HE STATED THAT WHILE FLARING FOR LANDING ON RWY 15 A STRONT GUST ESTIMATED AT 40 KTS WAS ENCOUNTERED & THE ACFT DRIFTED OFF THE 40 FT WIDE RWY. THE PLT SAID THE ACFT TOUCHED DOWN IN THE ROUGH AND ROLLED STRAIGHT AHEAD ABOUT 10 FT TO THE SIDE OF THE RWY. JUST BEFORE STOPPING THE ACFT COLLIDED WITH TWO TREES.



Brief of Accident (Continued)

File No. - 3104

12/07/83

MACDOEL,CA

A/C Reg. No. N6070R

Time (Lcl) - 1200 PST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
  2.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. WEATHER CONDITION - UNFAVORABLE WIND
  4.    GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
  5. REMEDIAL ACTION - NOT USED - PILOT IN COMMAND
- 

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

Finding(s)

6. OBJECT - TREE(S)
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3105      12/29/83      MELVILLE LAKE, CA      A/C Reg. No. N2991K      Time (Lcl) - 1301 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	3	1
Accident Occurred During -LANDING					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SANTA BARBARA, CA	Runway Ident - UNK/NR
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 420
SE LAND	Months Since - 14	Last 24 Hrs - 1
	Aircraft Type - 180K	Make/Model- 178
		Last 30 Days- 5
		Instrument- 2
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED HARD DURING AN ABORTED TAKEOFF FROM A DRY LAKE BED AFTER THE LANDING GEAR HAD SNAGGED A TENT. IN PREPARING TO LEAVE THE PLT NOTICED A SMALL TENT ON THE LAKE BED. HE BELIEVED HE COULD OVERFLY IT ON TAKEOFF BUT THE LANDING GEAR DID NOT CLEAR THE TENT. PART OF THE NYLON CANOPY FROM THE UNOCCUPIED TENT REMAINED ON THE GEAR SO THE PLT DECIDED TO LAND. WHILE TURNING AT LOW ALTITUDE TO ALIGN THE ACFT FOR LANDING THE ACFT STALLED AND LANDED HARD ON THE LEFT GEAR AND WING TIP.

Brief of Accident (Continued)

File No. - 3105

12/29/83

MELVILLE LAKE, CA

A/C Reg. No. N2991K

Time (Lc1) - 1301 PST

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

Finding(s)

1. OBJECT - OBJECT
  2. DISTANCE - MISJUDGED - PILOT IN COMMAND
  3. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
  4. JUDGEMENT - POOR - PILOT IN COMMAND
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
  6. STALL - UNCONTROLLED - PILOT IN COMMAND
- 

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

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

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

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. - 3145      12/29/83      MURRIETA, CA

A/C Reg. No. N90973

Time (Lcl) - 1130 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire Crew  
NONE Pass

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

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

Eng Make/Model - LYCOMING O-235-C1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 115 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- 045/004 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  
SANT PAULA, CA  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

THOMPSON  
Runway Ident - 15  
Runway Lth/Wid - 2682/ 40  
Runway Surface - GRASS/TURF  
Runway Status - DRY

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

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

Age - 55  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total	-	271	Last 24 Hrs - 1
Make/Model-	6	Last 30 Days-	1
Instrument-	3	Last 90 Days-	2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING LANDING ROLLOUT. THE PLT REPORTED THE ACFT SPEED ON FINAL WAS 80 MPH WHICH IS FASTER THAN NORMAL. THE ACFT TOUCHED DOWN ABOUT 900 FT DOWN THE 2682 FT RWY. THE LANDING WAS ON RWY 15 AND THE WIND WAS FROM 045 DEGREES AT 4 KTS. THE PLT INCREASED BRAKING TO TRY TO STOP AND THE ACFT VEERED OFF THE RWY TO THE RIGHT NEAR THE DEPARTURE END. THE ACFT CAME TO REST WITHIN ABOUT 150 FT OF THE ARPT BOUNDARY. THE PLT HAD ABOUT 30 HRS IN TAILWHEEL TYPE ACFT AND HAD RECEIVED A CHECKOUT IN THE SUBJECT ACFT TWO MONTHS BEFORE THE DATE OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 3145

12/29/83

MURRIETA, CA

A/C Reg. No. N90973

Time (Lc1) - 1130 PST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
  4. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
  5. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  6. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
  7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2            NOSE OVER  
Phase of Operation       LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - SOFT
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3106      12/30/83      SHOSHONE, CA      A/C Reg. No. N25344      Time (Lcl) - 1455 PST

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

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

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

Make/Model	- PIPER PA-28-181	Eng Make/Model	- LYCOMING O-360-A4M	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

Weather Data		Itinerary	Airport Proximity		
Wx Briefing	- UNK/NR	Last Departure Point	OFF AIRPORT/STRIP		
Method	- UNK/NR	YUCCA VALLEY, CA			
Completeness	- UNK/NR	Destination	Airport Data		
Basic Weather	- VMC	SAME AS ACC/INC	SHOSHONE		
Wind Dir/Speed	- CALM		Runway Ident	- 34	
Visibility	- 30.0 SM	ATC/Airspace	Runway Lth/Wid	- 2380/ 30	
Lowest Sky/Clouds	- UNK/NR	SCATTERED	Runway Surface	- ASPHALT	
Lowest Ceiling	- NONE	Type of Flight Plan	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type of Clearance	- NONE		
Precipitation	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
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)	
PRIVATE	Current - YES	Total	- 194
SE LAND	Months Since - UNK/NR	Make/Model	- 29
	Aircraft Type - UNK/NR	Instrument	- 2
		Multi-Eng	- 15
		Last 24 Hrs	- 2
		Last 30 Days	- UNK/NR
		Last 90 Days	- 57

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED LONG AND IN ATTEMPTING A GO-AROUND CRASHED OFF THE RWY ON THE ARPT. THE PLT SAID SHE MADE HER APPROACH TO RWY 34 AT SHOSHONE CA AND TOUCHED DOWN SLIGHTLY BEYOND THE MIDDLE OF THE 2380 FT RWY IN NO WIND CONDITIONS. SHE THEN ATTEMPTED A GO-AROUND BY APPLYING FULL POWER. THE ENGINE HESITATED BUT SHE PULLED BACK ON THE STICK AND BECAME AIRBORNE. THE ACFT STALLED A FEW FT OFF THE GROUND. THE PLT THEN LOWERED THE NOSE BUT DID NOT HAVE ENOUGH ALTITUDE TO RECOVER. SHE THEN RETARDED THE POWER AND CONTACTED THE GROUND BEYOND AND TO THE LEFT OF THE RWY.

Brief of Accident (Continued)

File No. - 3106

12/30/83

SHOSHONE,CA

A/C Reg. No. N25344

Time (Lcl) - 1455 PST

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

Finding(s)

1. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND
  2. DISTANCE - MISJUDGED - PILOT IN COMMAND
  3. STALL - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2        OVERRUN  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

4. GO-AROUND - DELAYED - 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. - 3196

9/16/83

YUMA,CO

A/C Reg. No. N620U

Time (Lcl) - 0805 MDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

0

Accident Occurred During -TAKEOFF

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

Make/Model - GRUMMAN G-164A

Eng Make/Model - JACOBS R-755-A2M1

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3725

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 300 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg -

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

UNK/NR

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT WAS OBSERVED TO TURN SHORTLY AFTER LIFT-OFF AT A VERY LOW ALTITUDE. IT THEN MANEUVERED TO A CLIMB ATTITUDE, BUT AS THE ACFT PITCHED NOSE UP THE ENG NOISE WAS HEARD TO GET LOUDER. THE ACFT SETTLED IN A NOSE HIGH ATTITUDE, STRUCK POWERLINES & FELL TO THE GROUND. THE PLT STATED HE HAD A POWER SETTING OF 29 INCHES MP & 2000 RPM. THE OPERATOR STATED, THAT CARRYING A LOAD, THE ACFT MUST BE FLOWN WITH 31 INCHES MP & 2100 RPM.



Brief of Accident (Continued)

File No. - 3196

9/16/83

YUMA,CO

A/C Reg. No. N620U

Time (Lc1) - 0805 MDT

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

Finding(s)

1. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - DETERIORATED
2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - WIRE,TRANSMISSION

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

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

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

### Brief of Accident

Time (Lc1) - 1400 MDT

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

Fire  
ON GROUND

Eng Make/Model - AVCO-LYCOMING O-540-J3A5D ELT Installed/Activated - UNK/NR  
Number Engines - 1 Stall Warning System - YES  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 235 HP

Wind Dir/Speed- 100/008 KTS  
 Visibility - 25.0 SM  
 Lowest Sky/Clouds - UNK/NR  
 Lowest Ceiling - 4000 FT OVERCAST  
 Obstructions to Vision- NONE  
 Precipitation - NONE  
 Condition of Light - DAYLIGHT

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

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

Total	-	1500	Last 24 Hrs	-	UNK/NR
Make/Model	-	60	Last 30 Days	-	UNK/NR
Instrument	-	UNK/NR	Last 90 Days	-	UNK/NR
Multi-Eng	-	UNK/NR	Rotorcraft	-	UNK/NR

Instrument Rating(s) - NONE

THE ACFT COLLIDED WITH THE GROUND IN A WING DOWN NOSE LOW ATTITUDE. THE PLT HAD BEEN ADVISED THAT VFR FLT WAS NOT RECOMMENDED FOR HIS ROUTE OF FLT. THE NON-INSTRUMENT RATED PLT WENT ANYWAY AND ENCOUNTERED WEATHER. IN MANEUVERING TO GET BELOW OR OUT OF THE WEATHER THE PLT COLLIDED WITH THE GROUND. WEATHER OBSERVATION 45 MILES FROM THE ACCIDENT SITE ABOUT 1 HOUR EARLIER WAS 1200 FT BROKEN, 2000 FT OVERCAST WITH THE MESAS AND MOUNTAINS OBSCURED BY CLOUDS.

Brief of Accident (Continued)

File No. - 3039

10/08/83

KIM,CO

A/C Reg. No. N2174M

Time (Lcl) - 1400 MDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
  4. IN FLIGHT WEATHER ADVISORIES - NOT OBTAINED - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3011      11/17/83      DURANGO, CO      A/C Reg. No. N52050      Time (Lcl) - 0805 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - SCHEDULED, 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	0

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

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360-A1B6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	FARMINGTON, NM	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ANIMAS AIR PARK
Wind Dir/Speed - 300/005 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 25.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5000/ 50
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 690
SE LAND	Months Since - 3	Make/Model - 91
	Aircraft Type - UNK/NR	Instrument - 51
		Multi-Eng - 15
		Last 24 Hrs - 5
		Last 30 Days - UNK/NR
		Last 90 Days - 144

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT. RAN OFF THE RIGHT SIDE OF THE RWY AND COLLIDED WITH RWY LIGHTS DURING LANDING. THE PLT SAID HE LANDED ON THE RIGHT SIDE BECAUSE THE LEFT SIDE WAS BEING SEAL COATED. PROPER ALIGNMENT WAS NOT MAINTAINED AND THE ACFT'S RIGHT LANDING GEAR DROPPED OFF THE RWY EDGE.

Brief of Accident (Continued)

File No. - 3011

11/17/83

DURANGO.CO

A/C Reg. No. N52050

Time (Lc1) - 0805 MST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
- 

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

Finding(s)

3. OBJECT - RUNWAY LIGHT
- 

----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. - 3184      11/22/83      AURORA,CO      A/C Reg. No. N7724N      Time (Lcl) - 1740 MST

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

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

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

Make/Model - CESSNA 414	Eng Make/Model - CONTINENTAL TS10-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	RENO,NV	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	ENGLEWOOD,CO	ARAPAHOE COUNTY
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 34R
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid. - 8500/ 101
Lowest Sky/Clouds - 200 FT PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 200 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- NONE		ICE COVERED
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - NO	Total - 4414
SE LAND,ME LAND	Months Since - 28	Last 24 Hrs - 3
	Aircraft Type - C-414	Make/Model- 1862
		Last 30 Days- UNK/NR
		Instrument- 186
		Last 90 Days- 50
		Multi-Eng - 2989

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING WX BRIEFINGS THE PLT WAS ADVISED OF ICING CONDITIONS IN THE DENVER AREA. WHILE APPROACHING THE DENVER AREA THE PLT RADIOED "CAN YOU GET ME DOWN, IT'S A LITTLE BIT ICY UP HERE." THE PLT WAS SUBSEQUENTLY ASKED & WAS GIVEN A CLOSE TURN ONTO THE OUTER MARKER. THE ACFT WAS OBSERVED TO OVERFLY THE ARPT AT ABOUT 500 FT AGL. THE PLT THEN ACKNOWLEDGE THE MISSED APPROACH INSTRUCTIONS, & 1 MIN LATER REPORTED "...LOTS OF ICE..." & "...I'M STALLING OUT..." THE PLT REPORTLY DID NOT LIKE TO FLY APPROACHES TO MINIMUMS & SET THE ALTITUDE ALERTER TO AN ALTITUDE ABOVE MINIMUMS AS A SAFETY MARGIN. THE PLT HAD LOGGED 3.5 HRS ACTUAL & 4.1 HRS SIMULATED INSTRUMENT TIME, & 3 INSTRUMENT APPROACHES IN THE LAST 6 MOS. THE ACFT'S CG WAS 6 INCHES AFT OF THE AFT CG LIMIT.

- Brief of Accident (Continued)

File No. - 3184

11/22/83

AURORA, CO

A/C Reg. No. N7724N

Time (Lc1) - 1740 MST

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

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - MISSED APPROACH (IFR)

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - SNOW
5. WEATHER CONDITION - LOW CEILING
6. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
7. DECISION HEIGHT - NOT ATTAINED - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, UNDER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE, LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
10. MISSED APPROACH - INITIATED - PILOT IN COMMAND
11. WING - ICE

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - MISSED APPROACH (IFR)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3010      12/23/83      ASPEN, CO      A/C Reg. No. N768T      Time (Lcl) - 0912 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass 0	0	1	2
Accident Occurred During	-APPROACH					

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

Make/Model - CESSNA 421B	Eng Make/Model - CONTINENTAL GTS10-520-H1	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7450	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 375 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 310/015 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT SCATTERED</p> <p>Lowest Ceiling - 4000 FT OVERCAST</p> <p>Obstructions to Vision- BLOWING SNOW</p> <p>Precipitation - SNOW</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>TAOS, NM</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>ASPEN</p> <p>Runway Ident - 15</p> <p>Runway Lth/Wid - 7003/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - ICE COVERED</p> <p>SNOW - COMPACTED</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 5938
SE LAND, ME LAND	Months Since - 3	Make/Model- 820
	Aircraft Type - UNK/NR	Instrument- 34
		Multi-Eng - 1760
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 61

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE SNOW TO THE SIDE AND SHORT OF THE RWY DURING THE APPROACH TO LAND. THE PLT SAID THE ACFT WAS BLOWN OFF LINE AND HIS VISION WAS OBSCURED BY BLOWING SNOW. THE ACFT HIT REIL LIGHTS AND STOPPED 760 FT SHORT OF THE APPROACH END OF THE RWY. THE WEATHER WAS 3000 FT SCATTERED, ESTIMATED 4000 FT OVERCAST, VISIBILITY 6 MILES IN LIGHT SNOW SHOWERS, WIND FROM 310 DEGREES AT 15 KTS. 30 MINUTES LATER WAS INDEFINITE CEILING 100 FT OBSCURED VISIBILITY 2 MILES IN BLOWING SNOW AND FOG, WIND FROM 330 DEGREES AT 15 KTS.



Brief of Accident (Continued)

File No. - 3010

12/23/83

ASPEN, CO

A/C Reg. No. N768T

Time (Lcl) - 0912 MST

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

Finding(s)

1. WEATHER CONDITION - SNOW
  2. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
  4. WEATHER CONDITION - FOG
  5. COMPENSATION FOR WIND CONDITIONS - INACCURATE - PILOT IN COMMAND
  6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  7. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        UNDERSHOOT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3126      12/25/83      NEAR DOVE CREEK, CO      A/C Reg. No. N8675M      Time (Lcl) - 0930 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

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

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

Make/Model        - BEECH P35  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3125  
No. of Seats       - 4

Eng Make/Model - CONTINENTAL IO-470-N  
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      - PARTIAL, LMTD BY PILOT  
Basic Weather     - IMC  
Wind Dir/Speed- CALM  
Visibility         - 15.0    SM  
Lowest Sky/Clouds - 1800 FT SCATTERED  
Lowest Ceiling     - 8000 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SCOTTSDALE, AZ  
Destination  
GUNNISON, CO

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance   - IFR  
Type Apch/Lndg      - UNK/NR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 46  
Biennial Flight Review  
Current            - YES  
Months Since      - 24  
Aircraft Type      - P35

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 649      Last 24 Hrs - 1  
Make/Model-       239      Last 30 Days- UNK/NR  
Instrument-        9        Last 90 Days- 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH MOUNTAINOUS TERRAIN ABOUT 30 MILES NORTHWEST OF CORTEZ CO. THE PLT WAS ON AN IFR FLT PLAN AND HAD BEEN ADVISED BEFORE FLT OF HAZARDOUS ICING CONDITIONS ENROUTE. WHEN THE ACFT ICED UP THE PLT REVERSED COURSE AND EVEN THOUGH DESCENDING BELOW MEA HE MANAGED TO STAY CLEAR OF THE TERRAIN UNTIL HE TURNED SOUTHEAST TOWARD CORTEZ OVER HIGHER TERRAIN. HE WAS OUT OF DIRECT RADIO CONTACT WITH DENVER CENTER BECAUSE OF HIS ALTITUDE. DENVER WAS ABLE TO RELAY THROUGH AN AIRLINER UNTIL ALL CONTACT WAS LOST AT 0927 MST. A SEARCH WAS INITIATED AND BY ELT HELP THE ACFT WAS LOCATED 3 HOURS AFTER RADAR CONTACT WAS LOST. THE PLTS HANDBOOK FOR THE BEECH 35 STATED: "WARNING, FLT IN KNOWN ICING CONDITIONS PROHIBITED". EXAMINATION OF THE WRECKAGE REVEALED THAT THE ACFT IMPACTED TALL PINE TREES IN A WINGS LEVEL 10-15 DEG NOSE LOW ATTITUDE. THE ACFT CAME TO FINAL REST IN A DENSELY FORESTED SNOW COVERED AREA BETWEEN 2 LARGE PINE TREES. SHOULDER HARNESSSES WERE NOT INSTALLED IN THE ACFT.

Brief of Accident (Continued)

File No. - 3126

12/25/83

NEAR DOVE CREEK, CO

A/C Reg. No. N8675M

Time (Lc1) - 0930 MST

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

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND
3. WEATHER CONDITION - CLOUDS
4. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
5. WING - ICE
6. VISUAL LOOKOUT - POOR - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. OBJECT - TREE(S)

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,3,5,7,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3009      12/26/83      HAYDEN, CO      A/C Reg. No. N276VM      Time (Lcl) - 1830 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	1	6
Accident Occurred During	-LANDING						

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

Make/Model	- BEECH 65-90	Eng Make/Model	- P & W PT6A-6	ELT Installed/Activated	- YES/NO
Landing Gear	- UNK/NR	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9000	Engine Type	- TURBOPROP		
No. of Seats	- 10	Rated Power	- 500 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - ACFT RADIO</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 2.000 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 900 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - SNOW</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">FORT WORTH, TX</p> <p>Destination</p> <p style="text-align: center;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - VOR/TVOR</p> <p style="text-align: center;">STRAIGHT-IN</p> <p style="text-align: center;">FULL STOP</p>	<p>Airport Proximity</p> <p style="text-align: center;">ON AIRPORT</p> <p>Airport Data</p> <p style="text-align: center;">YAMPA VALLEY</p> <p>Runway Ident - 10</p> <p>Runway Lth/Wid - 6999/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - SNOW - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2227
SE LAND, ME LAND	Months Since - 1	Make/Model- 485
	Aircraft Type - 65-90	Instrument- 40
		Multi-Eng - 1841
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 39

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT OVERRAN THE RWY END DURING A NIGHT IMC LANDING. THE PLT STATED "THE DESCENT WAS STEEP" AND "I FIRST TOUCHED DOWN 1/2 WAY DOWN THE 7000-FT RWY." HE ALSO STATED THAT, "I DECIDE TO PLANT THE ACFT ON THE RWY SO I COULD GET ON THE REVERSERS AND GET IT STOPPED. WE HIT THE RWY EXTREMELY HARD AND THE ACFT BEGAN TO PORPOISE. "THE PLT THAN RETRACTED THE GEAR FOR A GO-AROUND BUT THE ENGINES DID NOT SPOOL UP AND THE ACFT LANDED WHEELS-UP OFF THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 3009

12/26/83

HAYDEN, CO

A/C Reg. No. N276VM

Time (Lcl) - 1830 MST

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Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - FOG
  2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
  3. FLARE - MISJUDGED - PILOT IN COMMAND
  4. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
  5. GO-AROUND - DELAYED - PILOT IN COMMAND
  6. RECOVERY FROM BOUNCED LANDING - DELAYED - PILOT IN COMMAND
  7. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
- 

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

Finding(s)

8. GEAR RETRACTION - INTENTIONAL - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3007      12/31/83      BROOMFIELD,CO      A/C Reg. No. N65680      Time (Lcl) - 1920 MST

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

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

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

Make/Model	- CESSNA 172P	Eng Make/Model	- AVCO-LYCOMING O-320-D2J	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	- 160 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	ERIE,CO	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	JEFFCO
Wind Dir/Speed	ATC/Airspace	Runway Ident
330/010 KTS	Type of Flight Plan	- 29R
Visibility	- NONE	Runway Lth/Wid
- 1.000 SM	Type of Clearance	- 7498/ 100
Lowest Sky/Clouds	- NONE	Runway Surface
- UNK/NR	Type Apch/Lndg	- ASPHALT
Lowest Ceiling	- STRAIGHT-IN	Runway Status
- 200 FT OVERCAST	FULL STOP	- DRY
Obstructions to Vision		
- FOG		
Precipitation		
- SNOW		
Condition of Light		
- NIGHT(DARK)		

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

Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 91	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 2	Make/Model- 91	Last 30 Days- UNK/NR
	Aircraft Type - 172	Instrument- 2	Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND AFTER THE PILOT FLEW INTO A FOG BANK ON FINAL FOR RUNWAY 29R. THE PILOT WAS NON-INSTRUMENT RATED AND HAD NOT RECEIVED A WEATHER BRIEFING OR FILED A FLT PLAN. THE ACFT WAS ONLY AIRBORNE FOR A ABOUT AN HOUR. THE WEATHER WAS 200 FT OVERCAST VISIBILITY 3/4 MILE LIGHT SNOW, FOG AT THE TIME OF THE ACCIDENT. THE PURPOSE OF THE FLT WAS TO DO TOUCH AND GO LANDINGS AT AN NEARBY ARPT.

Brief of Accident (Continued)

File No. - 3007

12/31/83

BROOMFIELD, CO

A/C Reg. No. N65680

Time (Lcl) - 1920 MST

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Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - FOG
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
  4. VFR FLIGHT INTO IMC - CONTINUED - 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. - 3123      5/20/83      N. STONINGTON, CT      A/C Reg. No. N4980G      Time (Lcl) - 1512 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	1	3	0
Pass	0	1	2	0

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

Make/Model - CESSNA 172N  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2200  
No. of Seats - UNK/NR

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

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 220/012 KTS

Visibility - 1.500 SM

Lowest Sky/Clouds -

Lowest Ceiling - 500 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NANTUCKET, MA

Destination

GROTON, CT

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, CFI

SE LAND, ME LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2510

Make/Model- 550

Instrument- 89

Multi-Eng - 21

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 115

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE DURING A GO-AROUND AT NIGHT FOLLOWING A DOWNWIND PRECAUTIONARY LANDING. DURING THE FLT THE PLT HAD NOTED THE FUEL GAUGES AT LOW READINGS AND SAID HE SUSPECTED A "FUEL LEAK". HE MADE RADIO CALLS TO TRY TO GO TO AN ARPT BEFORE FUEL EXHAUSTION. SHORTLY AFTER RADIO CONTACT WAS MADE COMMUNICATIONS WERE LOST AND AN ELECTRICAL FAILURE WAS EXPERIENCED. THE PLT DESCENDED BELOW THE CLOUDS. HE ABANDONED ONE APPROACH BECAUSE THE FIELD LOOKED "SHORT AND SOGGY." THE NEXT APPROACH TO ANOTHER FIELD WAS MISSED HE SAID BECAUSE OF A TAILWIND. DURING GO-AROUND THE ENGINE QUIT AND THE ACFT COLLIDED WITH A TREE. EXAMINATION OF THE ACFT AFTER THE ACCIDENT SHOWED THE ALTERNATOR CIRCUIT BREAKER POPPED. THE ALTERNATOR WAS REMOVED AND TESTED. IT PRODUCED A VOLTAGE INDICATION AT 700 RPMs TO 4500 RPMs. MAXIMUM VOLTAGE WAS 30 VOLTS. THE LOW VOLTAGE LIGHT BULB WAS INCORRECT AND THE WIRING WAS DISCONNECTED. THE WEATHER AT ACCIDENT TIME WAS CONDUCIVE TO CARBURETOR ICING.



Brief of Accident (Continued)

File No. - 3123

5/20/83

N. STONINGTON, CT

A/C Reg. No. N4980G

Time (Lc1) - 1512 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM, VOLTAGE REGULATOR - OPEN
2. MAINTENANCE, INSPECTION OF AIRCRAFT - POOR - OTHER MAINTENANCE PSNL
3. ELECTRICAL SYSTEM, CIRCUIT BREAKER - POPPED/TRIPPED
4. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
5. INSTRUMENT LIGHTS - DISCONNECTED
6. CHECKLIST - IMPROPER - PILOT IN COMMAND
7. ELECTRICAL SYSTEM, BATTERY - EXHAUSTION

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

8. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
9. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
10. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

11. OBJECT - TREE(S)
12. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
13. WEATHER CONDITION - LOW CEILING
14. WEATHER CONDITION - TAILWIND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,10,12

Factor(s) relating to this accident is/are finding(s) 1,3,5,7,8,9,11,13,14

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3190      6/11/83      RIDGEFIELD,CT      A/C Reg. No. N9554R      Time (Lcl) - 1405 EDT

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

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

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

Make/Model - BEECH K35	Eng Make/Model - CONTINENTAL IO-470-C	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	DANBURY,CT	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 150/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL	Current - YES	Total - 1852
SE LAND	Months Since - 2	Last 24 Hrs - UNK/NR
	Aircraft Type - K35	Make/Model- 38
		Instrument- 74
		Multi-Eng - 9
		Last 30 Days- 10
		Last 90 Days- 42

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, SEVERAL WITNESSES HEARD UNUSUAL SOUNDS FROM THE ACFT. ONE STATED THAT HE HEARD A SPUTTERING NOISE & THE ENG STOPPED, THEN IT RESTARTED, BUT WAS NOT SMOOTH. THE OTHER 2 WITNESSES HEARD A BACKFIRING OR SPUTTERING NOISE. SUBSEQUENTLY, THE ACFT ENTERED A STEEP DESCENT & CRASHED. BEFORE THE PLANE CRASHED, THE PLT HAD TRANSMITTED A MAYDAY CALL & SAID THE ACFT WAS GOING DOWN. AN INVESTIGATION REVEALED NO EVIDENCE OF A MECHANICAL PROBLEM. EXCEPT THE LEFT FUEL CAP O-RING WAS BADLY CRACKED FROM AGE & THE TOP OF THE LEFT WING HAD SIGNS OF FUEL STREAMING (SYPHONING). PRIOR TO THIS FLT, THE ACFT HAD BEEN FLOWN FROM YOUNGSTOWN, OH TO WILKES-BARRE, PA, THEN ON TO DANBURY, CT. THE PLT HAD REPORTED THAT ON THAT TRIP, HE HAD SEEN FUEL STREAMING FROM THE LEFT WING, ALL THE WAY BACK, AND THAT HE WOULD SEE A MECHANIC ABOUT FIXING THE CAPS. THERE WAS NO RECORD THAT THE ACFT HAD BEEN REFUELED AT WILKES-BARRE OR DANBURY, PRIOR TO THIS FLT. ALSO, A MECHANIC HAD PREVIOUSLY ADVISED THE OWNER TO REPLACE THE O-RINGS.

Brief of Accident (Continued)

File No. - 3190

6/11/83

RIDGEFIELD,CT

A/C Reg. No. N9554R

Time (Lc1) - 1405 EDT

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

Finding(s)

1. FUEL SYSTEM,CAP - DETERIORATED
2. FUEL SYSTEM,CAP - LEAK
3. FUEL SUPPLY - REDUCED -
4. FLUID,FUEL - STARVATION
5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      APPROACH

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

Finding(s)

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

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

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

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

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. - 3120      7/31/83      MARLBOROUGH,CT      A/C Reg. No. N1968X      Time (Lcl) - 2115 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

Make/Model - CESSNA 210H  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3400  
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - PARTIAL,LMTD BY PILOT  
Basic Weather - VMC  
Wind Dir/Speed- 170/008 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 15000 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
NANTUCKET,MA  
Destination  
MARLBOROUGH,CT

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - FULL STOP

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

SOMERS  
Runway Ident - 17  
Runway Lth/Wid - 2200/ 150  
Runway Surface - GRASS/TURF  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 67  
Biennial Flight Review  
Current - YES  
Months Since - 7  
Aircraft Type - 210H

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 3500	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES AND THE GROUND DURING AN APPROACH TO LAND ON A FOGGY NIGHT AT AN ARPT WITH NO INSTRUMENT APPROACH FACILITIES OR CONTROL. THE 67 YEAR OLD PLT HAD CANCELED HIS IFR FLT PLAN AT 2110 EDT. THE ACCIDENT OCCURRED AT 2115 EDT. THE PLT AND 2 PASSENGERS WERE FATALLY INJURED. ONE PASSENGER ESCAPED WITH A BROKEN JAW, ELBOWS AND NOSE. HE WAS SEATED IN THE RIGHT REAR WITH SEAT BELT UNFASTENED AND REMEMBERS AWAKENING TO SEE THE RWY LIGHTS AT THE SAME LEVEL AS THE ACFT. HE STATED THAT HE THOUGHT THE ENGINE WAS RUNNING AND MAKING NO UNUSUAL NOISES. A FRIEND HAD TURNED THE ARPT LIGHTS ON AT ABOUT 2000 HRS EDT. A WITNESS SAID THERE WAS A LOW LEVEL GROUND FOG BELOW THE LEVEL OF THE STREETLIGHTS NEAR THE ARPT AT 2130 EDT. AT NEW HAVEN CT THE WEATHER WAS BELOW MINIMUMS. THE ACFT WAS APPROACHING RWY 17. THE HEADING OF ITS COLLISION PATH WAS 148 DEGREES. THE MAIN WRECKAGE CAME TO REST 900 FT FROM THE APPROACH END OF THE RWY AND 270 FT EAST OF THE EXTENDED CENTERLINE.

Brief of Accident (Continued)

File No. - 3120

7/31/83

MARLBOROUGH, CT

A/C Reg. No. N1968X

Time (Lcl) - 2115 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. WEATHER CONDITION - DARK NIGHT
5. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
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) 2,3,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3153      8/14/83      EBRO,FL      A/C Reg. No. N215XP      Time (Lcl) - 1213 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire NONE  
Crew 1  
Pass 4

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

Make/Model - ROCKWELL 114A  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3250  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-THBD5  
Number Engines - 1  
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- 210/010 KTS  
Visibility - UNK/NR  
Lowest Sky/Clouds -  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PANAMA CITY,FL  
Destination  
TUSCALOOSA,AL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

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

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE PLT ADVISED DEPARTURE CONTROL THAT HE WAS GOING AROUND CLOUDS & THAT THERE WAS NO ACTIVITY ON HIS ONBOARD STORM SCOPE. SEVERAL MINUTES LATER RADAR CONTACT WAS LOST. THE ACFT HAD BROKE UP IN FLIGHT. ALTHOUGH VMC PREVAILED AT THE DEPARTURE ARPT, THERE WAS TOWERING CUMULUS NORTH THROUGH SOUTH.

Brief of Accident (Continued)

File No. - 3153

8/14/83

EBRO,FL

A/C Reg. No. N215XP

Time (Lcl) - 1213 CDT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - TURBULENCE IN CLOUDS
3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND

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

Finding(s)

4. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. WING - OVERLOAD
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
7. WING - 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) 3,4,6

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. - 3026      9/10/83      FT. LAUDERDALE, FL      A/C Reg. No. N256EL      Time (Lcl) - 0759 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

0

0

Injuries

Serious

1

1

Minor

0

3

None

0

0

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

Make/Model      - CESSNA C-114A  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 6500  
No. of Seats      - 8

Eng Make/Model      - CONTINENTAL GTS10-520-C  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 340 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- 080/005 KTS

Visibility      - 7.0 SM

Lowest Sky/Clouds      - 3000 FT SCATTERED

Lowest Ceiling      - 10000 FT BROKEN

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

FT. LAUDERDALE, FL

Destination

ATLANTIC, GA

Airport Proximity

ON AIRPORT

Airport Data

FT. LAUDERDALE EXECUTIVE

Runway Ident      - 08

Runway Lth/Wid      - 6000/ 100

Runway Surface      - ASPHALT

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan      - IFR

Type of Clearance      - IFR

Type Apch/Lndg      - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 57

Biennial Flight Review

Current      - YES

Months Since      - 2

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 7200

Make/Model- 500

Instrument- UNK/NR

Multi-Eng - 6000

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 90

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED WHILE MANEUVERING AT LOW AIRSPEED AND ALTITUDE RIGHT AFTER TAKEOFF. THE PLT SAID THE LEFT ENGINE STARTED LOSING POWER INTERMITTENTLY AT 90 KTS. THE PLT HAD ROTATED THE ACFT AND TRIED TO CONTINUE THE TAKEOFF. HE WAS CLEARED TO LAND ON ANY RWY AND IN ATTEMPTING A TURN WITH LANDING GEAR AND PARTIAL FLAPS EXTENDED CONTROL WAS LOST AND A CRASH OCCURRED. THE ACFT FLT MANUAL STATES THAT IF AN ENGINE FAILS BELOW 105 MPH THE TAKEOFF SHOULD BE ABORTED. AN ON SCENE EXAMINATION REVEALED NO EVIDENCE TO SUGGEST A PRE-IMPACT FAILURE OR MALFUNCTION. BOTH PROPELLERS SHOWED EVIDENCE OF TORSIONAL OVERLOAD DAMAGE. WHEN THE ENGINES WERE FURTHER EXAMINED THE LEFT ENGINE FUEL STRAINER WAS PARTIALLY CLOGGED WITH DIRT. DURING A RUN-UP TEST THE LEFT ENGINE WOULD NOT DEVELOPE MORE THAN 23 INCHES HG. AT 2750 RPM AND MAGNETO RPM DROP WAS ERRATIC. THE ENGINE WOULD NOT RUN WITH THE AUX FUEL BOOST PUMP OFF. THE REASON FOR THE LOW POWER OUTPUT WAS A DISCONNECTED PRESSURE LINE FOR THE TURBOCHARGER WHICH APPEARED TO HAVE BEEN DISCONNECTED FOR SOME TIME.



Brief of Accident (Continued)

File No. - 3026

9/10/83

FT. LAUDERDALE, FL

A/C Reg. No. N256EL

Time (Lcl) - 0759 EDT

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

Finding(s)

1. FUEL SYSTEM, STRAINER - BLOCKED(PARTIAL)
2. EXHAUST SYSTEM, TURBOCHARGER - DISCONNECTED

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

Finding(s)

3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
5. ABORT - NOT PERFORMED - PILOT IN COMMAND

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) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3025      9/15/83      GREEN COVE SPR.,FL      A/C Reg. No. N80041      Time (Lcl) - UNK/NR

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

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

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

Make/Model - PITTS S-2A	Eng Make/Model - LYCOMING AE10-360-A1A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GREEN COVE SPR.,FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - UNK/NR
Wind Dir/Speed- 010/004 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 6.0 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 - 8000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4500
SE LAND	Months Since - 4	Last 24 Hrs - 1
	Aircraft Type - PA28151	Make/Model- 250
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 40
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND AND WAS DESTROYED DURING A PLEASURE FLT. EXAMINATION OF THE WRECKAGE AND THE ACCIDENT SITE REVEALED EVIDENCE TO SUGGEST THAT THE ACFT COLLIDED WITH THE GROUND WHILE IN A STEEP LEFT BANK, NOSE LOW ATTITUDE AND A HIGH RATE OF DESCENT AND FORWARD SPEED. THE ACFT BOUNCED ABOUT 15 FT INTO THE AIR AND CARTWHEELED 50 FT INTO A WOODED AREA. NO EVIDENCE WAS FOUND TO INDICATE ANY PRE-IMPACT MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 3025

9/15/83

GREEN COVE SPR., FL

A/C Reg. No. N80041

Time (Lcl) - UNK/NR

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. AEROBATICS - PERFORMED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3200      9/19/83      MIAMI, FL      A/C Reg. No. N55ED      Time (Lcl) - 1643 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - BEECH 65-80  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 8800  
No. of Seats      - 7

Eng Make/Model      - LYCOMING IGSO-540-A1A  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 380 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- 120/008 KTS  
Visibility      - 12.0 SM

Lowest Sky/Clouds      - 2500 FT SCATTERED  
Lowest Ceiling      - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

OPA LOCKA  
Runway Ident      - 09L  
Runway Lth/Wid      - 8002/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 29  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 368      Last 24 Hrs - UNK/NR  
Make/Model- 2      Last 30 Days- UNK/NR  
Instrument- 77      Last 90 Days- UNK/NR  
Multi-Eng - 33

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SEVERAL DAYS PRIOR, A FAM FLT WAS INTENDED IN THE ACFT TO BE GIVEN TO THE PLT BY ANOTHER PERSON WHO REPRESENTED HIMSELF AS A PLT. THE FLT WAS CANCELLED DUE TO A PROBLEM WITH THE LEFT ENG. ON THE DAY OF THE ACCIDENT, THE OTHER PERSON TOLD THE PLT THAT THE ENG WAS REPAIRED & THEY PROCEEDED TO CONDUCT A LOCAL TEST FLT WITH THE OTHER PERSON CONDUCTING THE TAKEOFF FROM THE LEFT SEAT. THEY REPORTEDLY SWITCHED SEATS PRIOR TO LANDING. THE APPROACH APPEARED NORMAL UNTIL JUST PRIOR TO LANDING. A BURST OF SOUND FROM THE ENGS WAS HEARD & THE ACFT YAWED & ROLLED LEFT. THE LEFT WING IMPACTED THE GROUND & THE ACFT CARTWHEELED. THE LAST LOGBOOK ENTRY WAS IN 10/82. THE OWNER COULD NOT BE LOCATED. THE OTHER PLT COULD NOT BE LOCATED & THERE IS NO RECORD OF HIM BEING ISSUED A PLT'S CERTIFICATE. DURING TEARDOWN OF THE LEFT ENG THE SERVO FUEL INJECTOR WAS FOUND RIGGED EXTREMELY LEAN AT THE IDLE STOP.

Brief of Accident (Continued)

File No. - 3200

9/19/83

MIAMI, FL

A/C Reg. No. N55ED

Time (Lc1) - 1643 EDT

-----  
Occurrence #1            LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL SYSTEM, INJECTOR - IMPROPER
  2. MAINTENANCE, ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
- 

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

Finding(s)

3. JUDGEMENT - POOR - PILOT IN COMMAND
  4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
  5. GO-AROUND - INITIATED - PILOT IN COMMAND
  6. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
- 

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

-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3185      9/30/83      MATACUMBE KEY, FL      A/C Reg. No. N70C      Time (Lcl) - 1800 EDT

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

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

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

Make/Model	- ROCKWELL COMMANDER 560E	Eng Make/Model	- LYCOMING GO-480-C1B6	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 280 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	UNK/NR	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	UNK/NR	
Wind Dir/Speed	- 100/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- 1500 FT SCATTERED	Type of Clearance	- UNK/NR
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	- UNK/NR
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DUSK		

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

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1525	Last 24 Hrs - 3
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 2	Make/Model - 35	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 69	Last 90 Days - 25
		Multi-Eng - 525	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED IN THE WATER IN AN ISOLATED AREA OF THE FLORIDA BAY WHILE IN A NEAR INVERTED, LEFT WING LOW, NOSE DOWN ATTITUDE & AT A HIGH RATE OF DESCENT WITH SLOW FORWARD SPEED. THE LANDING GEAR WERE DOWN & LOCKED, & THE FLAPS WERE EXTENDED ABOUT 10 DEGS. EXAMINATION OF THE CARGO DOOR REVEALED EVIDENCE TO SUGGEST THAT IT WAS NOT HINGED TO THE ACFT DURING IMPACT. THE PURPOSE OF THE FLT IS STILL UNDER INVESTIGATION BY OTHER GOV'T AGENCIES.

Brief of Accident (Continued)

File No. - 3185

9/30/83

MATACUMBE KEY, FL

A/C Reg. No. N70C

Time (Lc1) - 1800 EDT

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

Finding(s)

- . 1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  - 2. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3151      10/08/83      VENICE, FL      A/C Reg. No. N80682      Time (Lc1) - 0955 EDT

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

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

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

Make/Model	- GLOBE GC-1B	Eng Make/Model	- CONTINENTAL C-125-2	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 1710	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		ON AIRPORT	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	THOMASVILLE, GA		VENICE MUNICIPAL	
Wind Dir/Speed	- 120/005 KTS	ATC/Airspace		Runway Ident	- 13
Visibility	- 5.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 5000/ 150
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- PRECAUTIONARY LANDING	Runway Status	- DRY
Obstructions to Vision	- HAZE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 56	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 646	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 4	Make/Model - 26	Last 30 Days - UNK/NR
	Aircraft Type - GC-1B	Instrument - 4	Last 90 Days - 5

Instrument Rating(s) - NONE

-----Narrative-----

IMMEDIATELY AFTER TAKEOFF THE PLT RADIOED ON UNICOM THAT HIS COWLING WAS COMING OPEN & THAT HE WAS RETURNING TO THE FIELD. OTHER PLTS WAITING FOR TAKEOFF REPORTED SEEING THAT ACFT ENTER A LEFT TURN BETWEEN 200-300 FT AGL & BECOME VERY SLOW. ONE OF THE PLTS CALLED ON THE RADIO FOR THE PLT TO ADD ENG POWER. THE ACFT ENTERED A LEFT SPIRALING TURN & CONTACTED THE GROUND IN A NOSE DOWN ATTITUDE. THE RIGHT FRONT LATCHING HANDLE OF THE ENG COWLING SHOWED EVIDENCE OF BEING UNLATCHED AT THE TIME OF IMPACT.



Brief of Accident (Continued)

File No. - 3151

10/08/83

VENICE, FL

A/C Reg. No. N80682

Time (Lc1) - 0955 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. COOLING SYSTEM, COWLING - LOOSE
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  4. SPIRAL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

-----  
----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. - 3152      11/19/83      NEAR NAPLES, FL      A/C Reg. No. N1826Z      Time (Lcl) - 1500 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire      Crew      2  
NONE      Pass      0

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

Make/Model      - BEECH 95-B55  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 5100  
No. of Seats      - 4

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      - IN PERSON  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 110/010 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - SCATTERED  
Lowest Ceiling      - 8000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
FORT MYERS, FL  
Destination  
UNK/NR

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 53  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type      - 95-B55

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1000
Make/Model-	250
Instrument-	UNK/NR
Multi-Eng -	250
Last 24 Hrs -	2
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR
Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT, ALONG WITH HIS SAFETY PLT, DEPARTED PAGE FIELD AT 1401 TO ACCOMPLISH AIRWORK. 1 MIN LATER THE CREW WAS QUESTIONED BY THE TOWER WHY THEY HAD NOT STARTED A TURN SOUTHBOUND. THE SAFETY PLT RESPONDED "I JUST PULLED AN ENGINE ON HIM AND HE IS GOING TO START HIS TURN NOW." THE PLT LATER INQUIRED AS TO WHETHER THE AREA NW OF NAPLES WAS ALRIGHT FOR PRACTICING AIRWORK. SUBSEQUENTLY A WITNESS SAW A LARGE SPLASH IN THE WATER. AFTER ARRIVING IN THE AREA OF THE SPLASH, HE FOUND AN OIL SLICK & PARTS OF THE ACFT. THE ACFT WAS SUBSEQUENTLY RETRIEVED & THE GEAR WAS FOUND IN THE DOWN POSITION. THERE WAS EXTENSIVE DAMAGE TO THE UNDERSIDE OF THE WINGS & FUSELAGE.

Brief of Accident (Continued)

File No. - 3152

11/19/83

NEAR NAPLES, FL

A/C Reg. No. N1826Z

Time (Lc1) - 1500 EST

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - OTHER CREW MEMBER
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3186      12/04/83      LAKELAND, FL      A/C Reg. No. N4115K      Time (Lcl) - 1446 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED	Fatal	0	Serious	0	Minor
Type of Operation - FLIGHT TEST	Fire	Crew	2	0	0	0
Flight Conducted Under - 14 CFR 91	ON GROUND	Pass	0	0	0	0
Accident Occurred During - TAKEOFF						

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

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING TIO-540	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 - 2	Rated Power - 350 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	LAKELAND MUNICIPAL
Wind Dir/Speed- 230/010 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3500 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 - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3550
SE LAND, ME LAND	Months Since - 4	Make/Model- 600
	Aircraft Type - UNK/NR	Instrument- 92
		Multi-Eng - 100
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON ITS FIRST PRODUCTION FLT TEST. SHORTLY AFTER LIFT-OFF IT WAS OBSERVED TO ENTER AN ABRUPT RIGHT BANK, FOLLOWED BY A STEEP LEFT BANK BEFORE CRASHING. EXAMINATION OF THE LEFT WING REVEALED THAT ITS AILERON CABLES WERE CONNECTED TO THEIR RESPECTIVE BELLCRANK ATTACH POINTS BACKWARDS.

Brief of Accident (Continued)

File No. - 3186

12/04/83

LAKELAND, FL

A/C Reg. No. N4115K

Time (Lcl) - 1446 EST

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

Finding(s)

1. FLT CONTROL SYST,AILERON CONTROL - IMPROPER
  2.     AIRCRAFT/EQUIPMENT,INADQT COMPLIANCE DETERMINATION - MANUFACTURER
  3. AIRCRAFT PREFLIGHT - 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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3172      12/11/83      EVERGLADES CITY, FL      A/C Reg. No. N704T      Time (Lcl) - 1500 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

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

Make/Model - TEMCO RALEY D-16A  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 4

Eng Make/Model - LYCOMING O-340-A1A  
Number Engines - 2  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 170 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- 140/016 KTS  
Visibility - UNK/NR  
Lowest Sky/Clouds - 2500 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
EVERGLADES, FL  
Destination  
MIAMI, FL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

EVERGLADES  
Runway Ident - 15  
Runway Lth/Wid - 2400/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 57

Biennial Flight Review  
Current - YES  
Months Since - 7  
Aircraft Type - D-16A

Medical Certificate - EXPIRED

Flight Time (Hours)	
Total - 1600	Last 24 Hrs - 1
Make/Model- 200	Last 30 Days- UNK/NR
Instrument- 15	Last 90 Days- 20
Multi-Eng - 600	

Instrument Rating(s) - NONE

-----Narrative-----

POWER WAS LOST ON BOTH ENGS SHORTLY AFTER TAKEOFF. THE PLT ATTEMPTED TO TURN TOWARDS THE SHORELINE & LAND IN AN OPEN FIELD BUT WAS UNABLE TO DO SO. THE ACFT COLLIDED WITH THE WATER WHILE IN A LEFT BANK & CARTWHEELED. THE FUEL LINE BETWEEN THE MAIN FUEL TANK SUMP & THE LEFT FUEL SELECTOR WAS RUPTURED. THE MAIN FUEL TANK & SUMP WERE VOID OF FUEL. A WITNESS AT THE ARPT STATED THAT HE OBSERVED FUEL LEAKING FROM THE ACFT BOTTOM CENTER SECTION WHILE THE ACFT WAS ON THE GROUND. THE MAIN FUEL TANK IS THE "COMMON FUEL SOURCE" FOR BOTH ENGS WHEN BOTH FUEL SELECTORS ARE POSITIONED TO THE MAIN TANK.

Brief of Accident (Continued)

File No. - 3172

12/11/83

EVERGLADES CITY, FL

A/C Reg. No. N704T

Time (Lcl) - 1500 EST

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

Finding(s)

1. FUEL SYSTEM, LINE - FAILURE, TOTAL
2. FLUID, FUEL - STARVATION
3. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - FAILURE, TOTAL
4.      AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), AIRFRAME - MANUFACTURER

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

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

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3191      12/11/83      VENICE, FL      A/C Reg. No. N94642      Time (Lcl) - 1941 EST

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

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

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

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235_N2C	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-----

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	VENICE
Wind Dir/Speed	- 170/017 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- 04
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Clearance	- 5000/ 150
Lowest Ceiling	- 10000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- NIGHT(DARK)		

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

Pilot-In-Command	Age - 66	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current	- 6000	Last 24 Hrs - 3
SE LAND	Months Since	- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type	- UNK/NR	Last 90 Days- 9
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THIS WAS THE FIRST FLT FOR THE PROSPECTIVE STUDENT PLT. HE STATED THAT DURING THE SECOND TRAFIC PATTERN OVER THE GULF, THE ACFT APPEARED TO HIT A GUST OF WIND, PITCHED UP, & ENTERED A SPIN. WINDS WERE GUSTING 27 KTS, & SEVERE WX WAS FORECAST & ARRIVED LATER IN THE EVENING. A LARGE THUNDERSTORM AREA WAS VISIBLE FROM THE WX SATELLITE JUST WEST OF THE ARPT WEAR THE TIME OF THE ACCIDENT.



Brief of Accident (Continued)

File No. - 3191

12/11/83

VENICE, FL

A/C Reg. No. N94642

Time (Lcl) - 1941 EST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. WEATHER CONDITION - HIGH WIND
  3. WEATHER CONDITION - GUSTS
  4. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND(CFI)
  5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND(CFI)
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3195      12/28/83      SOUTH BAY, FL      A/C Reg. No. N647U      Time (Lcl) - 1805 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model    - GRUMMAN C-164  
Landing Gear   - TAILWHEEL-ALL FIXED  
Max Gross Wt   - 4500  
No. of Seats   - 1

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

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

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

Weather Data

Wx Briefing        - NO RECORD OF BRIEFING  
Method            - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed-   170/015 KTS  
Visibility         - 15.0 SM  
Lowest Sky/Clouds   - UNK/NR  
Lowest Ceiling     - 2500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light   - DAYLIGHT

Itinerary

Last Departure Point  
S. BAY GROWERS, FL  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 34  
Biennial Flight Review  
Current            - YES  
Months Since      - 9  
Aircraft Type      - G-164

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 7000  
Make/Model-        600  
Instrument-        UNK/NR  
Multi-Eng -        UNK/NR  
Last 24 Hrs -       2  
Last 30 Days-      20  
Last 90 Days-      100  
Rotorcraft -       UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE ACFT INITIATED A TURN TO START DUSTING, IT WAS OBSERVED TO LOSE ALTITUDE RAPIDLY & COLLIDE WITH THE GROUND. THE ACFT WAS 470 LBS OVER MAX GROSS TAKEOFF WEIGHT. THE AREA WAS AFFECTED BY GUSTY WINDS FROM THE SOUTH, & THE PLT'S INITIAL TURN TO THE FIELD WAS MADE TO THE NORTH(DOWNWIND). WX CONDITIONS WERE ALSO CONDUCIVE TO LOW LEVEL WINDSHEAR.

Brief of Accident (Continued)

File No. - 3195

12/28/83

SOUTH BAY, FL

A/C Reg. No. N647U

Time (Lc1) - 1805 EST

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

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
  2. WEATHER CONDITION - GUSTS
  3. WEATHER CONDITION - TAILWIND
  4.    AIRSPEED - INADEQUATE - PILOT IN COMMAND
  5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3074

3/24/83

JEFFERSONVILLE,GA

A/C Reg. No. N72B

Time (Lcl) - 0236 EST

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

Type Operating Certificate-COMMUTER

Aircraft Damage  
DESTROYED

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

Type of Operation -SCHEDULED,DOMESTIC,CARGO

Flight Conducted Under -14 CFR 135

Accident Occurred During -DESCENT

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

Make/Model - MITSUBISHI MU-2B-60

Eng Make/Model - AIRESEARCH TPE-331

ELT Installed/Activated - UNK/NR

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 11575

Engine Type - TURBOPROP

No. of Seats - UNK/NR

Rated Power - 778 HP

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

Weather Data

Wx Briefing - UNK/NR

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 - RAIN

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

JACKSONVILLE,FL

Destination

ATLANTA,GA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - VFR ON TOP

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND,ME LAND

Age - 28

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - PA-60

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3747

Make/Model- 547

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON THE RETURN PORTION OF A ROUND TRIP FLT, HAULING CANCELED BANK CHECKS. WHEN THEY BOARDED BEFORE TAKEOFF, THE PLT'S WIFE, WHO WAS NOT A PLT, OCCUPIED THE R FRONT SEAT & HIS 2 DAUGHTER'S, AGES 4 & 6, WERE IN THE PASSENGER SEATS. PREVIOUS LEGS OF THE FLT WERE ACCOMPLISHED WITHOUT INCIDENT. WHILE EN ROUTE ON THE 4TH LEG, A RADAR HANDOFF WAS MADE FROM JACKSONVILLE TO ATLANTA CENTER AT 0225 EST & THE PLT REPORTED AT FL180. THIS WAS HIS LAST KNOWN TRANSMISSION. AT 0230, THE ATC CONTROLLER NOTED THE ACFT WAS PASSING MACON VOR. SHORTLY THEREAFTER, RADAR CONTACT WAS LOST & EFFORTS TO MAKE RADIO CONTACT WERE UNSUCCESSFUL. SEVERAL PERSONS IN THE VICINITY HEARD THE ACFT ENGS ALTERNATELY AT HI SPEED, THEN DEMISHING, BEFORE THE ACCIDENT. THE WRECKAGE WAS FOUND SCATTERED OVER A 2 MI AREA. AN EXAM REVEALED THE R WING HAD FAILED UPWARD & THE L WING & L HORIZONTAL STABILIZER HAD FAILED DOWNWARD FROM OVERLOAD. THERE WAS EVIDENCE OF COURSE REVERSAL & DESCENT BEFORE BREAKUP; LIGHT TURBULENCE & ICING AT CRUISE ALT. REASON FOR DSCNT UNKN.

Brief of Accident (Continued)

File No. - 3074

3/24/83

JEFFERSONVILLE,GA

A/C Reg. No. N72B

Time (Lcl) - 0236 EST

Occurrence #1 ALTITUDE DEVIATION,UNCONTROLLED  
Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

2. LIGHT CONDITION - DARK NIGHT
3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
4. WING - OVERLOAD
5. WING - SEPARATION
6. HORIZONTAL STABILIZER SURFACE - OVERLOAD
7. HORIZONTAL STABILIZER SURFACE - SEPARATION

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3050      8/21/83      SAVANNAH,GA      A/C Reg. No. N2670F      Time (Lcl) - 1451 EDT

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

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

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

Make/Model - CESSNA C-182J	Eng Make/Model - CONTINENTAL D-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-----

<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- 160/005 KTS</p> <p>Visibility - 2.500 SM</p> <p>Lowest Sky/Clouds - 5000 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 - SPECIAL VFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data SAVANNAH INTERNATIONAL</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 7001/ 150</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>ME LAND</p>	<p>Age - 47</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 23</p> <p>Aircraft Type - 172</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1500</p> <p>Make/Model- 10</p> <p>Instrument- 0</p> <p>Multi-Eng - 400</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED RIGHT AFTER TAKEOFF WHEN THE IT WENT INTO AN UNCOMMANDED UNCONTROLLED TURN TO THE RIGHT. THE ACFT WAS SLIGHTLY OVER MAX GROSS TAKEOFF WEIGHT BUT THE CG WAS WITHIN LIMITS. THIS ACFT WAS EQUIPPED WITH AN AUTOPILOT. POST ACCIDENT INVESTIGATION DID NOT DISCLOSE ANY EVIDENCE OF FAILURE OR MALFUNCTION. THE AUTOPILOT FUNCTIONED NORMALLY IN A POST ACCIDENT EXAMINATION. THE SLIP-CLUTCH WAS WITHIN LIMITS AND COULD BE OVERRIDDEN. THE PLT DID NOT HAVE A SINGLE ENGINE RATING AND REPORTED UNDER 10 HOURS OF TOTAL FLT TIME IN THIS MAKE AND MODEL OF ACFT.

Brief of Accident (Continued)

File No. - 3050

8/21/83

SAVANNAH,GA

A/C Reg. No. N2670F

Time (Lc1) - 1451 EDT

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

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - INACCURATE - PILOT IN COMMAND
  2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. MANEUVER - 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) 3,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3160      9/05/83      GRIFFIN,GA      A/C Reg. No. N830R      Time (Lc1) - 1430 EDT

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

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

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

Make/Model - QUICKIE Q2	Eng Make/Model - CONTINENTAL C-85	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HAMPTON,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GRIFFIN SPALDING COUNTY
Wind Dir/Speed- UNK/NR		Runway Ident - 31
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 3300/ 75
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - WET
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 156
SE LAND	Months Since - 4	Make/Model- 22
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HIS AIRSPEED WAS LOW ON FINAL & LIFT WAS LOST ON THE CANARD DUE TO THE RAIN. HE STATED HE HAD FULL AFT STICK TRYING TO GET THE NOSE UP, BUT COULDN'T. THE ACFT LANDED HARD, BOUNCED SEVERAL TIMES HARD & THE CANARD BROKE.



Brief of Accident (Continued)

File No. - 3160

9/05/83

GRIFFIN,GA

A/C Reg. No. N830R

Time (Lc1) - 1430 EDT

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Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - RAIN

2. AIRSPEED - INADEQUATE - PILOT IN COMMAND

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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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3096      11/29/83      ATLANTA, GA      A/C Reg. No. N16AK      Time (Lcl) - 0733 EST

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

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

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

Make/Model	- PIPER PA-28R-200	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	- 2600	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 - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/004 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>UNK/NR</p> <p>Destination</p> <p>POPE AFB, NC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>FULTON COUNTY BROWN FIELD</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, CFI</p> <p>SE LAND, ME LAND</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 11</p> <p>Aircraft Type - PA-28</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3480</p> <p>Make/Model- 1500</p> <p>Instrument- 279</p> <p>Multi-Eng - 105</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 13</p> <p>Last 90 Days- 45</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER COMPLETING A PREFLT, THE PLT ENTERED THE ACFT & ATTEMPTED TO START THE ENG WITH THE STARTER & ON BOARD BATTERY. HE STATED THAT THE ENG TURNED SLOWLY & WOULD NOT START. AFTER SEVERAL ATTEMPTS TO MAKE A NORMAL START, THE PLT EXITED THE ACFT, CHOCKED THE NOSEWHEEL & PROCEED TO HAND PROP THE ENG. HE STATED THAT HE WAS PROPPING THE ENG FOR THE PURPOSE OF GETTING THE OIL TO CIRCULATE & TO PRIME THE ENG. WHILE PROPPING THE ENG, IT STARTED & THE ACFT ROLLED OVER THE CHOCK. THE PLT TRIED TO STOP THE ACFT, BUT IT COLLIDED WITH 2 BUILDINGS, DAMAGING THE ACFT, THE BUILDINGS & A DESK INSIDE 1 OF THE BUILDINGS. THE MASTER SWITCH & MAGNETO SWITCH HAD NOT BEEN TURNED OFF BEFORE HE PROPPED THE ENG.

Brief of Accident (Continued)

File No. - 3096

11/29/83

ATLANTA,GA

A/C Reg. No. N16AK

Time (Lcl) - 0733 EST

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Occurrence                ON GROUND COLLISION WITH OBJECT  
Phase of Operation       TAXI

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. MISCELLANEOUS EQUIPMENT - NOT USED - PILOT IN COMMAND
3. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
4. OBJECT - BUILDING(NONRESIDENTIAL)

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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) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3068      8/04/83      GRAND ISLE BLK,GM      A/C Reg. No. N39114      Time (Lcl) - 0910 CDT

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

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

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

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 6	Rated Power - 317 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	LEEVILLE,LA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	OFFSHORE,GM	CHARLIE OSCAR
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 40/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2706
SE LAND	Months Since - 13	Make/Model- 1826
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 94
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 170
		Rotorcraft - 2706

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHILE FLARING TO LAND ON AN OFF-SHORE PLATFORM, THE PLT NOTED A SUDDEN VIBRATION. HE CONTINUED THE LANDING; HOWEVER, BY THE TIME THE HELICOPTER TOUCHED DOWN, THE VIBRATION BECAME SEVERE & THE ACFT TURNED TO THE RIGHT. AN EXAM REVEALED THAT A MIDSPAN BALANCE WEIGHT HAD SEPARATED FROM A MAIN ROTOR BLADE, PN 206-010-200-33. WHILE REACTING TO THE EMERGENCY, THE BOTTOM VERTICAL FIN CONTACTED THE EDGE OF THE PLATFORM.

Brief of Accident (Continued)

File No. - 3068

8/04/83

GRAND ISLE BLK,GM

A/C Reg. No. N39114

Time (Lc1) - 0910 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ROTOR SYSTEM,MAIN ROTOR BLADE - FAILURE,PARTIAL

2. ROTOR SYSTEM - VIBRATION

3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3117      10/09/83      GULF OF MEXICO,GM      A/C Reg. No. N4437T      Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
UNK/NR

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

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

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

Eng Make/Model - LYCOMING IO-360  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 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 - IMC  
Wind Dir/Speed- 020/017 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 600 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HARLINGEN, TX  
Destination  
HOUSTON, 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 - WATER  
Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 30  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- UNK/NR
Multi-eng	- 0	Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DISAPPEARED ON A FLT OVER A PART OF THE GULF OF MEXICO SOUTH OF CORPUS CHRISTI IN AN AREA OF THUNDERSTORM ACTIVITY. THE STORMS WERE DENSELY PACKED AND IT WAS CONSIDERED UNLIKELY THAT VFR FLT COULD BE CONDUCTED IN THE AREA. THE ACCIDENT ACFT WAS IN RADIO CONTACT WITH A FORMER INSTRUCTOR AND BROTHER-IN-LAW WHO WAS FLYING TO CORPUS CHRISTI IN A C-172. THE C-172 LANDED AT CORPUS DUE TO THE T-STORMS AND HAD LOST CONTACT WITH N4437T BEFORE LANDING. A PART OF A WING IDENTIFIED AS HAVING COME FROM N4437T WAS PICKED UP BY A SHRIMP BOAT ABOUT 3 WEEKS AFTER THE ACFT WAS MISSING. THE SEARCH BY THE CAP AND COAST GUARD FOUND NOTHING AND THE SEARCH WAS ENDED.

Brief of Accident (Continued)

File No. - 3117

10/09/83

GULF OF MEXICO,GM

A/C Reg. No. N4437T

Time (Lcl) - UNK/NR

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Occurrence MISSING AIRCRAFT

Phase of Operation UNKNOWN

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
  2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
  3. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
  4. JUDGEMENT - POOR - PILOT IN COMMAND
- 

----Probable Cause----

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

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. - 3063

6/12/83

NEWTON,IA

A/C Reg. No. N5509V

Time (Lcl) - UNK/NR

-----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	Crew 1	0	0	0
Accident Occurred During	-DESCENT	Pass 1	0	0	0

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

Make/Model - PIPER PA-32-260  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3400  
No. of Seats - 7

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

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - PARTIAL,LMTD BY FCSTR  
Basic Weather - VMC  
Wind Dir/Speed- 140/008 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 1800 FT SCATTERED  
Lowest Ceiling - 2400 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - RAIN  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
DES MOINES,IA  
Destination  
FAIRFIELD,IA

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 - NONE

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

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

Age - 43  
Biennial Flight Review  
Current - YES  
Months Since - 15  
Aircraft Type - PA-32

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

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

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PLT TOOK OFF ON A X-COUNTRY FLT AT NIGHT. WHEN ADVISED OF WX ALONG HIS ROUTE, HE REQUESTED & RECIEVED RADAR ADVISORIES. A SHORT TIME LATER, HE REPORTED THAT HE WAS IN A STORM. FOR ABOUT 10 MINUTES, THE RADAR CONTROLLER WAS COMMUNICATING WITH THE PLT WHILE PROVIDING ASSISTANCE. DURING THAT TIME, THE PLT REPORTED THAT HE WAS IN TERRIBLE WX CONDITIONS & HAD ENCOUNTERED BAD TURBULENCE. THE PASSENGER THEN BEGAN TO TALK ON THE RADIO FOR THE PLT. HE REPORTED THAT THEY WERE "IN TROUBLE, IN BIG TROUBLE" & THAT THEY WERE TRYING TO FLY STRAIGHT & LEVEL. THE PASSENGER'S LAST TRANSMISSION WAS: "WE'RE 2000 GOING UP & DOWN, WE'RE GOING DOWN." A FARMER WAS AWAKEN BY THE ACFT CIRCLING HIS HOUSE. HE HEARD THE ACFT CLIMBING & DIVING BEFORE IT CRASHED. SUBSEQUENTLY, THE ACFT IMPACTED RISING GROUND IN AN AREA OF ROLLING TERRAIN. THE WITNESS SAID THE WIND WAS BLOWING & RAIN WAS FALLING. NO PREIMPACT MECHANICAL MALFUNCTION OR FAILURE OF THE ACFT WAS FOUND.



Brief of Accident (Continued)

File No. - 3063

6/12/83

NEWTON,IA

A/C Reg. No. N5509V

Time (Lcl) - UNK/NR

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - TURBULENCE
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3018      7/29/83      SAINT ANSGAR,IA      A/C Reg. No. N12938      Time (Lcl) - 1255 CDT

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

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

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

Make/Model - PIETENPAL AIR CAMPER	Eng Make/Model - CONTINENTAL A-80	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 80 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	BRODHEAD,WI	Runway Ident - 36
Wind Dir/Speed- 030/009 KTS	ATC/Airspace	Runway Lth/Wid - 1500/ 75
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1118
SE LAND	Months Since - 14	Make/Model- 700
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 17
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED FOLLOWING TKOF FROM AN ENROUTE STOP DURING A X-COUNTRY FLT. THE PLT'S FRIEND WITNESSED THE TAKEOFF. THE WITNESS SAID THE PLT WAVED AFTER TAKEOFF AND THEN THE ACFT MADE A SHARP LEFT BANK WITH WINGS WAGGLING. THE ACFT ROLLED LEVEL AND ENTERED ANOTHER LEFT TURN OF 180 DEGREES WITH MORE WING WAGGLING AND A ENTRY INTO A SPIN. PARTIAL RECOVERY WAS MADE AFTER ONE TURN PRIOR TO GROUND IMPACT. THE PLT STATED THE AILERON CONTROL JAMMED BUT HE SHOOK IT LOOSE AND MADE A NORMAL SPIN RECOVERY BUT HAD INSUFFICIENT ALT AND IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 3018

7/29/83

SAINT ANSGAR, IA

A/C Reg. No. N12938

Time (Lc1) - 1255 CDT

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

Finding(s)

1. FLIGHT CONTROL,AILERON - JAMMED
  2. CONTROL INTERFERENCE - NOT IDENTIFIED - PILOT IN COMMAND
  3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2            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) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3057      8/12/83      EAST AMANA, IA      A/C Reg. No. N1347C      Time (Lcl) - 2015 CDT

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

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

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

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

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

<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- 120/006 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 25000 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;">MUSCATINE, IA</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;">HURSH</p> <p>Runway Ident - 08</p> <p>Runway Lth/Wid - 2800/ 150</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 45</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 14</p> <p style="padding-left: 20px;">Aircraft Type - 177B</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 924</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model-</td> <td>680</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>71</td> <td>Last 90 Days-</td> <td>23</td> </tr> </table>	Total	- 924	Last 24 Hrs	- 1	Make/Model-	680	Last 30 Days-	UNK/NR	Instrument-	71	Last 90 Days-	23
Total	- 924	Last 24 Hrs	- 1											
Make/Model-	680	Last 30 Days-	UNK/NR											
Instrument-	71	Last 90 Days-	23											

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE HAD FLOWN INTO & OUT OF THE ARPT NUMEROUS TIMES. HE SAID THAT DURING A TAKEOFF, THE ACFT NORMALLY BECAME AIRBORNE AFTER ABOUT 900 FT OF GROUND ROLL. ALSO, HE SAID THAT ON THIS FLT WITH 4 PASSENGERS, THE ACFT LIFTED OFF AT ABOUT THE SAME AREA. AFTER LIFT-OFF, THE PLANE CLIMBED APRX 20FT, THEN SETTLED BACK ON THE SURFACE, TURNED LEFT & DEPARTED THE RWY. IT CONTINUED BESIDE & BEYOND THE RWY, WENT OVER A BANK & CAME TO REST IN A CREEK.

Brief of Accident (Continued)

File No. - 3057

8/12/83

EAST AMANA, IA

A/C Reg. No. N1347C

Time (Lcl) - 2015 CDT

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

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
- 

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

Finding(s)

3. ABORTED TAKEOFF - UNCONTROLLED - PILOT IN COMMAND
  4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  5. TERRAIN CONDITION - ROUGH/UNEVEN
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3060

9/09/83

PERRY, IA

A/C Reg. No. N2452J

Time (Lcl) - 1230 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 200/015 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

PERRY MUNI  
Runway Ident - 22  
Runway Lth/Wid - 3300/ 190  
Runway Surface - GRASS/TURF  
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 58

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1000	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PARTICIPATING IN A SPOT LANDING CONTEST. A WITNESS NEAR THE APCH END OF THE RWY REPORTED THAT WHEN THE ACFT WAS ON FINAL APCH, IT SUDDENLY SETTLED BELOW TALL TREES ABOUT 1/8 MI FROM THE RWY. HE REPORTED THAT IT THEN WENT INTO A RIGHT BANK, NOSE UP ATTITUDE; AND AS IT CRESTED THE TREES, IT APPEARED TO STALL & FALL TO THE GROUND IN A NOSE UP ATTITUDE. DURING IMPACT, THE RIGHT SPRING LANDING GEAR PENETRATED THE CABIN & IMBEDDED ITSELF IN THE BACK OF THE PLT'S SEAT. REPORTEDLY, THE PLT'S SEAT BELT WAS NOT CONNECTED. HE WAS THROWN OUT THE RIGHT CABIN DOOR & RECEIVED A SERIOUS HEAD INJURY. NO EVIDENCE OF A PREIMPACT MECHANICAL MALFUNCTION OR FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 3060

9/09/83

PERRY,IA

A/C Reg. No. N2452J

Time (Lc1) - 1230 CDT

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

Finding(s)

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

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

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
- 

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

-----

-----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. - 3062      10/01/83      CEDAR RAPIDS, IA      A/C Reg. No. N7026K      Time (Lc1) - 1430 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE  
Crew      0  
Pass      0

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

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

Make/Model      - PIPER PA-20  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1800  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-290-D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 125 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 170/010 KTS  
Visibility      - 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      - UNK/NR

Airport Proximity  
ON AIRPORT

Airport Data

CEDAR RAPIDS MUNI  
Runway Ident      - 13  
Runway Lth/Wid      - 5450/ 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 - 46

Biennial Flight Review

Current      - YES  
Months Since      - 5  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 13000	Last 24 Hrs	- UNK/NR
Make/Model-	110	Last 30 Days-	UNK/NR
Instrument-	300	Last 90 Days-	200
Multi-Eng	- 4000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT WHEN HE LANDED ON RWY 13, THE WIND WAS FROM 170 DEG AT 10 GUSTING TO 20 KTS. HE SAID THAT ABOUT 30 FT BEYOND THE TOUCHDOWN POINT, A GUST OF WIND PICKED UP THE RIGHT WING & THE ACFT SWERVED TO THE RIGHT. SUBSEQUENTLY, THE LEFT MAIN GEAR FAILED & THE PROP & LEFT WING WERE DAMAGED.



Brief of Accident (Continued)

File No. - 3062

10/01/83

CEDAR RAPIDS, IA

A/C Reg. No. N7026K

Time (Lcl) - 1430 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. WEATHER CONDITION - GUSTS
  3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
  4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
- 

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

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3054      5/13/83      BLOOMINGTON,IL      A/C Reg. No. N201GG      Time (Lcl) - 1738 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -BUSINESS	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 - MOONEY M-20-J-201	Eng Make/Model - LYCOMING IO-360-A3B6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ROCHELLE,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	TULSA,OK	
Wind Dir/Speed- 200/025 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 800 FT OVERCAST	Type Apch/Lndg -	Runway Status - UNK/NR
Obstructions to Vision- UNK/NR		
Precipitation - RAIN SHOWERS		
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 - UNK/NR
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO THE ACCIDENT, A WITNESS HEARD THE ACFT, THEN SAW IT FOR A SHORT TIME THRU AN OPENING IN THE CLOUDS. IN HIS OPINION, IT WAS HEADING DIRECTLY INTO A THUNDERSTORM, WHICH CONCERNED HIM. HE SAID THAT RAIN WAS FALLING, AND ABOUT 10 MIN LATER, THE THUNDERSTORM PASSED OVER HIS POSITION. SUBSEQUENTLY, THE ACFT CRASHED IN AN OPEN FIELD. THE LEADING EDGES OF BOTH WINGS WERE COMPRESSED BACK IN AN "ACCORDIAN" MANNER AT AN ANGLE OF ABOUT 45 DEG, WHICH WAS INDICATIVE OF IMPACTING IN A 45 DEG, NOSE LOW ATTITUDE. THERE WAS A SMELL OF FUEL IN THE AREA & NO PREIMPACT MALFUNCTIONS OR FAILURES WERE FOUND. A METEOROLOGICAL STUDY SHOWED THERE WERE VIDEO INTEGRATOR & PROCESSOR (VIP) LEVEL 2 & LEVEL 4 RADAR ECHOS FROM THE THUNDERSTORMS & PROBABLE SEVERE TURBULENCE. A BOTTLE CONTAINING 600 MG OF MOTRIN (IBUPROFEN) WAS FOUND IN THE ACFT, BUT A MEDICAL EXAM REVEALED NO EVIDENCE OF A PHYSIOLOGICAL PROBLEM.

Brief of Accident (Continued)

File No. - 3054

5/13/83

BLOOMINGTON,IL

A/C Reg. No. N201GG

Time (Lc1) - 1738 CDT

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 - THUNDERSTORM
3. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
4. WEATHER CONDITION - RAIN
5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

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

Finding(s)

6. AIRCRAFT HANDLING - 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) 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. - 3135      8/27/83      ROBINSON,IL      A/C Reg. No. NONE      Time (Lcl) - 1550 CDT

-----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 -NONE	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

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

Make/Model - PIONEER FLIGHTSTAR	Eng Make/Model - KAWASAKI TA-440B	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 35 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ROBINSON,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 240/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - UNK/NR	Type Apch/Lndg -	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 220
SE LAND	Months Since - 14	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 9
		Instrument- 1
		Multi-Eng - 2
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AFTER TAKING OFF, HE STAYED LOW OVER FARM FIELDS. HE REPORTED THAT HE TRAVELED ABOUT 1 1/4 MI FROM THE ARPT & DECIDED TO RETURN & LAND. HOWEVER, DURING A LEFT TURN, THE ULTRALIGHT VEHICLE CRASHED. THE PLT WAS SERIOUSLY INJURED & DID NOT REMEMBER DETAILS OF THE ACCIDENT AFTER REGAINING CONSCIOUSNESS. A GROUND WITNESS REPORTED THE ULTRALIGHT WAS FLYING SLOW WHEN THE NOSE PITCHED DOWN & IT ENTERED A SPIRAL & HIT THE GROUND. THE PLT STATED THAT HE BEGAN THE TURN WHILE AT APRX 75 TO 100 FT AGL & WAS INCREASING POWER WHEN THE RIGHT WING CAME UP & THE NOSE DROPPED. AN EXAM OF THE FLT CONTROLS SHOWED CONTINUITY THRU-OUT THE SYS. AN INSPECTION OF THE ENG REVEALED THE URETHANE HOSE WAS PINCHED & MELTED AT A LOCATION BETWEEN THE ENG CASE & THE PULSATING FUEL PUMP. A FURTHER INVESTIGATION REVEALED THAT ON A 50 DEG DAY, THE TEMP IN THAT AREA WOULD BE APRX 175 TO 200 DEG & THAT THE HOSE WOULD COLLAPSE & BECOME SEATED TOGETHER AT 200 DEG. THE TEMPERATURE ON THE DAY OF THE ACCIDENT WAS 98 DEG.

Brief of Accident (Continued)

File No. - 3135

8/27/83

ROBINSON,IL

A/C Reg. No. NONE

Time (Lcl) - 1550 CDT

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

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
  2. FUEL SYSTEM,LINE - OVERTEMPERATURE
  3. FUEL SYSTEM,LINE - OTHER
  4. FLUID,FUEL - STARVATION
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

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

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

-----

---Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3142      6/07/83      PITTSBURG,KS      A/C Reg. No. NONE      Time (Lcl) - 2015 CDT

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

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

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

Make/Model - AIRMASS SUNBURST	Eng Make/Model - CUYUNA 430CC	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 30 HP		

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

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	ATKINSON MUNI
Wind Dir/Speed- 260/005 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3660/ 100
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	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 - 23	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
	Current - N/A	Total - 5
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD COMPLETED A PRIVATE PLT GROUND SCHOOL COURSE & HAD FLOWN APRX 4.6 HRS IN A CESSNA 172 BEFORE FLYING HIS HOME BUILT ULTRALIGHT VEHICLE. DURING A TEST FLT, HE WAS MAKING A GO-AROUND FROM A TOUCH-AND-GO LANDING WHEN THE VEHICLE CRASHED. A WITNESS STATED THAT THE ULTRALIGHT PITCHED NOSE DOWN TO ABOUT A 45 DEG ANGLE & THE NOISE OF THE ENG INCREASED AS IT PITCHED DOWN. AN EXAM OF THE WRECKAGE REVEALED THAT THE SHORT ELEVATOR PUSH-PULL ROD HAD SEPARATED FROM THE ELEVATOR CLEVIS FORK. REPORTEDLY, THE HALF NYLOCK LOCKNUT WAS INSTALLED ON THE CONNECTING BOLT IN A REVERSE DIRECTION. THE MANUFACTURER'S ASSEMBLY INSTRUCTIONS DID NOT PROVIDE DETAILS ON THE JAM LOCKING OF THE NUT. ON 10/12/82, THE MANUFACTURER HAD ISSUED SPECIFIC INSTRUCTIONS FOR INSTALLATION OF LOCK NUTS, BUT REPORTEDLY, THESE PROCEDURES WERE NOT APPLIED TO THIS VEHICLE. HOWEVER, THE FAA A&P MECHANICS HANDBOOK (AC65-9A) DISCUSSED PROCEDURES FOR SECURING PUSH-PULL TUBE LINKAGES/FITTINGS/JAMNUTS. MAINT INSTRUCTIONS DO NOT ALWAYS DISCUSS SPECIFIC SAFETY METHODS.

Brief of Accident (Continued)

File No. - 3142

6/07/83

PITTSBURG,KS

A/C Reg. No. NONE

Time (Lc1) - 2015 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
2. GO-AROUND - INITIATED - PILOT IN COMMAND
3. FLT CONTROL SYST,ELEVATOR CONTROL - OTHER
4. MAINTENANCE,INSTALLATION - IMPROPER - PILOT IN COMMAND
5. PROCEDURE INADEQUATE,CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - MANUFACTURER
6. MAINTENANCE,SERVICE BULLETINS - ISSUED - MANUFACTURER
7. MAINTENANCE,SERVICE BULLETINS - NOT RECEIVED - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE,INFORMATION - MANUFACTURER
9. FLT CONTROL SYST,ELEVATOR CONTROL - DISCONNECTED

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

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,9

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3044      7/02/83      ELLSWORTH,KS      A/C Reg. No. N1531N      Time (Lcl) - 0705 CDT

-----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	2	0	0
Accident Occurred During -TAKEOFF					

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

Make/Model - BALLOON WORKS FIRE FLY 7	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 - 900	Engine Type - N/A		
No. of Seats - UNK/NR	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	*Flight Time (Hours)
PRIVATE,COMMERCIAL	Current - YES	Total - 405
SE LAND	Months Since - 15	Last 24 Hrs - UNK/NR
FREE BALLOON	Aircraft Type - UNK/NR	Last 30 Days- 4
		Last 90 Days- 7
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE BALLOON COLLIDED WITH A RADIO TOWER DURING TAKEOFF. THE WIND WAS REPORTED TO BE FROM 180 DEGREES AT 12-18 KTS. THERE IS NO EVIDENCE THAT THIS PLT RECEIVED WEATHER BRIEFING. THIS BALLOON WAS LAUNCHED CLOSER TO THE TOWER THAN ANY OF THE OTHER BALLOONS PARTICIPATING IN A RALLY. THE BALLOON WAS LAUNCHED ABOUT 386 FT FROM THE 175 FT TOWER AND DRIFTED INTO IT. WITNESSES STATED THAT THERE WERE NO ATTEMPTS BY THE PLT TO ABORT THE TAKEOFF.



Brief of Accident (Continued)

File No. - 3044

7/02/83

ELLSWORTH,KS

A/C Reg. No. N1531N

Time (Lc1) - 0705 CDT

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

Finding(s)

1. WEATHER CONDITION - ELECT TOWER(MARKED)
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
  4. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
  5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3133      9/11/83      GODDARD,KS      A/C Reg. No. NONE      Time (Lcl) - 1645 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 103	NONE	Pass	0	1	0	0
Accident Occurred During -TAKEOFF			0	0	0	0

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

Make/Model - AIRMASS SUNBURST	Eng Make/Model - CUYUNA 430CC	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 30 HP		

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

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 - 36
Wind Dir/Speed- 190/007 KTS	ATC/Airspace	Runway Lth/Wid - 1500 -UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - - NONE

-----Narrative-----

THE PLT LANDED IN A VACANT FIELD, APRX 1500 FT LONG, SURROUNDED BY A ROW OF TREES. BEFORE INITIATING A TAKEOFF, HE MADE A GROUND RECONNAISSANCE OF THE AREA. THE FIELD WAS COVERED WITH GRASS APRX 6 TO 9 INCHES TALL & WAS ORIENTED ON A NORTH-SOUTH DIRECTION. THERE WAS A 2% UPSLOPE FROM EITHER END OF THE FIELD TOWARD THE CENTER. ALSO, THERE WAS A ROW OF 20 FT TREES ALONG THE EAST EDGE OF THE FIELD & TALLER TREES, APRX 30 FT HIGH, AT THE NORTH END. THE PLT SAID THE WIND WAS NEGLIGIBLE, SO HE ELECTED TO TAKEOFF TO THE NORTH. DURING TAKEOFF, THE ULTRALIGHT VEHICLE ROLLED APRX 750 FT BEFORE LIFTING OFF. BY THIS TIME, THE PLT BECAME CONCERNED ABOUT CLEARING THE 30 FT TREES AT THE END OF THE FIELD & MADE A RIGHT TURN. HOWEVER, DURING THE RIGHT TURN, THE RIGHT WING HIT A 20 FT TREE & THE VEHICLE CRASHED. THE PLT NOTICED NO MALFUNCTION OR FAILURE, EXCEPT FOR A LOSS OF TAKEOFF PERFORMANCE. THE MANUFACTURER'S LISTED TAKEOFF DISTANCE WAS 75 TO 100 FT. APRX 7 MI EAST AT WICHITA, KS, THE 1649 CDT WIND WAS FROM 190 DEG AT 7 KTS.

Brief of Accident (Continued)

File No. - 3133

9/11/83

GODDARD,KS

A/C Reg. No. NONE

Time (Lc1) - 1645 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. TERRAIN CONDITION - HIGH VEGETATION
  4. TERRAIN CONDITION - UPHILL
  5. WEATHER CONDITION - TAILWIND
  6. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
  7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
  8. MANEUVER - PERFORMED - PILOT IN COMMAND
  9. OBJECT - TREE(S)
  10. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6,10

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3064      12/01/83      GEORGETOWN, KY      A/C Reg. No. N6185G      Time (Lcl) - 1430 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

Make/Model - CESSNA 150K  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1650  
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 270/008 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
GEORGETOWN, KY  
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

MARSHALL 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)  
COMMERCIAL, CFI  
SE LAND, ME LAND  
FREE BALLOON

Age - 42  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - 150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 4500  
Make/Model- 2100  
Instrument- 7  
Multi-Eng - 900  
Last 24 Hrs - 4  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

EARLIER IN THE DAY, AN ANNUAL INSPECTION HAD BEEN COMPLETED. THERE WERE NO REFUELING FACILITIES ON THE ARPT, SO THE PLT/MECHANIC DROVE TO ANOTHER LOCATION & PURCHASED A CAN OF GASOLINE (6 GALS) WHICH HE ADDED TO THE TANKS. HE THEN STARTED THE ENG & SATISFACTORILY COMPLETED A TEST FLT. AT ABOUT 1425 EST, A POTENTIAL BUYER WAS BOARDED & A DEMONSTRATION FLT WAS BEGUN. DURING THE INITIAL CLIMB, AT ABOUT 300 FT AGL, THE ENG BEGAN SPATTERING. THE PLT TRIED TO RETURN TO THE RWY, BUT THE ENG LOST ALL POWER. DURING A FORCED LANDING, THE ACFT COLLIDED WITH A FENCE. THE FUEL SYS WAS CHECKED & APPEARED TO OPERATE NORMALLY. NOTHING WAS FOUND IN THE GASCOLATOR OR FUEL SCREEN TO BLOCK THE FUEL FLOW. THE PLT SUSPECTED THAT ICE MAY HAVE FORMED IN A LOW POINT IN THE FUEL PLUMBING THAT COULD NOT BE DRAINED. HOWEVER, THE TEMP ROSE ABOVE FREEZING ABOUT 2.4 HRS BEFORE THE FLT. WATER WAS DRAINED FROM A T-FITTING THAT ACTED AS A SUMP, BUT COULD ONLY BE DRAINED BY REMOVING A PLUG.

Brief of Accident (Continued)

File No. - 3064

12/01/83

GEORGETOWN, KY

A/C Reg. No. N6185G

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  
-----

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)  
2. OBJECT - FENCE  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3159      12/20/83      WAVERLY,KY      A/C Reg. No. N2767M      Time (Lcl) - 1800 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

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

Eng Make/Model      - LYCOMING O-360-A47  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed- 100/010 KTS  
Visibility      - 2.000 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 800 FT OVERCAST  
Obstructions to Vision- HAZE  
Precipitation      - SNOW  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
ROCHESTER,IN  
Destination  
STURGIS,KY

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 59  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1226  
Make/Model- 23  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - 2  
Last 30 Days- 2  
Last 90 Days- 18  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 8 MI FROM HIS DESTINATION THE PLT ENCOUNTERED FREEZING RAIN. HE DECIDED TO RETRIEVE A FLASHLIGHT FROM HIS BRIEFCASE IN THE BACK SEAT TO USE IN CHECKING FOR ICE ON THE WINGS & IN CONSULTING HIS CHARTS. WHILE LEANING OVER THE BACK SEAT, THE PLT LOST HIS GLASSES & WAS UNABLE TO FIND THEM. HE STATED THAT WITHOUT HIS GLASSES, HE WAS UNABLE TO PROPERLY DISTINGUISH HIS INSTRUMENTS & AVIONICS. HE WAS AWARE OF SEVERAL RADIO TOWERS EXTENDING 800 FT AGL BETWEEN HIS LOCATION & HIS DESTINATION. HOWEVER, HE WOULD LOSE VISUAL CONTACT WITH THE GROUND ABOVE 500 FT AGL. THE PLT ELECTED TO MAKE A PRECAUTIONARY LANDING ON A ROAD & DURING ROLLOUT THE ACFT'S LEFT WING STRUCK A FENCE & THE ACFT SLID TO A STOP IN A DITCH.

Brief of Accident (Continued)

File No. - 3159

12/20/83

WAVERLY, KY

A/C Reg. No. N2767M

Time (Lc1) - 1800 CST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. WEATHER CONDITION - RAIN
  3. WEATHER CONDITION - ICING CONDITIONS
  4. WEATHER CONDITION - SNOW
  5.    VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
- 

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

Finding(s)

6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
  7.    PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  8. OBJECT - FENCE
  9. TERRAIN CONDITION - DITCH
- 

-----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) 1,2,3,4,6,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3027      5/28/83      OPELOUSAS, LA      A/C Reg. No. N56932      Time (Lcl) - 1430 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

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

Make/Model      - ENSTROM 280C  
Landing Gear      - SKID  
Max Gross Wt      - 2150  
No. of Seats      - 2

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed-      UNK/NR  
Visibility      - 5.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - UNK/NR  
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

ST. LAUNDRY AIRPORT  
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 - 59  
Biennial Flight Review  
Current      - YES  
Months Since      - 5  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 6044
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 HELICOPTER WAS OBSERVED TO LIFT OFF TO A HOVER AND BEGAN AN ERRATIC HOVER. THE ACFT PITCHED UP AND SPUN THROWING THE PLT OUT AND FATALLY INJURING HIM. WITNESSES SAID THEY DID NOT KNOW THE PLT WAS GOING TO FLY THE HELICOPTER. THE OPINION WAS THAT IT WAS TO BE AN ENGINE RUN-UP ON THE GROUND. THE PILOT DID NOT HAVE HIS SEAT BELT FASTENED. AFTER HE WAS THROWN OUT THE ACFT FLEW SPINNING UP AND DOWN UNTIL IT IMPACTED IN A FLAT SPINNING MOTION AND SPUN ON THE GROUND UNTIL ROTATION STOPPED AFTER A FEW MINUTES. A WITNESS ENTERED THE COCKPIT AND SHUT DOWN THE ENGINE. THE HELICOPTER CAME TO REST ABOUT 87 FT FROM THE INITIAL LIFT-OFF POINT. THE PLT HAD ABOUT 8 HOURS SOLO IN HELICOPTERS AND HAD JUST BEEN INVOLVED IN AN ACCIDENT SIMILAR TO THE ONE ABOUT 1 WEEK EARLIER. IN THAT ACCIDENT HE WAS NOT INJURED. THIS HELICOPTER WAS BEING CHECKED BY THE PLT WITH THE IDEA OF PURCHASE.



Brief of Accident (Continued)

File No. - 3027

5/28/83

OPELOUSAS, LA

A/C Reg. No. N56932

Time (Lcl) - 1430 CDT

Occurrence #1 ABRUPT MANEUVER

Phase of Operation HOVER

Finding(s)

1. COLLECTIVE - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. SEAT BELT - NOT USED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3073      5/30/83      NEW ORLEANS, LA      A/C Reg. No. N52AC      Time (Lcl) - 1004 CDT

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

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

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

Make/Model - PIPER PA-60	Eng Make/Model - LYCOMING IO-540-P1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5700	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 290 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DIAMOND HEAD, MS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LAKEFRONT
Wind Dir/Speed- 280/003 KTS	ATC/Airspace	Runway Ident - 36L
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5800/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - MACADAM
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES REPORTED THAT WHEN THE ACFT WAS STABILIZED ON FINAL APCH, IT PITCHED UP SLIGHTLY & YAWED, THEN ROLLED LEFT TO AN INVERTED ATTITUDE & CRASHED IN A CANAL. SEVERAL WITNESSES STATED THAT THE LEFT PROP WAS WINDMILLING. ONE STATED THE LEFT PROP HAD STOPPED. TWO OTHERS SAID SMOKE WAS TRAILING FROM THE ACFT. ONE WITNESS STATED THAT AFTER THE ACFT PASSED OVER HIS CAR, A FINE MIST OF OIL FELL ON HIS WINDSHIELD. WHEN THE ACFT WAS RECOVERED FROM THE CANAL, THE LEFT PROP WAS FOUND IN THE FEATHERED POSITION WHILE THE RIGHT PROP WAS NEAR ITS LOW PITCH STOPS. THE LEFT PROP DOME WAS FOUND DEPLETED OF AIR PRESSURE & NO OIL WAS FOUND IN THE LEFT ENG CASE. ALSO, AN OIL FILM WAS FOUND ON THE BOTTOM OF THE LEFT ENG, LEFT FLAP & LEFT STABILIZER. A FURTHER EXAM REVEALED THAT AN OIL INTERCONNECT LINE, PIPER PN: 920024-811, HAD FAILED INSIDE ITS FIRE PROOF COVERING. THE HOSE WAS 8 YRS OLD, ITS RECOMMENDED REPLACEMENT INTERVAL WAS 5 YRS. IT HAD BEEN INSTALLED WITH A SMALL BEND RADIUS. ALSO, THE LEFT ENG HAD EVIDENCE OF HEAT & WEAR DUE TO LACK OF OIL.

Brief of Accident (Continued)

File No. - 3073

5/30/83

NEW ORLEANS, LA

A/C Reg. No. N52AC

Time (Lc1) - 1004 CDT

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LUBRICATING SYSTEM,OIL HOSE - DETERIORATED
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. LUBRICATING SYSTEM,OIL HOSE - LIFE EXPIRED
4. MAINTENANCE,REPLACEMENT - NOT PERFORMED - OTHER MAINTENANCE PSNL
5. LUBRICATING SYSTEM,OIL HOSE - FAILURE,TOTAL
6. FLUID,OIL - LOSS,TOTAL

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

Finding(s)

7. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3095

7/22/83

HOUMA, LA

A/C Reg. No. N4959Q

Time (Lcl) - 1145 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation - FERRY

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - CESSNA A185F

Eng Make/Model - CONTINENTAL IO-520-D

ELT Installed/Activated - NO -N/A

Landing Gear - FLOAT

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - UNK/NR

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 - 7.0 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

AMARILLO, TX

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, SE SEA

Age - 60

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2000

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 HAD PREVIOUSLY BEEN SUBMERGED IN WATER. AFTER IT WAS SALVAGED & REPAIRED, A FERRY PERMIT WAS OBTAINED TO FLY IT TO AMARILLO, TX. ACCORDING TO A WITNESS, THE ENG BEGAN RUNNING ROUGH AFTER THE 1ST 50 FT OF THE GROUND ROLL DURING TAKEOFF. HOWEVER, THE PLT CONTINUED TAKEOFF & USED ABOUT 3000 FT OF RWY TO GET AIRBORNE. HE THEN TURNED & FLEW BACK OVER THE ARPT AT ABOUT 500 FT WITH THE ENG STILL RUNNING ROUGH. THE PLT CIRCLED & FLEW OVER THE ARPT AGAIN WITH THE ENG STILL RUNNING ROUGH. AFTER THAT, THE ACFT DEPARTED THE TRAFFIC AREA AS IF THE PLT WAS GOING TO CONTINUE THE FLT TO AMARILLO. SHORTLY THEREAFTER, THE ENG LOST POWER & THE ACFT WAS DAMAGED DURING A FORCED LANDING. THE PLT STATED THAT THE ENG LOST POWER DUE TO FUEL CONTAMINATION & THAT HE SHOULD NOT HAVE USED ALCOHOL IN A FUEL INJECTED ENG.

Brief of Accident (Continued)

File No. - 3095

7/22/83

HOUMA, LA

A/C Reg. No. N4959Q

Time (Lc1) - 1145 CDT

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

Finding(s)

1. MAINTENANCE - INADEQUATE -
  2. FLUID, FUEL - CONTAMINATION
  3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
  4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE

Finding(s)

5. FLUID, FUEL - TERRAIN/RUNWAY CONDITION
  6. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
- 

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) 2,3,5,6

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. - 3037      10/03/83      RAYNE,LA      A/C Reg. No. N82147      Time (Lcl) - 1830 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

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

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

Make/Model      - AERONCA 7AC  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1220  
No. of Seats      - 3

Eng Make/Model - CONTINENTAL A65-8  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 65 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 200/002 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

KENNEDY  
Runway Ident      - 36  
Runway Lth/Wid      - 2700 -UNK/NR  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

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

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

Age - 21  
Biennial Flight Review  
Current      - YES  
Months Since      - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1000  
Last 24 Hrs - 1  
Make/Model- 15  
Last 30 Days- UNK/NR  
Instrument- 98  
Last 90 Days- 95  
Multi-Eng - 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STALLED DURING FINAL APPROACH AND LANDED HARD ON THE DIRT AIRSTRIP. THE CFI SAID HE YELLED "ADD POWER" WHEN HE FELT THE ACFT BUFFET. THE STUDENT PLT REACTED BY PULLING OFF THE POWER AND THE ACRT STALLED TO GROUND CONTACT.

Brief of Accident (Continued)

File No. - 3037

10/03/83

RAYNE, LA

A/C Reg. No. N82147

Time (Lcl) - 1830 CDT

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

Finding(s)

1. AIRSPEED - INADEQUATE - DUAL STUDENT
  2. THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT
  3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)
  4. STALL - INADVERTENT - DUAL STUDENT
- 

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

Finding(s)

5. GROUND LOOP/SWERVE - NOT CORRECTED - DUAL STUDENT
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3174      10/20/83      PATTERSON, LA      A/C Reg. No. N444PA      Time (Lc1) - 1040 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -EXECUTIVE/CORPORATE  
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	2	0	0	0

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

Make/Model      - MITSUBISHI MU-2B  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 10361  
No. of Seats      - 6

Eng Make/Model      - AIRSEARCH TPE-331-252M  
Number Engines      - 2  
Engine Type      - TURBOPROP  
Rated Power      - 775 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-      090/010 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - 1200 FT  
Lowest Ceiling      - 1200 FT BROKEN  
Obstructions to Vision-      NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ADDISON, 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

PATTERSON  
Runway Ident      - 05  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - UNK/NR  
Runway Status      - UNK/NR

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

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

Age - 31  
Biennial Flight Review  
Current      - YES  
Months Since      - 9  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 3372      Last 24 Hrs - 4  
Make/Model- 1211      Last 30 Days- UNK/NR  
Instrument- 90      Last 90 Days- 51  
Multi-Eng - 2058

Instrument Rating(s) - UNK/NR

-----Narrative-----

WHILE DESCENDING INTO THE PATTERSON AREA ON AN IFR FLT PLAN, THE PLT WAS CLEARED TO HOLD & WAS ADVISED THAT HE WOULD BE THE #2 ACFT FOR AN APPROACH TO THE PATTERSON ARPT. A FEW WINUTES LATER THE PLT ASKED HOW LONG THE DELAY WOULD BE. HE SUBSEQUENTLY STATED HE HAD THE ARPT, CANCELLED IFR & WAS GOING IN VFR. A PLT WHO HAD JUST DEPARTED THE ARPT HEARD A MITSUBISHI CALL "TURNING BASE." HE COULD NOT SEE AN ACFT ON BASE FOR RWY 5. HE CALLED BUT DID NOT RECEIVE A REPLY. THE ACFT CONTACTED TREES ALONG A HEADING OF ABOUT 225 DEG. THE FLAPS WERE EXTENDED ABOUT 5 DEG & THE LANDING GEAR WERE EXTENDED.



Brief of Accident (Continued)

File No. - 3174

10/20/83

PATTERSON, LA

A/C Reg. No. N444PA

Time (Lcl) - 1040 CDT

---

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3167

10/23/83

AMA,LA

A/C Reg. No. N6611U

Time (Lcl) - 1530 CDT

-----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

1

0

Accident Occurred During -MANEUVERING

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

Make/Model - MOONEY M20D

Eng Make/Model - LYCOMING O-360-A1D

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 180 HP

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

Weather Data

Itinerary

Airport Proximity

Wx Briefing - NO RECORD OF BRIEFING

Last Departure Point

ON AIRSTRIP

Method - N/A

SAME AS ACC/INC

Completeness - N/A

Destination

Airport Data

Basic Weather - VMC

LOCAL

Wind Dir/Speed- 340/008 KTS

ATC/Airspace

SELLERS FIELD

Visibility - 10.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Type of Flight Plan - NONE

Runway Ident - 18

Lowest Ceiling - 3200 FT OVERCAST

Type of Clearance - NONE

Runway Lth/Wid - 3300 -UNK/NR

Obstructions to Vision- NONE

Type Apch/Lndg - NONE

Runway Surface - GRASS/TURF

Precipitation - NONE

Condition of Light - DAYLIGHT

Runway Status - DRY

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

Pilot-In-Command

Age - 42

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 753

Last 24 Hrs - UNK/NR

SE LAND,ME LAND

Months Since - 6

Make/Model- 264

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 95

Last 90 Days- 1

Multi-Eng - 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF THE PLT MADE TWO LOW PASSES OVER THE RWY, & WAS TURNING TO MAKE A THIRD WHEN THE ACFT STRUCK TREES.

Brief of Accident (Continued)

File No. - 3167

10/23/83

AMA,LA

A/C Reg. No. N6611U

Time (Lc1) - 1530 CDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3093      11/04/83      FREEMASON IS.,LA      A/C Reg. No. N61394      Time (Lcl) - 1800 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire                        NONE

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

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

Make/Model    - CESSNA A185F  
Landing Gear   - FLOAT  
Max Gross Wt   - 3350  
No. of Seats   - 6

Eng Make/Model - CONTINENTAL IO-540-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- 280/010 KTS  
Visibility     - 10.0 SM  
Lowest Sky/Clouds - SCATTERED  
Lowest Ceiling   - NONE  
Obstructions to Vision- NONE  
Precipitation   - NONE  
Condition of Light   - NIGHT(DARK)

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
GULFPORT,MS

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

Age - 36  
Biennial Flight Review  
Current        - YES  
Months Since   - 1  
Aircraft Type   - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total        - 7614      Last 24 Hrs - 2  
Make/Model-   26      Last 30 Days- UNK/NR  
Instrument-   284      Last 90 Days- 114  
Multi-Eng - 5188      Rotorcraft - 649

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON THE RETURN LEG OF A FISHING TRIP AT NIGHT. ACCORDING TO THE PLT, THE FLOAT PLANE LIFTED OFF AFTER A FAIRLY LONG RUN ON SMOOTH WATER. HE STATED THAT AT 200 FT AGL & 90 KTS, HE INITIATED A 10 TO 15 DEG RIGHT TURN & ROLLED OUT ON A HEADING OF 350 DEG. AT ABOUT THAT TIME, THE ACFT COLLIDED WITH THE WATER. THE PLT DID NOT HEAR OR FEEL ANYTHING UNUSUAL BEFORE IMPACT & HE DID NOT FEEL THE ACFT DESCEND. AFTER CRASHING, THE ACFT SANK IN APRX 15 FT OF WATER. THE PASSENGER IN THE RIGHT FRONT SEAT WAS NOT FOUND AFTER THE ACCIDENT & WAS PRESUMED TO HAVE DROWNED. THE PLT STATED THAT HE & THE RIGHT FRONT SEAT PASSENGER WERE NOT WEARING THEIR SEAT BELTS. HOWEVER, THE 2 TALKED TO ONE ANOTHER IN THE AIR POCKET WITHIN THE ACFT BEFORE EXITING & THE PASSENGER DID NOT MENTION ANY INJURY AT THAT TIME.

Brief of Accident (Continued)

File No. - 3093

11/04/83

FREEMASON IS., LA

A/C Reg. No. N61394

Time (Lcl) - 1800 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. CLIMB - NOT MAINTAINED - PILOT IN COMMAND
3. TERRAIN CONDITION - WATER, GLASSY
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3131      5/11/83      TURNERS FALLS, MA      A/C Reg. No. NONE      Time (Lcl) - 1805 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -TEST  
Flight Conducted Under      -14 CFR 103  
Accident Occurred During      -MANEUVERING

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

Make/Model      - VECTOR 610  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 445  
No. of Seats      - 1

Eng Make/Model      - ZENOAH G25B  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 22 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 360/008 KTS  
Visibility      - 25.0 SM  
Lowest Sky/Clouds      - 4500 FT  
Lowest Ceiling      - 4500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
UNK/NR

Airport Data

Runway Ident      - 34  
Runway Lth/Wid      - 3000/ 75  
Runway Surface      - ASPHALT  
Runway Status      - UNK/NR

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

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

Age - 35  
Biennial Flight Review  
Current      - YES  
Months Since      - 11  
Aircraft Type      - 182A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 2480      Last 24 Hrs - UNK/NR  
Make/Model- 96      Last 30 Days- 25  
Instrument- 59      Last 90 Days- 57  
Multi-Eng - 1

Instrument Rating(s) - NONE

-----Narrative-----

ON 4/18/83, THE ULTRALIGHT VEHICLE WAS DAMAGED BY HIGH WINDS. THIS NECESSITATED THE REPLACEMENT OF THE FRONT & REAR SPARS AS WELL AS THE BATTENS WHICH PROVIDED CURVATURE TO THE UPPER WING SURFACE. PRIOR TO A TEST FLT, A WEIGHTED TAIL WHEEL WAS ALSO INSTALLED. SUBSEQUENTLY, A TEST PLT TOOK OFF TO EVALUATE THE ULTRALIGHT. WITNESSES OBSERVED THAT THE PLT CLIMBED TO ABOUT 1000 FT, THEN BEGAN A SERIES OF MANEUVERS. WHILE PERFORMING A MANEUVER, SIMILAR TO A LAZY 8, WITH BANK ANGLES UP TO 60 TO 90 DEG, THE ULTRALIGHT'S LEFT WING FOLDED. THE VEHICLE THEN ENTERED AN UNCONTROLLED DESCENT & CRASHED. AN EXAM OF THE WRECKAGE REVEALED THAT THE AFT SPAR TIP HAD ROTATED AROUND THE AFT SPAR IN SUCH A MANNER THAT THE OUTBOARD WING PANEL HAD BENT DOWN & REARWARD. HOLES HAD NOT BEEN DRILLED & STEEL POP RIVETS HAD NOT BEEN INSTALLED, PER INSTALLATION INSTRUCTIONS, TO PREVENT THE SPAR TIP FROM ROTATING. ALSO, THE PLT'S BLOOD ALCOHOL LEVEL WAS FOUND TO BE 95 MG%. THE TEST PLT ALSO PERFORMED MAINTENANCE ON THE ULTRALIGHT.

Brief of Accident (Continued)

File No. - 3131

5/11/83

TURNERS FALLS,MA

A/C Reg. No. NONE

Time (Lcl) - 1805 EDT

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

Finding(s)

1. WING,WINGTIP - LOOSE
  2. MAINTENANCE,MAJOR REPAIR - IMPROPER - PILOT IN COMMAND
  3. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
  4. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  5. IMPROPER USE OF PROCEDURE,PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
  6. MANEUVER - PERFORMED - PILOT IN COMMAND
  7. WING - FAILURE,TOTAL
- 

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

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3008      9/11/83      PROVINCETOWN,MA      A/C Reg. No. N28077      Time (Lcl) - UNK/NR

-----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      UNK/NR

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

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

Make/Model      - BELLANCA 17-31ATC  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3325  
No. of Seats      - 4

Eng Make/Model      - LYCOMING IO-540-K1E5  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 300 HP

ELT Installed/Activated - 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- 230/004 KTS

Visibility      - 5.0 SM

Lowest Sky/Clouds      - 6000 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- HAZE

Precipitation      - NONE

Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

BOSTON,MA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

PROVINCETOWN MUN

Runway Ident      - UNK/NR

Runway Lth/Wid      - 3500/ 100

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

SE LAND

Age - 41

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      - 408

Make/Model- 30

Instrument- 3

Multi-Eng - 8

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN CAPE COD BAY DURING A NIGHT X-COUNTRY FLT. TWO SECTIONS OF WOODEN WING IDENTIFIED AS FROM THE SAME MAKE AND MODEL AS THE MISSING ACFT WERE RECOVERED FROM THE BAY DURING THE 3 DAYS FOLLOWING THE FLT OF THE ACFT. OTHER IDENTIFIED PARTS OF THE ACFT WERE RECOVERED DURING THE NEXT TWO WEEKS BUT THE MAJOR PORTION OF THE WRECKAGE AND ITS 3 OCCUPANTS HAVE NOT BEEN RECOVERED. THE WEATHER WAS VMC AND THE ACFT WAS ON THE RETURN LEG OF A TRIP FROM BOSTON TO PROVINCETOWN THAT STARTED ON THE MORNING OF SEPT 11TH. THE PLT AND HIS BRIDE HAD BEEN IN BOSTON FOR 4 DAYS ON A HONEYMOON TRIP. THE ACFT DID NOT RETURN TO BOSTON AND THE COUPLES ROOM WAS NOT DISTURBED AFTER THEY DEPARTED ON SEPT 11TH. THE ACFT MADE NO KNOWN RADIO CALLS ON THE RETURN FLT. THE COAST GUARD SEARCHED FOR TWO DAYS AFTER THE FIRST MISSING PARTS WERE FOUND ON SEPT 12TH AND AGAIN ON OCT 4TH WHEN MORE WRECKAGE WAS RECOVERED.



Brief of Accident (Continued)

File No. - 3008

9/11/83

PROVINCETOWN, MA

A/C Reg. No. N28077

Time (Lc1) - 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. - 3066 12/26/83 EDGEWATER, MD

A/C Reg. No. N5276Z

Time (Lcl) - 1030 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - PIPER PA-22-108  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1650  
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 270/013 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  
ANNAPOLIS, MD  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

LEE  
Runway Ident - 30  
Runway Lth/Wid - 2500/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 33

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 68

Make/Model- 18

Instrument- 1

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 41

Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PLT STARTED TO FLY THE ACFT, BUT AS SHE WAS MOVING ON THE RWY, SHE DETECTED A MISFIRING OF THE ENG THAT SHE REPORTED AS A POPPING SOUND. THEREFORE, SHE RETURNED TO THE RAMP AREA & SHUT DOWN THE ENG. HER HUSBAND AGREED TO FLY WITH HER AROUND THE TRAFFIC PATTERN TO SEE IF HE COULD DETECT A MALFUNCTION. SHE GOT IN THE LEFT SEAT & HE GOT IN THE RIGHT SEAT FOR THE NEXT FLT. THE ACFT WAS STARTED & TAXIED TO THE RWY & NO UNUSUAL SOUNDS WERE DETECTED, SO THEY TOOK OFF. AFTER TAKEOFF, THEY DEPARTED THE TRAFFIC PATTERN & CLIMBED TO 1500 FT. TURBULENCE WAS ENCOUNTERED & THE WIFE SUGGESTED THEY RETURN & LAND. DURING THE APCH, THE HUSBAND WAS FLYING (AS PIÇ). HE STATED THAT WHEN HE RETARDED THE THROTTLE AT ABOUT 75 FT AGL, THE ENG DID NOT RESPOND. HE ELECTED TO GO AROUND, BUT SAID THE ENG ONLY ACCELERATED TO ABOUT 2000 RPM & THERE WAS INSUFFICIENT CLIMB RATE TO CLEAR OBSTRUCTIONS. ANOTHER UNSUCCESSFUL ATTEMPT WAS MADE TO RETARD THE THROTTLE AND SUBSEQUENTLY, THE ACFT COLLIDED WITH A BLDG & SOME TREES. NO REASON FOR A MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 3066

12/26/83

EDGEWATER, MD

A/C Reg. No. N5276Z

Time (Lcl) - 1030 EST

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING  
Phase of Operation LANDING

Finding(s)

2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. PROPER CLIMB RATE - NOT POSSIBLE -
5. ABORT - INITIATED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - BUILDING(NONRESIDENTIAL)
7. OBJECT - TREE(S)

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

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

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. - 3119      9/30/83      LIVERMORE FALLS, ME      A/C Reg. No. N2429D      Time (Lcl) - 2235 EDT

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

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

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

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL C-145-2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	BANGOR, ME	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BOWMAN
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 20
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2450/ 150
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- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 449
SE LAND	Months Since - 10	Last 24 Hrs - 1
	Aircraft Type - 140	Make/Model- 105
		Instrument- 5
		Last 30 Days- 28
		Last 90 Days- 67

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING A GO-AROUND AT NIGHT IN A GROUND FOG. THE PLT HAD CALLED HIS WIFE AND DISCUSSED THE WEATHER. HE DECIDED ON AN ALTERNATE ARPT IF THE WEATHER CREATED PROBLEMS. HE HAD FLOWN INTO BOWMAN FIELD MANY TIMES AT NIGHT AND KNEW THE FIELD WELL. IN THE ARPT GUIDE, IN REMARKS, IT STATES: NO NIGHT OPERATIONS EXCEPT IN AN EMERGENCY. IT ALSO STATES RWY 02: TREE, RWY 20: TREE. THE BEACON LIGHTS ATOP THE HANGER CAME ON AT 2230. AT 2235 AN APPROACHING ACFT WAS HEARD. THE ACFT APPROACHED FROM THE NORTH AND THE POWER WAS HEARD TO INCREASE AS THE ACFT PASSED OVER THE TREES. POWER WAS REDUCED AND THEN THERE WAS A SUDDEN BURST OF POWER FOLLOWED BY THE SOUNDS OF TREE CONTACT BEFORE A CRASH. A WITNESS SAW THE ACFT DESCEND INTO THE FOG AND CLIMB BACK OUT BEFORE THE CONTACT WITH TREES. THE WEATHER WAS CLEAR OF CLOUDS, GOOD VISIBILITY, WIND CALM, GROUND FOG ABOUT 5 TO 15 FT AGL IN PATCHES.

Brief of Accident (Continued)

File No. - 3119

9/30/83

LIVERMORE FALLS, ME

A/C Reg. No. N2429D

Time (Lc1) - 2235 EDT

Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. OBJECT - TREE(S)
2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
5. WEATHER CONDITION - FOG
6. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
7. GO-AROUND - DELAYED - 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) 2,4,6,7

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3055

7/12/83

ALPENA, MI

A/C Reg. No. N78145

Time (Lcl) - 1000 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

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

Make/Model - CESSNA 172

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2300

No. of Seats - 4

Eng Make/Model - LYCOMING O-320

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - UNK/NR

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 300/012 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

PHELPS-COLLINS

Runway Ident - 30

Runway Lth/Wid - 5030/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - UNK/NR

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	-	13	Last 24 Hrs -	2
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Make/Model-	13	Last 30 Days-	UNK/NR
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Instrument-	1	Last 90 Days-	13
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Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING, THE STUDENT PLT DID NOT USE THE FLAPS AS HE WAS TAUGHT. AS A RESULT, THE LANDING OCCURRED FURTHER DOWN THE RWY & AT A HIGHER SPEED. DURING THE LANDING, THE ACFT BOUNCED, THEN TOUCHED DOWN NOSE 1ST & BOUNCED 2 MORE TIMES. THE STUDENT FOUND THAT THE ELEVATOR & AILERON CONTROLS WERE BINDING & REQUESTED TO TAXI BACK TO THE RAMP. AN EXAM REVEALED THAT THE NOSE GEAR HAD BEEN DRIVEN UP & BACK, CAUSING THE CONTROLS TO BIND.

Brief of Accident (Continued)

File No. - 3055

7/12/83

ALPENA,MI

A/C Reg. No. N78145

Time (Lcl) - 1000 EDT

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Occurrence           HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
  2. FLARE - IMPROPER - PILOT IN COMMAND
  3. 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3097      8/03/83      CRYSTAL, MN      A/C Reg. No. N62290      Time (Lc1) - 1320 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	-TAKEOFF						

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

Make/Model	- GOODYEAR FG1D	Eng Make/Model	- P & W R-2800-8W	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL RETRACTABLE	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 15000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 2000 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- 350/005 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">SAME AS ACC/INC</p> <p>Destination</p> <p style="text-align: center;">EDEN PRAIRIE, MN</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - UNK/NR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="text-align: center;">ON AIRPORT</p> <p>Airport Data</p> <p style="text-align: center;">CRYSTAL</p> <p>Runway Ident - 31L</p> <p>Runway Lth/Wid - 3250/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 16710
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 4	Make/Model- 15
HELICOPTER	Aircraft Type - GTBM	Instrument- 310
		Multi-Eng - 9750
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 108

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING THE TAKEOFF ROLL, THERE WAS A SLIGHT LOSS OF MANIFOLD PRESSURE. THIS WAS FOLLOWED BY A LOUD "MISFIRE", A FUTHER LOSS OF MANIFOLD PRESSURE & A DROP IN THE ENG RPM. WITH AN ESTIMATED 2000 FT OF RWY REMAINING, HE ELECT TO ABORT & USED HEAVY BRAKING ACTION IN AN ATTEMPT TO STOP BEFORE REACHING A ROADWAY. HOWEVER, THE ACFT CONTINUED OFF THE RWY, AND SUBSEQUENTLY, IT NOSED OVER. AN INVISTIGATION REVEALED THAT A SPRING, P&W PN: 153003, IN THE IMPELLER FUEL FEED VALVE ASSEMBLY WAS COMPLETELY DETERIORATED. THE ABSENCE OF SPRING TENSION ON THE AIR SIDE OF THE FUEL DIAPHRAM RESULTED IN A LOW METERED FUEL PRESSURE.



Brief of Accident (Continued)

File No. - 3097

8/03/83

CRYSTAL, MN

A/C Reg. No. N62290

Time (Lc1) - 1320 CDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - DETERIORATED

-----  
Occurrence #2            OVERRUN  
Phase of Operation      TAKEOFF

Finding(s)

2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

-----  
Occurrence #3            NOSE OVER  
Phase of Operation      TAKEOFF

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3188      8/26/83      GRACEVILLE, MN      A/C Reg. No. N6253Z      Time (Lcl) - 0700 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model      - PIPER PA-25-150  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 1

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed      - 070/010 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 10000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
GRACEVILLE, MN  
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  
SE LAND

Age      - 50  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - NON-VALID MEDICAL  
Flight Time (Hours)

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

Instrument Rating(s)      - NONE

-----Narrative-----

WHILE SPRAYING A FIELD ADJACENT TO A HOUSE THE ACFT STRUCK A GUY WIRE WHICH HAD BEEN STRUNG BETWEEN A 82 FT TOWER ON THE HOUSE & A 28 FT POLE SUPPORTED BY WIRES.

Brief of Accident (Continued)

File No. - 3188

8/26/83

GRACEVILLE, MN

A/C Reg. No. N6253Z

Time (Lc1) - 0700 CDT

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

Finding(s)

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3051      6/23/83      3M SE OF BENTON,MO      A/C Reg. No. N99SP      Time (Lcl) - 1708 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model        - PIPER PA-24-250  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt     - 2800  
No. of Seats      - 4

Eng Make/Model - LYCOMING O-540-A1C5  
Number Engines - 1  
Engine Type     - RECIPROCATING-CARBURETOR  
Rated Power     - 250 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- 111/011 KTS  
Visibility        - 7.0 SM  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling    - NONE  
Obstructions to Vision- NONE  
Precipitation     - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CAPE GIRARDEAU,MO  
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,ME LAND

Age - 47  
Biennial Flight Review  
Current            - YES  
Months Since      - 7  
Aircraft Type     - 206

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 717  
Make/Model-       233  
Instrument- UNK/NR  
Multi-Eng - 38  
Last 24 Hrs - 1  
Last 30 Days- 1  
Last 90 Days- 8  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE SURVIVING PASSENGER, A BOY, THE PLT WAS FLYING THE ACFT FROM THE RIGHT SEAT. THE ACFT WAS FLOWN TO THE VICINITY OF THE PLT'S PROPERTY WHERE HE MADE A PASS OVER A FARM BELONGING TO A RELATIVE. THE LOW PASS WAS MADE NEAR THE OPERATOR OF A COMBINE WHO WAS HARVESTING GRAIN IN A FIELD. DURING THE PASS, THE ACFT COLLIDED WITH A POWER LINE, CRASHED & BURNED. THE BOY WAS THE ONLY OCCUPANT TO ESCAPE FROM THE PLANE.

Brief of Accident (Continued)

File No. - 3051

6/23/83

3M SE OF BENTON, MO

A/C Reg. No. N99SP

Time (Lcl) - 1708 EDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
  2. OBJECT - WIRE, TRANSMISSION
  3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3056      7/07/83      LEE'S SUMMIT, MO      A/C Reg. No. N35073      Time (Lcl) - 1100 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

Fire NONE      Crew Pass

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

Make/Model - CESSNA 177B  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2500  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1F6D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELETYPE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 190/006 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

MCCOMAS-LEE'S SUMMIT  
Runway Ident - 18  
Runway Lth/Wid - 3000/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 50  
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 - 25      Last 24 Hrs - 2  
Make/Model- 25      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- 18  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING HER INITIAL SOLO FLT, THE STUDENT HAD MADE 2 LANDINGS. AFTER A SHORT BRIEFING BY HER INSTRUCTOR, SHE TOOK OFF FOR A 3RD LANDING. AS SHE APPROACHED THE RWY TOUCHDOWN ZONE, AN ARPT GRASS-MOWING VEHICLE WAS MOWING ALONG THE APPROACH END OF THE RWY. THE INSTRUCTOR (CFI) STATED THE MOWER WAS CIRCLING THE RWY LIGHTS AS IT WAS MOWING. THE STUDENT STATED THAT THE MOWER'S CLOSE PROXIMITY TO THE RWY DISTURBED HER & SHE PULLED UP. SUBSEQUENTLY, THE ACFT LANDED HARD, BOUNCED, THEN SWERVED OFF THE RWY & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 3056

7/07/83

LEE'S SUMMIT, MO

A/C Reg. No. N35073

Time (Lc1) - 1100 CDT

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

Finding(s)

1. OBJECT - VEHICLE
  2. EQUIPMENT, OTHER - IMPROPER USE OF - AIRPORT PERSONNEL
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
  4. FLARE - IMPROPER - PILOT IN COMMAND
- 

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

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3045      10/09/83      SULLIVAN,MO

A/C Reg. No. N55008

Time (Lcl) - 1130 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries

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

Fire  
NONE

Crew  
Pass

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

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

Make/Model      - BELLANCA 8KCAB  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1800  
No. of Seats      - 2

Eng Make/Model      - LYCOMING AEIO-360-H1A  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 180 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 045/005 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CHESTERFIELD,MO  
Destination  
ROLLA,MO

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

Pilot-In-Command

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

Age - 50  
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      - 1600  
Last 24 Hrs - UNK/NR  
Make/Model- UNK/NR  
Last 30 Days- UNK/NR  
Instrument- UNK/NR  
Last 90 Days- UNK/NR  
Multi-Eng - UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING AN ATTEMPTED GO-AROUND FROM A PRECAUTIONARY/FORCED LANDING. THERE WERE NO RADIO CALLS FROM THE PILOT BUT EVIDENCE DISCOVERED IN THE ENGINE TEAR DOWN REVEALED INTERNAL PROBLEMS. THE MAGNETO HAD BROKEN AND THE OIL PAN CONTAINED A LARGE AMOUNT OF METALLIC PARTICLES. THE MAIN OIL SCREEN CONTAINED A LARGE AMOUNT OF METALLIC PARTICLES. THE ENGINE WAS STILL OPERABLE BUT THE ROD BEARINGS WERE LACKING LUBRICATION AND THE GENERAL CONDITION OF THE ENGINE WAS NOT GOOD. IN ATTEMPTING THE LANDING THE PLT OVERSHOT THE FIELD TOUCHING DOWN ABOUT 150 FT FROM LARGE TREES IN FRONT OF HIM. THE GROUND ROLL WAS SHORT, ABOUT 45 FT, AND ABOUT 105 FT LATER THE ACFT COLLIDED WITH A LARGE TREE ABOUT 7 FT AGL. THE TOXICOLOGY REPORT ON THE PLT ALCOHOL IN THE LIVER TISSUE FLUID OF 0.147%.



Brief of Accident (Continued)

File No. - 3045

10/09/83

SULLIVAN,MO

A/C Reg. No. N55008

Time (Lc1) - 1130 CDT

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

Finding(s)

1. IGNITION SYSTEM,MAGNETO - FAILURE,TOTAL
  2. MAINTENANCE,ADJUSTMENT - IMPROPER - PILOT IN COMMAND
  3. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,PARTIAL
  4. LUBRICATING SYSTEM - BLOCKED(PARTIAL)
- 

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

Finding(s)

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
- 

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

Finding(s)

6. OBJECT - TREE(S)
  7. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
  8. IMPROPER DECISION,PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
  9. DISTANCE - MISJUDGED - PILOT IN COMMAND
  10. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,7,8,9,10

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. - 3015      5/26/83      BILLINGS,MT

A/C Reg. No. N16937

Time (Lcl) - 2000 MDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

IN FLIGHT

Pass

0

0

0

4

Accident Occurred During -LANDING

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

Make/Model - BELL 206B

Eng Make/Model - ALLISON 250-C20B

ELT Installed/Activated - YES/NO

Landing Gear - UNK/NR

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 3200

Engine Type - TURBOSHAFT

No. of Seats - 5

Rated Power - 317 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 150/007 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - 20000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

BILLINGS,MT

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

HIGH VEGETATION

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,ATP

SE LAND,ME LAND,SE SEA

HELICOPTER

Age - 50

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 27000

Make/Model- 3000

Instrument- 200

Multi-Eng - 4000

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 5000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER MADE A HARD AUTOROTATIVE LANDING AFTER TAKEOFF FROM AN OFF ARPT LANDING STIE. THE PLT WAS ON A PERSONAL FLT WITH FAMILY AND FRIENDS WHEN A ENGINE FIRE/EXPLOSION FORCED HIM TO LAND. THE FIRE WAS EXTINGUISHED BY THE PLT AFTER LANDING. POST ACCIDENT INVESTIGATION REVEALED THAT THE FAILURE WAS DUE TO ERROR IN THE MANUFACTURE OF THE 1ST STAGE TURBINE WHEEL. ACCORDING TO AN ALLISON SPOKESMAN THE ERROR IN PROPER WEB THICKNESS WAS MADE DURING THE MANUFACTURING PROCESS AND ESCAPED DETECTION.

Brief of Accident (Continued)

File No. - 3015

5/26/83

BILLINGS,MT

A/C Reg. No. N16937

Time (Lcl) - 2000 MDT

-----  
Occurrence #1        FIRE/EXPLOSION  
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)

1. TURBINE ASSEMBLY,TURBINE WHEEL - FAILURE,TOTAL
  2.        MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) - MANUFACTURER
  3. TURBINE ASSEMBLY,TURBINE WHEEL - FATIGUE
- 

Occurrence #2        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation   TAKEOFF - INITIAL CLIMB

-----

Occurrence #3        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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3040      11/21/83      KALISPELL, MT

A/C Reg. No. N3747C

Time (Lcl) - 0830 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire                              Crew  
NONE                              Pass

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

Make/Model    - CESSNA 170B  
Landing Gear   - TAILWHEEL-ALL FIXED  
Max Gross Wt   - 2050  
No. of Seats   - 4

Eng Make/Model - CONTINENTAL C-145-2  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 145 HP

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

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

Weather Data

Wx Briefing        - FSS  
Method            - TELEPHONE  
Completeness      - FULL

Basic Weather     - VMC

Wind Dir/Speed- 020/010 KTS

Visibility        - 30.0 SM

Lowest Sky/Clouds - 5500 FT SCATTERED

Lowest Ceiling    - 9000 FT BROKEN

Obstructions to Vision- NONE

Precipitation     - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

CRANBROCK, CD

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance   - NONE

Type Apch/Lndg       - FORCED LANDING

Airport Proximity  
ON AIRPORT

Airport Data

KALISPELL CITY

Runway Ident       - 31

Runway Lth/Wid    - 3600/ 70

Runway Surface    - ASPHALT

Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 45

Biennial Flight Review

Current            - YES

Months Since      - 18

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total              - 341

Make/Model- 20

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 20

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED HARD JUST SHORT OF THE RWY AFTER THE PLT EXPRIENCED ICING PROBLEMS IN FLT. THE AIRSPEED INDICATOR STOPPED WORKING IN FLT SO THE PLT WAS ATTEMPTING A LANDING AND SAYS HE ALSO LOST ENGINE POWER AT ABOUT 30 FT IN THE AIR DURING THE FLARE FOR LANDING. ACCORDING TO THE OPERATOR WHO EXAMINED THE ACFT THE WINGS CONTAINED ICE THAT HAD STREAKS OR MARKS ON IT AS IF SOMEONE TRIED TO REMOVE IT. THERE WAS ENOUGH LEFT HOWEVER TO AFFECT THE LIFTING QUALITIES OF THE WING, NO EVIDENCE WAS FOUND OF AN ENGINE MALFUNCTION.

Brief of Accident (Continued)

File No. - 3040

11/21/83

KALISPELL, MT

A/C Reg. No. N3747C

Time (Lc1) - 0830 MST

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

Finding(s)

1. ANTI-ICE/DE-ICE SYSTEM, PITOT ANTI-ICE - LACK OF
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. WING - ICE
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND
7. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND

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

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

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

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. - 3012      12/01/83      HELENA, MT

A/C Reg. No. N4818D

Time (Lc1) - 2230 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

MINOR

Injuries			
Fatal	Serious	Minor	None
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 - STANDING

Fire  
NONE

Crew  
Pass  
Other

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

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

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

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

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

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 350/005 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
BUTTE, MT  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

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

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

Pilot-In-Command

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

Age - 55  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - 206

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

Total - 395	Last 24 Hrs - 1
Make/Model- 170	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT PROPELLER STRUCK A PASSENGER WHO WAS ATTEMPTING TO SWEEP SNOW OFF THE ACFT. THE PLT'S AND PASSENGER'S VERSION OF MISHAP VARY. THE PLT STATED HE INSTRUCTED THE PASSENGER TO STAY AWAY FROM THE ACFT. THE PASSENGER STATED THE PLT TOLD HIM TO SWEEP THE SNOW OFF THE ACFT AND THAT THE NEXT THING HE REMEMBERS "IS HOLDING MY ARM AFTER IT HAD BEEN HIT."

Brief of Accident (Continued)

File No. - 3012

12/01/83

HELENA, MT

A/C Reg. No. N4818D

Time (Lcl) - 2230 MST

---

Occurrence

PROPELLER/ROTOR CONTACT

Phase of Operation

STANDING - ENGINE(S) OPERATING

Finding(s)

1. PASSENGER BRIEFING - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3197      12/31/83      EKALAKA, MT      A/C Reg. No. N4830S      Time (Lcl) - 1445 MST

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

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

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

Make/Model - PIPER PA-32-260	Eng Make/Model - LYCOMING IO-540-K1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		LAIRD RANCH
Basic Weather - VMC	ATC/Airspace	Runway Ident - 12
Wind Dir/Speed- VARIABLE/009 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 60
Visibility - 20.0 SM	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 12000 FT SCATTERED	Type Apch/Lndg - FULL STOP	Runway Status - ICE COVERED
Lowest Ceiling - NONE		SNOW - COMPACTED
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 200
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING TOUCHDOWN THE ACFT HIT AN AREA OF PATCHY SNOW & THE ACFT VEERED OFF THE RWY INTO A SNOWBANK.



Brief of Accident (Continued)

File No. - 3197

12/31/83

EKALAKA,MT

A/C Reg. No. N4830S

Time (Lcl) - 1445 MST

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

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3143      9/18/83      DALLAS, NC      A/C Reg. No. NONE      Time (Lcl) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	0	0	1	1
Flight Conducted Under	-14 CFR 103	NONE	0	0	0	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- TERATORN TIERRA II	Eng Make/Model	- ROTAX 503	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	- 2	Rated Power	- 48 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - 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;">LYNN FIELD</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 600/ 250</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 875
	Months Since - N/A	Make/Model- 40
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT-IN-COMMAND (PIC) STATED HE WAS TAKING OFF ON A TRAINING FLT WITH A STUDENT, USING A 2 PLACE, ULTRALIGHT VEHICLE. DURING THE TAKEOFF ROLL, THE RUBBER TREAD SEPARATED FROM THE TAILWHEEL & IT BEGAN TO DIG INTO THE AIRSTRIP. THE PIC REPORTED THAT AFTER BECOMING AIRBORNE, THE WIND SHIFTED TO A QUARTERING TAIL WIND, AND CONSEQUENTLY HE STEERED THE VEHICLE TO THE LEFT TO AVOID HITTING TERRAIN. HOWEVER, THE LEFT MAIN GEAR HIT A DIRT BANK & THE ULTRALIGHT CAME TO REST IN A THICKET. THE PIC WAS REGISTERED WITH AOPA AIR SAFETY FOUNDATION AS AN ASF EXAMINER. ALSO, HE WAS DESIGNATED BY THE MANUFACTURER TO GIVE INSTRUCTION IN THE TIERRA II ULTRALIGHT AS REQUIRED BY FAA EXEMPTION 3783. THE PIC HAD LOGGED APRX 25 HRS IN SINGLE ENG LAND ACFT, BUT HAD ACCUMULATED APRX 850 HRS IN ULTRALIGHT VEHICLES.

Brief of Accident (Continued)

File No. - 3143

9/18/83

DALLAS, NC

A/C Reg. No. NONE

Time (Lc1) - 1700 EDT

-----  
Occurrence #1        TAIL GEAR COLLAPSED  
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, TAILWHEEL - FAILURE, PARTIAL
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)

2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  3. WEATHER CONDITION - UNFAVORABLE WIND
  4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
  5. TERRAIN CONDITION - DIRT BANK
  6. TERRAIN CONDITION - HIGH VEGETATION
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3101      11/25/83      CHARLOTTE, NC      A/C Reg. No. N2302C      Time (Lcl) - 1800 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 - TAXI

Fire Crew  
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA T303  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5145  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSI-052AE  
Number Engines - 2  
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 - UNK/NR  
Method - ACFT RADIO  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - UNK/NR  
Wind Dir/Speed -  
Visibility - UNK/NR  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision - UNK/NR  
Precipitation - UNK/NR  
Condition of Light - UNK/NR

Itinerary

Last Departure Point  
CHARLOTTE  
Destination  
GASTONIA, NC

ATC/Airspace

Type of Flight Plan - UNK/NR  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

DOUGLASS  
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 - 56  
Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - 150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 13000  
Last 24 Hrs - 2  
Make/Model - 150  
Last 30 Days - UNK/NR  
Instrument - UNK/NR  
Last 90 Days - 50  
Multi-Eng - 150  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAXI FOR TAKEOFF THE PILOT BECAME DISORIENTED AND THE ACFT COLLIDED WITH A DITCH WHERE CONSTRUCTION OF A NEW TAXIWAY AND OLD ASPHALT CONNECTED. THE PLT STATED HE COULD NOT DETERMINE THE DIFFERENCE IN THE LEVELS OF THE TWO SURFACES. THE TAXIWAY WAS NOT LIGHTED NOR WAS THE DUGOUT AREA BARRICADED OR MARKED.

Brief of Accident (Continued)

File No. - 3101

11/25/83

CHARLOTTE, NC

A/C Reg. No. N2302C

Time (Lcl) - 1800 EST

-----  
Occurrence            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    TAXI - TO TAKEOFF

Finding(s)

1. LIGHT CONDITION - NIGHT
2. TERRAIN CONDITION - DITCH
3. AIRPORT FACILITIES, TAXIWAY CONDITION - INADEQUATE
4. AIRPORT FACILITIES, TAXIWAY MARKING - INADEQUATE
5. UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - AIRPORT PERSONNEL

-----  
-----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. - 3128      11/30/83      CAPE CARTERET, NC      A/C Reg. No. NONE      Time (Lcl) - 1655 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 103  
Accident Occurred During - TAKEOFF

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - AMERICAN AEROLGT DOUBLE EAGLE      Eng Make/Model - CUYUNA 430B  
Landing Gear - TRICYCLE-FIXED      Number Engines - 1  
Max Gross Wt - 510      Engine Type - RECIPROCATING-CARBURETOR  
No. of Seats - 1      Rated Power - 30 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO.

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRSTRIP

Airport Data

CAPE CARTERET, PVT. STRIP

Runway Ident - 09

Runway Lth/Wid - 3700 -UNK/NR

Runway Surface - DIRT

Runway Status - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 65

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6600

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-----

REPORTEDLY, THE PLT HAD PREVIOUSLY FLOWN IN A 2 PLACE ULTRALIGHT VEHICLE, BUT HAD NOT FLOWN IN ONE THAT WAS EQUIPPED WITH A CANARD. HE INDICATED TO THE OWNER THAT HE WOULD LIKE TO TAXI THE ULTRALIGHT. THE OWNER OBLIGED AFTER EXPLAINING THE OPERATION OF THE VEHICLE & BEING SURE THE PLT WOULD WEAR A HELMET. THE PLT WAS CAUTIONED TO KEEP HIS SPEED BELOW 20 MPH SO AS TO AVOID BECOMING AIRBORNE. THE OWNER & ANOTHER WITNESS OBSERVED THE PLT AS HE STARTED TO TAXI DOWN THE RWY. THEY STATED THAT THE ULTRALIGHT WAS ZIGZAGGING & THAT THE PLT INCREASED AND DECREASED THE POWER SEVERAL TIMES AS THE VEHICLE WOULD SPEED UP & SLOW DOWN. THE ULTRALIGHT CONTINUED DOWN THE RWY AND BECAME AIRBORNE AS IT TRAVELED OVER A RISE. WITNESSES HEARD A POWER REDUCTION & LOST SIGHT OF THE ULTRALIGHT MOMENTARILY. AN INCREASE IN POWER WAS THEN HEARD & THE VEHICLE REAPPEARED ABOVE THE HORIZON. REPORTEDLY, THE ULTRALIGHT PITCHED UP, THEN PITCHED DOWN & CRASHED, THE WEIGHT SHIFT VEHICLE HAD BUNGEEES FROM THE SEAT TO THE CANARD. NO AIRSPEED GAGE INSTALLED.

Brief of Accident (Continued)

File No. - 3128

11/30/83

CAPE CARTERET, NC

A/C Reg. No. NONE

Time (Lc1) - 1655 EST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. LIFT-OFF - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - 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) 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. - 3065

12/06/83

CHARLOTTE, NC

A/C Reg. No. N7412D

Time (Lcl) - 1726 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 - TAXI

Fire NONE  
Crew  
Pass

-----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 - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 250/020 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  
CARTERSVILLE, GA  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - UNK/NR  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

CHARLOTTE/DOUGLAS INTER.  
Runway Ident - 23  
Runway Lth/Wid - 7501/ 150  
Runway Surface - CONCRETE  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND  
GLIDER

Age - 46

Biennial Flight Review

Current - YES  
Months Since - 5  
Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A WX BRIEFING, BEFORE TAKEOFF, THE PLT WAS ADVISED THAT THE WINDS AT CHARLOTTE, NC WERE FORECAST TO BE FROM 230 AT 13 GUSTING TO 24 KTS. HE WAS ALSO ADVISED TO EXPECT MODERATE TO SEVERE TURBULENCE AS WELL AS HIGH EN ROUTE WINDS. WHILE EN ROUTE, HE NOTICED THAT HIS GROUND SPEED WAS IN EXCESS OF 150 MPH. AFTER THE PLT CONTACTED CHARLOTTE APCH CONTROL, HE WAS ADVISED THAT THE WINDS WERE FROM 230 DEG AT 25 GUSTING 42 KTS. ALSO, HE WAS ADVISED TO EXPECT WIND SHEAR AT 500 FT, GREAT ENOUGH TO CAUSE A 25 KT LOSS OF AIRSPEED. THE PLT CONTINUED THE APCH & LANDED SUCCESSFULLY. AFTER LANDING, HE ATTEMPTED TO MAKE A 180 DEG TURN TO TAXI TO THE FBO. DURING THE TURN, THE WIND LIFTED THE TAIL & FLIPPED THE ACFT OVER ON ITS TOP.



Brief of Accident (Continued)

File No. - 3065

12/06/83

CHARLOTTE, NC

A/C Reg. No. N7412D

Time (Lcl) - 1726 EST

Occurrence #1        ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation    TAXI - FROM LANDING

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - TURBULENCE
4. WEATHER CONDITION - WINDSHEAR
5. WEATHER CONDITION - GUSTS
6. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2        NOSE OVER  
Phase of Operation    TAXI - FROM LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3061

7/12/83

SHELTON, NE

A/C Reg. No. N731AC

Time (Lcl) - 1006 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

Injuries

Type of Operation -AERIAL APPLICATION

DESTROYED

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 137

Fire

Crew

1

0

0

0

Accident Occurred During -MANEUVERING

ON GROUND

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - CESSNA 188B

Eng Make/Model - CONTINENTAL IO-520D

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3300

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 300 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 130/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 12000 FT SCATTERED

Lowest Ceiling - 30000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WOOD RIVER, NE

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

SE LAND

Age - 20

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 600

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) - NONE

-----Narrative-----

THE PLT HAD DUSTED 1 FIELD & HAD STARTED DUSTING ANOTHER THAT WAS LOCATED ON ROLLING TERRAIN. AFTER MAKING 3 SWATH RUNS OVER THE 2ND FIELD, HE WAS MANEUVERING FOR A 4TH RUN WHEN THE ACFT'S RIGHT WING IMPACTED WITH A POWER LINE CABLE. THE WING'S LEADING EDGE & TIP WERE TORN OFF & THE ACFT CRASHED & BURNED.

Brief of Accident (Continued)

File No. - 3061

7/12/83

SHELTON,NE

A/C Reg. No. N731AC

Time (Lc1) - 1006 CDT

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Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
  2.    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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3118

5/13/83

BEDMINSTER,NJ

A/C Reg. No. N28426

Time (Lcl) - 1655 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	1	0	0
Pass	0	1	1	0

Type of Operation -NON SCHED,DOMESTIC,PASSENGER

Flight Conducted Under -14 CFR 135

Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - GRUMMAN AMERICAN AA5B

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2400

No. of Seats - 4

Eng Make/Model - AVCO-LYCOMING O-360-A4K

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 180 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 315/008 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WHITE PLAINS,NY

Destination

DOYLESTOWN,PA

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)

Type of Clearance -

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SOMERSET

Runway Ident - 12

Runway Lth/Wid - 2770/ 60

Runway Surface - MACADAM

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND,ME LAND,SE SEA

Age - 50

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - AA7

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4795

Make/Model- 550

Instrument- 130

Multi-Eng - 430

Last 24 Hrs - 9

Last 30 Days- UNK/NR

Last 90 Days- 30

Rotorcraft - 3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO TREES DURING A FORCED LANDING AFTER A LOSS OF POWER WHILE ENROUTE FROM WHITE PLAINS. THE ENGINE STARTED TO SHAKE AND THE RPMs DECREASED. THE PLT INITIATED EMERGENCY PROCEDURES BUT THE ENGINE CONTINUED TO RUN ROUGHLY. A DECISION WAS MADE TO LAND AT SOMERSET ARPT. THE LANDING APPROACH WAS HIGH AND THE PLT ELECTED TO GO AROUND. THE ENGINE POWER WAS NOT ENOUGH AND A FULL STALL FLAPS UP LANDING WAS MADE INTO THE TREE TOPS. THE ACFT SLID DOWN THE TREES AND STOPPED IN A PAST VERTICAL NOSE DOWN POSITION. DURING A POST ACCIDENT ENGINE EXAMINATION THE #1 CYLINDER HAD NO COMPRESSION. THE EXHAUST VALVE WAS BROKEN AND THE VALVE HEAD WAS NOT FOUND. THE CYLINDER EXHAUST VALVE GUIDE MEASURED .515. THE SPECIFICATION WHEN NEW IS .4985. THE SERVICE LIMIT IS .4995.

Brief of Accident (Continued)

File No. - 3118

5/13/83

BEDMINSTER,NJ

A/C Reg. No. N28426

Time (Lc1) - 1655 EDT

-----  
Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
  3. DISTANCE - MISJUDGED - PILOT IN COMMAND
  4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

5. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3114      5/16/83      ROBBINSVILLE,NJ      A/C Reg. No. N821BE      Time (Lcl) - 1210 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -DESCENT			0	0	0	2

-----Aircraft Information-----

Make/Model - BEECHCRAFT BE60	Eng Make/Model - LYCOMING TIO-541-E1A4	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6775	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 380 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	UNK/NR
Method - TELEPHONE	FARMINGDALE,NY	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	INDIANAPOLIS,IN	
Wind Dir/Speed- 360/018 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - SCATTERED	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - 3500 FT BROKEN	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 535
SE LAND,ME LAND	Months Since - 9	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - 300
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS STRUCTURALLY DAMAGED DURING RECOVERY FROM A DESCENDING RIGHT SPIRAL THAT OCCURRED AS THE FLT PASSED THRU FLT LEVEL 190. AS THE PLT RECVD FROM THE DESCENDING SPIRAL THE INBOARD AND OUTBOARD AILERON HINGE RIVETS WERE SHEARED. THE ALTITUDE DEVIATION OCCURRED IN IMC WEATHER. AN EMERGENCY WAS DECLARED WITH ATC. VECTORS WERE PROVIDED TO JFK APRT FOR A VFR LANDING. THE FLT LANDED WITHOUT FURTHER INCIDENT. THE PLT REPORTED THAT AS THE ACFT CLIMBED THROUGH 19000 FT AT 100 KTS A LOUD BANK WAS HEARD AND THE ACFT STARTED SHAKING. THE PLT DISENGAGED THE AUTOPLT AND LOWERED THE NOSE. HE STATED THE ACFT ENTERED A RIGHT DESCENDING SPIRAL. HE COULD NOT MOVE THE AILERON AND RECOVERED WITH RUDDER AND ELEVATOR. THE RIGHT AILERON ROD AND HINGES WERE EXAMINED AND THE FAILURES WERE FOUND TO BE SHEAR FROM DUCTILE OVERLOAD. THE FAILED RIVETS MET SPECIFICATIONS FOR HARDNESS TESTS.

Brief of Accident (Continued)

File No. - 3114

5/16/83

ROBBINSVILLE,NJ

A/C Reg. No. N821BE

Time (Lc1) - 1210 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    CLIMB - TO CRUISE

Finding(s)

1. SPIRAL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

2. FLIGHT CONTROL,AILERON TAB ATTACHMENT - FAILURE,TOTAL
  3. MANEUVER - PERFORMED - PILOT IN COMMAND
  4. FLIGHT CONTROL,AILERON TAB ATTACHMENT - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3121

7/07/83

OLD BRIDGE,NJ

A/C Reg. No. N31ER

Time (Lc1) - 1015 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - GRUMMAN AA-5B

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2400

No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 180 HP

ELT Installed/Activated - YES/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- 020/012 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

SAME AS ACC/INC

Destination

LINDEN,NJ

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 - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 73

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - C-172A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2221

Make/Model- 92

Instrument- UNK/NR

Multi-Eng - 9

Last 24 Hrs - 1

Last 30 Days- 23

Last 90 Days- 92

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT TAKEOFF AND CLIMB TO 600 FT WERE ROUTINE. WHEN HE STARTED A LEFT TURN THE ENG "BEGAN TO LOSE POWER." THE PLT CONTINUED THE LEFT TURN BACK TOWARD THE ARPT BUT THE ENG DID NOT RESTART AND THE ACFT STUCK TREES ABOUT 1 MI SHORT. INVESTIGATION REVEALED ABOUT 5 GAL OF FUEL IN THE LEFT TANK. THE RIGHT TANK WAS REPORTED, SOME RESIDUAL FUEL WAS NOTED IN THE TANK.



Brief of Accident (Continued)

File No. - 3121

7/07/83

OLD BRIDGE, NJ

A/C Reg. No. N31ER

Time (Lc1) - 1015 EDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CLIMB - TO CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. PLANNING-DECISION - IMPROPER - 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    DESCENT

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. - 3110      9/14/83      ATLANTIC CITY,NJ      A/C Reg. No. N27360      Time (Lcl) - 1317 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation      -NON SCHED,DOMESTIC,PASSENGER  
Flight Conducted Under      -14 CFR 135  
Accident Occurred During      -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

9

-----Aircraft Information-----

Make/Model - PIPER PA-31-350  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 7000  
No. of Seats - 9

Eng Make/Model - AVCO LYCOMING T10-540  
Number Engines - 2  
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 - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 003/018 KTS  
Visibility - 2.500 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - UNK/NR BROKEN  
Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WHITE PLAINS,NY  
Destination  
ATLANTIC CITY,2

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - VOR/TVOR

Airport Proximity  
ON AIRPORT

Airport Data

BADER FIELD  
Runway Ident - 29  
Runway Lth/Wid - 2950/ 100  
Runway Surface - MACADAM  
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
ATP  
SE LAND,SE SEA

Age - 27  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - PA-31

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total - 2479      Last 24 Hrs - 3  
Make/Model- 1114      Last 30 Days- UNK/NR  
Instrument- 25      Last 90 Days- 189  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON LANDING ON RWY 29 THE PLT BECAME CONCERNED WITH ANOTHER ACFT LANDING ON RWY 11. ALTHOUGH THE LANDING WAS LONG THE PLT ELECTED TO REMAIN ON THE GROUND DUE TO UNCERTAINTY OF THE OTHER ACFT'S POSITION. WHEN HE REACHED THE END OF THE RWY HE TURNED THE ACFT TO AVOID OVERRUNNING AND HITTING A FENCE. THE ACFT GROUNDOOLED AND THE RIGHT MAIN REAR COLLAPSED.

Brief of Accident (Continued)

File No. - 3110

9/14/83

ATLANTIC CITY,NJ

A/C Reg. No. N27360

Time (Lc1) - 1317 EDT

-----  
Occurrence           MAIN GEAR COLLAPSED  
Phase of Operation   LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WET
  2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3088      10/22/83      TRUTH OR CONS. NM      A/C Reg. No. N7400E      Time (Lc1) - 1220 MDT

-----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

2

-----Aircraft Information-----

Make/Model - CESSNA 210

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- UNK/NR

Visibility - 60.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DENVER, CO

Destination

SILVER CITY, NM

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

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, ME 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 - 680

Make/Model- 43

Instrument- 104

Multi-Eng - 60

Last 24 Hrs - 5

Last 30 Days- 5

Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHILE THE ACFT WAS CRUISING AT 10,500 FT MSL, THE ENG LOST POWER & HE WAS UNABLE TO RESTART IT. DURING AN EMERGENCY LANDING, THE NOSE GEAR HIT A ROCK & COLLAPSED. THE ACFT WAS CHECKED, BUT THE ENG COULD NOT BE STARTED, WHEN 1ST ATTEMPTED, AND EVIDENCE OF FUEL BLOCKAGE WAS NOTED. THE ENG DRIVEN FUEL PUMP WAS REMOVED & BENCH CHECKED & FOUND TO BE NORMAL. IT WAS REINSTALLED, AND SUBSEQUENTLY, THE ENG WAS STARTED & OPERATED NORMALLY. THE CAUSE FOR THE TEMPORARY FUEL BLOCKAGE COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 3088

10/22/83

TRUTH OR CONS,NM

A/C Reg. No. N7400E

Time (Lcl) - 1220 MDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN
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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3162      11/26/83      PORTALES,NM      A/C Reg. No. N5212D      Time (Lc1) - 1145 MST

-----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 - TAXI

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 180A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2650  
No. of Seats - 4

Eng Make/Model - CONTINENTAL D-470K  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 270/020 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - 4000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
AMARILLO, TX  
Destination  
SAME AS ACC/INC

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 - FULL STOP

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 41  
Biennial Flight Review  
Current - YES  
Months Since - 18  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1042  
Make/Model- 888  
Instrument- 1  
Multi-eng - 0  
Last 24 Hrs - 1  
Last 30 Days- 16  
Last 90 Days- 16  
Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD MADE A SUCCESSFUL LANDING IN AN UNIMPROVED WHEAT FIELD. THE ACFT HAD STOPPED & AS THE PLT WAS MAKING A 180 DEG TURN BACK THE WIND CAUGHT A WING CAUSING THE ACFT TO NOSE OVER ONTO ITS BACK. THE PLT STATED THAT DURING THE TURN THE RIGHT MAIN GEAR ROLLED INTO A FURROW CAUSING THE NOSE TO DIP JUST BEFORE THE WIND CAUGHT THE UPWIND WING. WIND WAS GUSTING 25 KTS.

Brief of Accident (Continued)

File No. - 3162

11/26/83

PORTALES,NM

A/C Reg. No. N5212D

Time (Lcl) - 1145 MST

Occurrence

NOSE OVER

Phase of Operation

TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - GUSTS

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3079      12/03/83      ALBUQUERQUE,NM      A/C Reg. No. N4061P      Time (Lcl) - 1020 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - APPROACH

-----Aircraft Information-----

Make/Model - BALLOON WORKS FIREFLY 7  
Landing Gear - N/A  
Max Gross Wt - UNK/NR  
No. of Seats - UNK/NR

Eng Make/Model - N/A  
Number Engines - N/A  
Engine Type - N/A  
Rated Power - N/A

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 360/020 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ALBUQUERQUE,NM  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND  
FREE BALLOON

Age - 40  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - AX-7

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	-	114	Last 24 Hrs -	2
Make/Model-	114	Last 30 Days-	UNK/NR	
Instrument-	0	Last 90 Days-	13	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING FLT, UNFAVORABLE WINDS WERE ENCOUNTERED. AN APCH WAS MADE TO A GOLF COURSE, BUT THE PLT ABORTED DUE TO HIGH WINDS. A SHORT TIME LATER, AN APCH WAS MADE TO A PARK AREA. ACCORDING TO THE PLT, THE WIND SWITCHED AS THE BALLOON TOUCHED DOWN & BLEW THE ENVELOPE INTO TREES. A SAFETY LINE HAD BEEN DROPPED TO WAITING GROUND CREW PERSONNEL, BUT THE WIND WAS TOO STRONG FOR THEM TO CONTROL THE ENVELOPE'S MOVEMENT.



Brief of Accident (Continued)

File No. - 3079

12/03/83

ALBUQUERQUE,NM

A/C Reg. No. N4061P

Time (Lc1) - 1020 CST

Occurrence ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. OBJECT - TREE(S)

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3161

12/23/83

TAOS,NM

A/C Reg. No. N7933D

Time (Lcl) - 1253 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	1	0	1
NONE	Pass	1	1	0	2

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - CLIMB

-----Aircraft Information-----

Make/Model - BEECH H35  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2900  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-G  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 240 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- 240/005 KTS  
Visibility - .500 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 300 FT OBSCURED  
Obstructions to Vision- FOG  
Precipitation - SNOW  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PUEBLO, CO  
Destination  
SALT LAKE CITY, UT

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

Age - 35

Biennial Flight Review

Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT A NEW FUEL SYSTEM HAD JUST RECENTLY BEEN INSTALLED IN MIAMI, FL & HE FORGOT ABOUT THE NEW SYSTEM WHILE SWITCHING TANKS & ACCIDENTLY TURNED IT TO THE OFF POSITION. WHEN THE ENG QUIT HE REALIZED WHAT HE HAD DONE & SWITCHED BACK TO A FULL TANK. HE JUST HAD THE ENG RESTARTED WHEN THE ACFT COLLIDED WITH TREES AT THE 10,500 FT LEVEL OF A MOUNTAIN. A SMALL AMOUNT OF COCAINE & \$19,200 IN CASH WAS FOUND IN THE ACFT. THE PLT HAD HELD A PRIVATE PLT'S CERTIFICATE WITH SINGLE & MULTI-ENG LAND RATINGS WHICH WAS REVOKED IN 1981 BECAUSE OF FAR VIOLATIONS.

Brief of Accident (Continued)

File No. - 3161

12/23/83

TAOS,NM

A/C Reg. No. N7933D

Time (Lc1) - 1253 MST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - STARVATION
  2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

3. TERRAIN CONDITION - HIGH TERRAIN
  4. TERRAIN CONDITION - OPEN FIELD
  5. OBJECT - TREE(S)
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3122

5/21/83

ENFIELD, NY

A/C Reg. No. NONE

Time (Lcl) - 1732 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	1	0	0
Pass	0	0	0	0
Other	1	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 103  
Accident Occurred During - MANEUVERING

-----Aircraft Information-----

Make/Model - ROBERTSON B1-RD (SN:115)  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 440  
No. of Seats - 1

Eng Make/Model - CUYUNA 430R  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 30 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 150/004 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 3000 FT SCATTERED  
Lowest Ceiling - 25000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)

Age - 35  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 80	Last 24 Hrs - UNK/NR
Make/Model-	80	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT, THE 2 ULTRALIGHT VEHICLES WERE OBSERVED FLYING IN CLOSE PROXIMITY TO EACH OTHER. LATER, THEY WERE OBSERVED APPROACHING THE DEPARTURE FIELD AT APRX 300 TO 500 FT AGL. THE LEAD VEHICLE, SN:115, WITH A NON-RATED PLT, BEGAN A LEFT TURN. THE OTHER VEHICLE, SN:244, WITH A RATED PLT, CONVERGERED. SUBSEQUENTLY, THEY WERE APPROACHING EACH OTHER "HEAD-ON." THE PLT OF VEHICLE 244 ATTEMPTED TO PASS BENEATH VEHICLE 115. HOWEVER, THE ULTRALIGHTS COLLIDED, ENTERED A DESCENT & CRASHED. VEHICLE 115 STRUCK A TREE & VEHICLE 244 CRASHED IN AN OPEN FIELD. THE PLT OF VEHICLE 115 WAS SERIOUSLY INJURED WHILE THE OTHER PLT WAS FATALLY INJURED.

Brief of Accident (Continued)

File No. - 3122

5/21/83

ENFIELD,NY

A/C Reg. No. NONE

Time (Lc1) - 1732 EDT

Occurrence #1        MIDAIR COLLISION  
Phase of Operation    MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT OF OTHER AIRCRAFT
4. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3122      5/21/83      ENFIELD, NY      A/C Reg. No. NONE      Time (Lcl) - 1732 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 103  
Accident Occurred During -DESCENT

Aircraft Damage  
DESTROYED  
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		0	0	0	0
Other		0	1	0	0

-----Aircraft Information-----

Make/Model - ROBERTSON B1-RD  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 440  
No. of Seats - 1

Eng Make/Model - CUYUNA 430R  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 30 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 150/004 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 3000 FT SCATTERED  
Lowest Ceiling - 25000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance -  
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

Age - 29  
Biennial Flight Review  
Current - YES  
Months Since - 21  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1750  
Make/Model- 14  
Instrument- 7  
Multi-Eng - 7  
Last 24 Hrs - 7  
Last 30 Days- 7  
Last 90 Days- 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ULTRALIGHTS COLLIDED AT ABOUT 300-500 FT AGL APPROACHING THE FIELD TO LAND. THE VEHICLES HAD BEEN OBSERVED FLYING IN FORMATION. IN AN ATTEMPT TO MANEUVER DURING THE APPROACH A MIX-UP OCCURRED AND THE VEHICLES COLLIDED WHICH DISABLED THE AIRFRAMES AND THEY CRASHED IN AN UNCONTROLLED DESCENT.

Brief of Accident (Continued).

File No. - 3122

5/21/83

ENFIELD,NY

A/C Reg. No. NONE

Time (Lc1) - 1732 EDT

-----  
Occurrence #1        MIDAIR COLLISION  
Phase of Operation    MANEUVERING

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation

Finding(s)

2. WING,BRACING WIRE - DISABLED
  3. WING,BRACING STRUT - DISABLED
- 

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3137      8/05/83      MAYVILLE,NY      A/C Reg. No. NONE      Time (Lc1) - 2030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 103  
Accident Occurred During -CRUISE

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - AMERICAN AEROLIGHTS EAGLE XL  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - UNK/NR  
No. of Seats - 1

Eng Make/Model - CUYUNA 430R  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 30 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 040/004 KTS

Visibility - 3.000 SM

Lowest Sky/Clouds - 12000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MAYVILLE,NY

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

DART

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

Age - 41

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 10	Last 24 Hrs -	1
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Make/Model-	1	Last 30 Days-	1
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Instrument-	0	Last 90 Days-	1
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Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO WITNESSES, THE ULTRALIGHT WAS IN LEVEL FLT AT APRX 150 TO 200 FT AGL WHEN THEY HEARD A LOUD BANG. SHORTLY THEREAFTER, THE ENG NOISE CEASED & THE VEHICLE ENTERED A SPIRALING DESCENT & CRASHED. A RIP IN THE WING CENTER SECTION WAS SEEN PRIOR TO IMPACT. AN EXAM REVEALED THAT THE LARGE REDUCTION ASSEMBLY, DRIVE PULLEY HAD SEPARATED FROM THE DRIVE SHAFT. 2 OF 4 CONNECTING BOLTS WERE FOUND FRACTURED & THE OTHER 2 HAD SEPARATED WITHOUT FRACTURING. THERE WAS EVIDENCE OF LOOSENESS & FRETTING PRIOR TO THE BOLT FAILURES. RED PAINT HAD TRANSFERRED FROM THE PROP TIPS TO THE WING STRUTS. THE PROP TIPS HAD SEPARATED & THE WING FABRIC HAD TORN AT THE WING ROOTS ON EACH SIDE OF THE CENTER SECTION. THE FAILED & MISSING BOLTS HAD BEEN INSTALLED DURING A DRIVE SHAFT PULLEY ADAPTER HUB RETROFIT, APRX 3 FLT HRS PRIOR TO THE ACCIDENT, BEFORE THE PLT PURCHASED THE ULTRALIGHT FROM A PREVIOUS OWNER. NO WASHERS, TORQUE VALUES OR SAFETYING REQUIREMENTS WERE SPECIFIED FOR THE BOLTS IN THE RETROFIT INSTRUCTIONS & THE BOLTS HAD NOT BEEN SAFETY WIRED.



Brief of Accident (Continued)

File No. - 3137

8/05/83

MAYVILLE,NY

A/C Reg. No. NONE

Time (Lc1) - 2030 EDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. REDUCTION GEAR ASSY - OTHER
  2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
  3. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN - PRODUCTION/DESIGN PSNL
  4. REDUCTION GEAR ASSY - FAILURE,TOTAL
  5. REDUCTION GEAR ASSY - DISCONNECTED
  6. PROPELLER SYSTEM/ACCESSORIES - VIBRATION
  7. WING - FAILURE,PARTIAL
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    CRUISE

-----  
Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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. - 3147      11/27/83      SILVER GREEK, NY      A/C Reg. No. N4089P      Time (Lcl) - 1520 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

Aircraft Damage

DESTROYED

Fire

NONE

	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass	0	0	0	0
Other	2	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-23-160  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 300  
No. of Seats - 5

Eng Make/Model - LYCOMING O-320-B3B  
Number Engines - 2  
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 - 050/006 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision - NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

JAMESTOWN, NY

Destination

DUNKIRK, NY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

DUNKIRK

Runway Ident - 24

Runway Lth/Wid - 5000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 69

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3550

Make/Model - 900

Instrument - 55

Multi-Eng - 900

Last 24 Hrs - UNK/NR

Last 30 Days - UNK/NR

Last 90 Days - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TWO ACFT WERE INVOLVED IN A MIDAIR COLLISION NEAR SILVER CREEK NY. ONE OF THE PLTS WAS OPERATING IN THE LEFT SEAT USING AN INSTRUMENT HOOD WITH A SAFETY PLT IN THE RIGHT SEAT THE OTHER ACFT WAS A PLEASURE SIGHT-SEEING FLT FOR THE DAUGHTER OF THE PLT. BOTH ACFT CAME TO REST ABOUT 400 YARDS APART ON THE GROUND. N4089P COLLIDED WITH N96268 ABOUT 4.6 NAUTICAL MILES FROM DUNKIRK ARPT AS IT FLEW FROM THE NORTHEAST TOWARD THE ARPT. WITNESSES SAW THE TWO ACFT CONVERGE AND COLLIDE. THE PIPER CROSSED UNDER THE CESSNA AT ABOUT 2000 FT MSL (1400 FT AGL). THE CESSNA LOST ABOUT 2 FT OF ITS RIGHT WING AND THE PIPER LOST THE LEFT WING OUTBOARD OF THE NACELLE AND ITS VERTICAL FIN AND RUDDER. THERE WERE NO KNOWN RADIO CALLS FROM EITHER ACFT BEFORE DURING OR AFTER THE COLLISION. OTHER PLTS DESCRIBED VISIBILITY AS GOOD WITH AN EVERCAST SKY AND NO SUNGLARE. BOTH ACFT CRASHED OUT OF CONTROL IN WOODED AREAS.

Brief of Accident (Continued)

File No. - 3147

11/27/83

SILVER GREEK, NY

A/C Reg. No. N4089P

Time (Lc1) - 1520 EST

-----  
Occurrence #1           MIDAIR COLLISION  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. IFR PROCEDURE - SIMULATED - PILOT IN COMMAND
  2. VISUAL LOOKOUT - NOT ATTAINED - OTHER CREW MEMBER
  3. VISUAL LOOKOUT - NOT POSSIBLE - OTHER CREW MEMBER
  4. COMMUNICATIONS - NOT ISSUED - OTHER CREW MEMBER
- 

Occurrence #2           AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

5. WING - SEPARATION
- 

Occurrence #3           IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3147      11/27/83      SILVER CREEK,NY      A/C Reg. No. N96268      Time (Lcl) - 1520 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
1	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Fire      Crew  
NONE      Pass

-----Aircraft Information-----

Make/Model      - CESSNA 172P  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2400  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-D2J  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 160 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - UNK/NR  
Wind Dir/Speed- 050/006 KTS  
Visibility      - 25.0 SM  
Lowest Sky/Clouds      - SCATTERED  
Lowest Ceiling      - 25000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BUFFALO,NY  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

DUNKIRK  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age      - 45  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - 150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 70	Last 24 Hrs	- UNK/NR
Make/Model-	5	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	24

Instrument Rating(s) - NONE

-----Narrative-----

THE TWO ACFT WERE INVOLVED IN A MIDAIR COLLISION NEAR SILVER CREEK NY. ONE OF THE PLTS WAS OPERATING IN THE LEFT SEAT USING AN INSTRUMENT HOOD WITH A SAFETY PLT IN THE RIGHT SEAT THE OTHER ACFT WAS A PLEASURE SIGHT-SEEING FLT FOR THE DAUGHTER OF THE PLT. BOTH ACFT CAME TO REST ABOUT 400 YARDS APART ON THE GROUND. N4089P COLLIDED WITH N96268 ABOUT 4.6 NAUTICAL MILES FROM DUNKIRK ARPT AS IT FLEW FROM THE NORTHEAST TOWARD THE ARPT. WITNESSES SAW THE TWO ACFT CONVERGE AND COLLIDE. THE PIPER CROSSED UNDER THE CESSNA AT ABOUT 2000 FT MSL (1400 FT AGL). THE CESSNA LOST ABOUT 2 FT OF ITS RIGHT WING AND THE PIPER LOST THE LEFT WING OUTBOARD OF THE NACELLE AND ITS VERTICAL FIN AND RUDDER. THERE WERE NO KNOWN RADIO CALLS FROM EITHER ACFT BEFORE, DURING OR AFTER THE COLLISION. OTHER PLTS DESCRIBED VISIBILITY AS GOOD WITH AN OVERCAST SKY AND NO SUNGLARE. BOTH ACFT CRASHED OUT OF CONTROL IN WOODED AREAS.

Brief of Accident (Continued)

File No. - 3147

11/27/83

SILVER CREEK,NY

A/C Reg. No. N96268

Time (Lc1) - 1520 EST

-----  
Occurrence #1            MIDAIR COLLISION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - NOT ATTAINED - PILOT IN COMMAND
  2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE - NORMAL

-----  
Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3019

7/01/83

DAYTON, OH

A/C Reg. No. N4929V

Time (Lcl) - 2330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -BUSINESS

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

0

0

0

1

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - CESSNA 172RG

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 2650

No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F1A6

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 180 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 220/010 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

KNOXVILLE, TN

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

DAYTON GENERAL

Runway Ident - 20

Runway Lth/Wid - 5000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - NONE

Type Apch/Lndg - VISUAL

STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - UNK/NR

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 981

Make/Model- 293

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 10

Last 30 Days- UNK/NR

Last 90 Days- 58

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH EQUIPMENT WHEN LANDING ON A CLOSED RWY AT NIGHT. THE PLT OF N4929V CALLED DAYTON APPROACH REGARDING LANDING AT DAYTON GENERAL BUT DID NOT RECEIVE INFO THAT THE FLD WAS CLOSED. ANOTHER ACFT CALLED ATC AT ABOUT THIS TIME, WITHOUT IDENTIFYING ITSELF AND OBTAINED THE INFO THAT DAYTON GENERAL WAS CLOSED. THIS ACFT INFORMED ATC THAT HE WAS GOING TO MIDDLETOWN. ATC, UNDER THE IMPRESSION THE TRANSMISSION WAS FROM N4929V TRYED TO VERIFY THE CALL WITH N4929V BUT THERE WAS NO RESPONSE FROM THE ACFT.

Brief of Accident (Continued)

File No. - 3019

7/01/83

DAYTON, OH

A/C Reg. No. N4929V

Time (Lc1) - 2330 EDT

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

1. OBJECT - OBJECT
  2. PROCEDURES/DIRECTIVES - INADEQUATE - PILOT IN COMMAND
  3. LIGHT CONDITION - DARK NIGHT
  4. NOTAMS - NOT OBTAINED - PILOT IN COMMAND
  5. ARTCC SERVICE - INADEQUATE - ATC PERSONNEL(ARTCC)
  6. AIRPORT OPERATIONS - INADEQUATE - AIRPORT PERSONNEL
- 

-----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. - 3058

3/13/83

SHAWNEE,OK

A/C Reg. No. N5751V

Time (Lcl) - 1330 CST

-----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 - LANDING

Fire  
ON GROUND

-----Aircraft Information-----

Make/Model - BEECH A23-24  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2550  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A2B  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- VARIABLE  
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  
SHAWNEE,OK  
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

BARR  
Runway Ident - 18  
Runway Lth/Wid - 1200/ 50  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 40

Biennial Flight Review

Current - YES  
Months Since - 15  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 800	Last 24 Hrs - UNK/NR
Make/Model- 800	Last 30 Days- UNK/NR
Instrument- 1	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED HIS PRIVATE, 1200 FT AIRSTRIP & FLEW TO THE SHAWNEE MUNI ARPT WITH 1 PASSENGER. DURING ARRIVAL ON THE RETURN FLT, HE ELECTED TO LAND TOWARD THE SOUTH. ACCORDING TO A WITNESS, THERE WAS A THUNDERSTORM AT THAT TIME APRX 1/2 TO 1 MI WEST-SOUTHWEST OF THE STRIP. REPORTEDLY, LIGHT WINDS WERE PREVAILING FROM THE SOUTH, BUT THEY WERE VARIABLE TO THE WEST & NORTH WITH SUDDEN GUSTS FROM THE STORM AT 10 TO 15 MPH. DURING A FULL FLAP LANDING, THE ACFT TOUCHED DOWN APRX 500 FT DOWN THE STRIP. IT THEN VEERED TO THE LEFT & CROSSED A DITCH. THE LEFT MAIN WHEEL COLLIDED WITH A METAL COVER OVER A SEPTIC TANK. AT ABOUT THAT TIME, THE PLT APPLIED FULL POWER FOR A GO-AROUND. THE ACFT ENTERED A NOSE HIGH ATTITUDE & BEGAN TURNING TO THE RIGHT. IT BECAME AIRBORNE, BUT MUSHED INTO RISING TERRAIN, HIT TREES & BURNED. THE AIRSTRIP SLOPED DOWNWARD TO THE SOUTH & WAS BORDERED ALONG THE WEST SIDE BY A LINE OF TREES.



Brief of Accident (Continued)

File No. - 3058

3/13/83

SHAWNEE,OK

A/C Reg. No. N5751V

Time (Lc1) - 1330 CST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DOWNHILL
2. WEATHER CONDITION - THUNDERSTORM
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WEATHER CONDITION - GUSTS
5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING

Finding(s)

8. GO-AROUND - INITIATED - PILOT IN COMMAND
9. TERRAIN CONDITION - DITCH

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF

Finding(s)

10. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
11. OBJECT - FENCE
12. LIFT-OFF - PREMATURE - PILOT IN COMMAND
13. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

14. TERRAIN CONDITION - RISING

Occurrence #5      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

15. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,13

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,9,10,11,14,15

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3067      6/04/83      OMEGA,OK

A/C Reg. No. N6551Z

Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation      -AERIAL APPLICATION

DESTROYED

Fatal

Serious

Minor

None

Flight Conducted Under      -14 CFR 137

Fire

Crew

1

0

0

0

Accident Occurred During      -MANEUVERING

ON GROUND

Pass

0

0

0

0

-----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

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      - SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

LOYAL,OK

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      - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

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      - 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 HAD JUST COMPLETED SPRAYING A FIELD & WAS IN A RIGHT TURN WHEN THE RIGHT WING TIP HIT GENTLY RISING TERRAIN. THE OWNER THOUGHT THAT THE PLT MIGHT HAVE DIVERTED HIS ATTENTION WHILE LOOKING AT A FARMER'S MAP TO LOCATE THE NEXT FIELD. (SEVERAL SIMILAR MAPS WERE FOUND IN THE SERVICE HANGER.) AN EXAM OF THE WRECKAGE & A TEARDOWN OF THE ENG REVEALED NO EVIDENCE OF A PREIMPACT/MECHANICAL MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 3067

6/04/83

OMEGA,OK

A/C Reg. No. N6551Z

Time (Lcl) - 1130 CDT

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

1. MANEUVER - INITIATED - PILOT IN COMMAND
2. TERRAIN CONDITION - RISING
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
4. 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) 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. - 3030      7/30/83      STILLWATER,OK      A/C Reg. No. N49352      Time (Lcl) - 1930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1141	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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 120/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1235
SE LAND,ME LAND	Months Since - 11	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 339
		Instrument- 23
		Multi-Eng - 96
		Last 30 Days- UNK/NR
		Last 90 Days- 107

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A DITCH DURING A FORCED LANDING. THIS WAS AN INSTRUCTIONAL FLT AND THE CFI GAVE THE STUDENT A SIMULATED FORCED LANDING. DURING THE ATTEMPTED GO-AROUND THE ENGINE REPORTEDLY DEVELOPED ONLY 1800 RPM AND A LANDING WAS MADE IN A FIELD BY THE CFI. THIS WAS THE 3RD SUCH OCCURRENCE FOR THIS CFI WITH NO DISCREPANCIES BEING DISCOVERED WITH THE ENGINE FOLLOWING ANY OF THE OCCURRENCES.

Brief of Accident (Continued)

File No. - 3030

7/30/83

STILLWATER,OK

A/C Reg. No. N49352

Time (Lcl) - 1930 CDT

-----  
Occurrence #1        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
  2. GO-AROUND - DELAYED - PILOT IN COMMAND(CFI)
- 

Occurrence #2        LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND(CFI)
- 

Occurrence #3        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3031      8/05/83      AFTON,OK      A/C Reg. No. N4643J      Time (Lcl) - 0850 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -APPROACH			0	1	0
					None

-----Aircraft Information-----

Make/Model - PIPER PA-28R-180	Eng Make/Model - LYCOMING IO-360-B1E	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	WICHITA,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SHANGRI-LA
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 60
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 - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED 3 FT SHORT OF THE RWY ON AN INCLINED CONCRETE SLOPE. THE WEATHER WAS VMC. AT THE APPROACH TO THE RWY A CONCRETE EMBANKMENT SLOPES DOWNWARD ABOUT 10 FT TO A ROAD. THE ACFT HIT ON THIS EMBANKMENT BOUNCED AND SLID 75 FT DOWN THE RWY. DISCUSSIONS WITH THE ARPT MGR REVEALED THAT THE APPROACH IS VISUALLY DECEPTIVE DUE TO THE RISING CONCRETE WHICH IS THE SAME COLOR AS THE RWY. NEITHER THE PILOT OR OPERATOR FILED AN ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 3031

8/05/83

AFTON,OK

A/C Reg. No. N4643J

Time (Lcl) - 0850 CDT

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Occurrence               UNDERSHOOT

Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND
  2.     IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
  3. DISTANCE - MISJUDGED - PILOT IN COMMAND
  4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3032      8/07/83      TULSA,OK      A/C Reg. No. N67452      Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng. Make/Model - LYCOMING O-235-L	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	LOCAL	81ST ST. AIRPARK
Wind Dir/Speed- VARIABLE/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1300/ 60
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 2500 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 - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 38
	Months Since - N/A	Make/Model- 38
	Aircraft Type - N/A	Instrument- 1
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A FENCE AND A POWERLINE DURING TAKEOFF CLIMB. THE STUDENT PILOT WAS VISITING A SMALL FIELD WITH A 1300 FT RWY OF SOD FOR PRACTICE. THE C-152 USES 1340 FT TO CLEAR A 50 FT OBSTACLE FOR A STANDARD DAY ON A SURFACED RWY THIS DAY WAS ABOVE STANDARD REQUIRING MORE TAKEOFF DISTANCE AND DECREASING CLIMB PERFORMANCE.



Brief of Accident (Continued)

File No. - 3032

8/07/83

TULSA,OK

A/C Reg. No. N67452

Time (Lcl) - 0900 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation CLIMB

Finding(s)

1. OBJECT - FENCE
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. OBJECT - WIRE, TRANSMISSION
5. DISTANCE - INADEQUATE - PILOT IN COMMAND
6. CLEARANCE - 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) 2,3,5,6

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. - 3034      8/29/83      BUFFALO,OK      A/C Reg. No. N9762W      Time (Lcl) - 2130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

1

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model      - PIPER PA-28-140  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1950  
No. of Seats      - 4

Eng Make/Model - LYCOMING O-320-E2A

Number Engines - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 150 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING

Method      - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 030/008 KTS

Visibility      - 15.0 SM

Lowest Sky/Clouds      - 1800 FT THIN BKN

Lowest Ceiling      - 2000 FT BROKEN

Obstructions to Vision- NONE

Precipitation      - RAIN

Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point

RATON,NM

Destination

ALVA,OK

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)

STUDENT

Age - 60

Biennial Flight Review

Current      - N/A

Months Since      - N/A

Aircraft Type - N/A

Medical Certificate - UNK/NR

Flight Time (Hours)

Total      - 1500

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) - NONE

-----Narrative-----

THE ACFT HIT THE GROUND WHILE TRYING TO STAY VFR UNDER LOW CEILINGS AT NIGHT. THE STUDENT PLT WAS RETURNING FROM A X-COUNTRY, FOR WHICH HE HAD NO BRIEFING ON THE WEATHER, WHEN THE WEATHER BECAME WORSE. THE STUDENT PLT CIRCUMNAVIGATED SOME OF THE THUNDERSTORMS BUT CONTINUED TO FLY LOWER. HE SAID A DOWNDRAFT FORCED HIM INTO THE GROUND IN A WHEATFIELD. THE ACFT CARTWHEELED AND WAS DESTROYED. THE PLT CRAWLED OVER A MILE FROM THE WRECKAGE WHERE HE WAS FOUND SERIOUSLY INJURED 3 DAYS LATER.

Brief of Accident (Continued)

File No. - 3034

8/29/83

BUFFALO,OK

A/C Reg. No. N9762W

Time (Lcl) - 2130 CDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
  3. WEATHER CONDITION - RAIN
  4. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
  5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  6. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
  7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING

Finding(s)

8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  9. 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) 2,4,5,8,9

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. - 3024

8/31/83

COPAN,OK

A/C Reg. No. N1292T

Time (Lcl) - 0017 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage

Injuries

Type of Operation -NON SCHED,DOMESTIC,CARGO

DESTROYED

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 135

Fire

Crew

1

0

0

0

Accident Occurred During -LANDING

ON GROUND

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - PIPER PA 28R-200

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 - 2650

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 4

Rated Power - 200 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 110/014 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - 8000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

KANSAS CITY,MO

Destination

OKLAHOMA CITY,OK

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Age - 28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL,ATP

Current - UNK/NR

Total - 2000

Last 24 Hrs - 7

SE LAND,ME LAND

Months Since - UNK/NR

Make/Model- 1000

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 65

Last 90 Days- 250

Multi-Eng - 500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH AN ELECTRIC TRANSMISSION LINE AND BURNED DURING AN EMERGENCY LANDING. THE FLT HAD BEEN IN PROGRESS ONLY AN HOUR WHEN THE PLT LOST HIS ENGINE OIL PRESSURE AND HIS ENGINE FAILED. ATC GAVE HIM A HEADING TO THE NEAREST ARPT BUT HE COULD NOT MAKE IT AND CRASHED ABOUT 7 MILES SHORT. EXAMINATION OF THE ENGINE FAILED TO REVEAL THE REASON FOR THE MASSIVE OIL LEAK SINCE GASKETS, FLEXIBLE LINES AND ALUMINUM LINES WERE CONSUMED IN THE GROUND FIRE.

Brief of Accident (Continued)

File No. - 3024

8/31/83

COPAN,OK

A/C Reg. No. N1292T

Time (Lc1) - 0017 CDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID,OIL - EXHAUSTION
  2. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - WIRE,TRANSMISSION
  4. LIGHT CONDITION - DARK NIGHT
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 3047      9/15/83      EL RENO,OK      A/C Reg. No. N2841K      Time (Lc1) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	2
Pass	0	0	0	0

Type of Operation -PUBLIC USE  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 180K  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2650  
No. of Seats - 6

Eng Make/Model - CONTINENTAL O-470-U  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 250/015 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 5000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

MUSTANG  
Runway Ident - 17L  
Runway Lth/Wid - 4200/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI  
SE LAND,ME LAND,SE SEA  
HELICOPTER

Age - 41

Biennial Flight Review

Current - YES  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 7528	Last 24 Hrs	- 2
Make/Model-	11	Last 30 Days-	UNK/NR
Instrument-	145	Last 90 Days-	34
Multi-Eng -	1000	Rotorcraft -	28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER WHILE LANDING. THE 2ND PLT WAS TRANSITIONING INTO TAILWHEEL ACFT. THE PIC DEMONSTRATED ONE LANDING AND THE 2ND PLT ATTEMPTED THE NEXT. THE ACFT BOUNCED AND THE PIC TOOK OVER THE CONTROLS TOO LATE TO PREVENT THE NOSE OVER.

Brief of Accident (Continued)

File No. - 3047

9/15/83

EL RENO,OK

A/C Reg. No. N2841K

Time (Lcl) - 1330 CDT

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - COPILOT
  2. RECOVERY FROM BOUNCED LANDING - DISREGARDED - PILOT IN COMMAND
  3. REMEDIAL ACTION - INADEQUATE - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3084      10/07/83      ALINE,OK      A/C Reg. No. N91620      Time (Lc1) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 182M	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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 - TELEPHONE	KIOWA,KS	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	NORMAN,OK	Runway Ident - UNK/NR
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - .500 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 300 FT	Type of Clearance - NONE	Runway Status - SOFT
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - UNK/NR	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - UNK/NR	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE DEPARTING NORMAN, OK, THE PLT OBTAINED A WX BRIEFING FROM THE OKLAHOMA CITY FSS. DURING THAT BRIEFING, HE WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED. HE THEN TOOK OFF FOR DODGE CITY, KS WITHOUT FILLING A FLT PLAN. HOWEVER, EN ROUTE, HE ENCOUNTERED WX & DIVERTED TO KIOWA, KS. HE THEN RECEIVED A WX BRIEFING FROM THE GARDEN CITY FSS & DECIDED TO RETURN TO NORMAN. ON HIS RETURN FLT, HE ENCOUNTERED DETERIORATING WX NEAR ALINE, OK & ELECTED TO MAKE A PRECAUTIONARY LANDING IN A PLOWED FIELD. DURING THE LANDING ROLL, THE ACFT NOSED OVER. THE PLT ESTIMATED THE WX AT THE ACCIDENT SITE WAS: 300 FT OVERCAST, 1/2 MI VISIBILITY WITH DRIZZLE & FOG.



Brief of Accident (Continued)

File No. - 3084

10/07/83

ALINE,OK

A/C Reg. No. N91620

Time (Lc1) - 1800 CDT

-----  
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 - LOW CEILING
  3. WEATHER CONDITION - FOG
  4. WEATHER CONDITION - RAIN
- 

Occurrence #2            NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

5. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
  6. TERRAIN CONDITION - SOFT
  7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3085      10/10/83      OKMULGEE,OK      A/C Reg. No. N49980      Time (Lcl) - 0930 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	None
Accident Occurred During - LANDING			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	OKMULGEE MUNI.
Wind Dir/Speed- 180/009 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4300/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 37000 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 - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 25
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT REPORTED THAT SHORTLY AFTER TAKEOFF, THE ENG LOST POWER. HE MADE AN EMERGENCY LANDING IN A FIELD. BUT BEFORE HE COULD STOP THE ACFT, IT COLLIDED WITH A FENCE. LATER, THE ACFT ENG WAS EXAMINED, BUT NO REASON FOR THE POWER LOSS WAS FOUND.

Brief of Accident (Continued)

File No. - 3085

10/10/83

OKMULGEE,OK

A/C Reg. No. N49980

Time (Lcl) - 0930 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        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)  
2. OBJECT - FENCE  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3166      10/23/83      NORMAN,OK      A/C Reg. No. N17966      Time (Lc1) - 1315 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire                          NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model    - SCHWEIZER SGS-2-33  
Landing Gear   - UNK/NR  
Max Gross Wt   - 1040  
No. of Seats   - 2

Eng Make/Model - N/A  
Number Engines - N/A  
Engine Type    - N/A  
Rated Power    - N/A

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- 340/005 KTS  
Visibility     - 15.0 SM  
Lowest Sky/Clouds - SCATTERED  
Lowest Ceiling   - NONE  
Obstructions to Vision- NONE  
Precipitation   - NONE  
Condition of Light   - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

GOLSBY  
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)  
UNK/NR

Age - UNK/NR  
Biennial Flight Review  
Current        - UNK/NR  
Months Since   - UNK/NR  
Aircraft Type   - UNK/NR

Medical Certificate - UNK/NR  
Flight Time (Hours)  
Total        - UNK/NR  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng    - UNK/NR

Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft   - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT MADE A HARD LANDING & CARTWHEELED.

Brief of Accident (Continued)

File No. - 3166

10/23/83

NORMAN,OK

A/C Reg. No. N17966

Time (Lcl) - 1315 CDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)  
1. LEVEL OFF - IMPROPER - PILOT IN COMMAND  
-----

Occurrence #2        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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3092      10/30/83      OKLAHOMA CITY,OK      A/C Reg. No. N9074Y      Time (Lcl) - 0758 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -HOVER					

-----Aircraft Information-----

Make/Model - ROBINSON R22	Eng Make/Model - LYCOMING D-320	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 124 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	WILEY POST
Completeness - N/A	ATC/Airspace	Runway Ident - UNK/NR
Basic Weather - IMC	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Wind Dir/Speed- 020/008 KTS	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Visibility - 5.0 SM	Type Apch/Lndg - NONE	Runway Status - SOFT
Lowest Sky/Clouds - UNK/NR		
Lowest Ceiling - 400 FT OBSCURED		
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 863
SE LAND	Months Since - 1	Make/Model- 745
HELICOPTER	Aircraft Type - R22	Instrument- 0
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 88
		Rotorcraft - 863

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE INTENDED TO PRACTICE HOVERING WITHIN THE ARPT BOUNDRIES. ACCORDING TO HIM, AS THE RPM WAS INCREASED TO 100% FOR LIFT-OFF, THE RIGHT SKID CAME OFF THE GROUND, BUT THE LEFT SKID WAS "EVIDENTLY STUCK IN THE SOFT GROUND." RIGHT CYCLIC WAS APPLIED AS THE LEFT SKID CAME FREE FROM THE SOFT TERRAIN. THE PLT SAID THAT THIS RESULTED IN AN UNUSUALLY STEEP BANK TO THE RIGHT. LEFT CYCLIC WAS THEN APPLIED IN AN UNSUCCESSFUL EFFORT TO MAINTAIN CONTROL OF THE ACFT. THE PLT REPORTED THE ENG RPM THEN BEGAN DECREASING & DIRECTIOINAL CONTROL WAS LOST. SUBSEQUENTLY, THE HELICOPTER SETTLED BACK TO THE GROUND & ROLLED OVER ON ITS SIDE.

Brief of Accident (Continued)

File No. - 3092

10/30/83

OKLAHOMA CITY,OK

A/C Reg. No. N9074Y

Time (Lc1) - 0758 CST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    HOVER

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. TERRAIN CONDITION - SOFT
  3. UNSUITABLE TERRAIN - NOT IDENTIFIED - PILOT IN COMMAND
  4. LANDING GEAR, SKID ASSEMBLY - MOVEMENT RESTRICTED
  5. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #2        ROLL OVER  
Phase of Operation    HOVER

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3164      11/05/83      TULSA,OK      A/C Reg. No. N677K      Time (Lc1) - 1822 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----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 - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 130/005 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

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

TULSA INT'L

Runway Ident - 26

Runway Lth/Wid - 7700/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 37

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1631

Make/Model- 494

Instrument- 84

Multi-Eng - 831

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A MISSED APPROACH FROM A PRACTICE ILS APCH, A LOUD NOISE WAS HEARD DURING GEAR RETRACTION. SUBSEQUENT ATTEMPTS TO EXTEND THE GEAR, BOTH NORMALLY & MANUALLY, RESULTED IN THE RIGHT GEAR REMAINING UP & LOCKED WITH THE INBOARD GEAR DOOR SLIGHTLY OPEN. THE PLT LANDED THE ACFT WITH THE RIGHT GEAR RETRACTED, & THE ACFT SWERVED RIGHT INTO A TAXIWAY DIRECTION SIGN. THE RIGHT GEAR WAS FOUND HELD IN THE UP POSITION BY THE GEAR UP LOCK. A SPRING, P/N 35-815115, DESIGNED TO LIFT THE UP LOCK OUT OF POSITION ALLOWING THE GEAR DOWN SEQUENCE TO BEGIN WAS MISSING.



Brief of Accident (Continued)

File No. - 3164

11/05/83

TULSA,OK

A/C Reg. No. N677K

Time (Lc1) - 1822 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation OTHER

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - DISABLED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. GEAR EXTENSION - 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. - 3181      11/07/83      BARTLESVILLE,OK      A/C Reg. No. N3256X      Time (Lcl) - 1900 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -APPROACH

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model    - CESSNA 310L  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 5200  
No. of Seats   - 6

Eng Make/Model - CONTINENTAL IO-470-V09A  
Number Engines - 2  
Engine Type    - RECIP-FUEL INJECTED  
Rated Power    - 260 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing    - FSS  
Method        - TELEPHONE  
Completeness   - WEATHER NOT PERTINENT  
Basic Weather   - VMC  
Wind Dir/Speed- 200/006 KTS  
Visibility     - 4.000 SM  
Lowest Sky/Clouds - 2200 FT SCATTERED  
Lowest Ceiling   - NONE  
Obstructions to Vision- HAZE  
Precipitation   - NONE  
Condition of Light   - NIGHT(DARK)

Itinerary

Last Departure Point  
FT. 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

FRANK PHILLIPS  
Runway Ident    - 17  
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 - 55

Biennial Flight Review

Current        - YES  
Months Since   - 18  
Aircraft Type   - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1230	Last 24 Hrs	- 2
Make/Model	- 300	Last 30 Days	- UNK/NR
Instrument	- 73	Last 90 Days	- 40
Multi-Eng	- 300		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED AT 300-500 FT ON A DOWNWIND LEG OVER THE BRIGHTLY LIGHTED CITY. AFTER PASSING THE CITY THE ACFT ENTERED A VERY DARK & HILLY AREA IMMEDIATELY NORTH OF THE CITY. HE THEN MADE A LEFT TURN ONTO BASE LEG & REMAINED OVER UNLIGHTED & HILLY TERRAIN. SHORTLY THEREAFTER THE PLT CONTACTED THE TOWER & STATED HE WAS TURNING FROM BASE TO FINAL. ABOUT 20 SECS LATER THE TOWER OPERATOR OBSERVED A BRIGHT ORANGE FLASH ABOUT 3 MI NORTH OF THE ARPT & EAST OF AN EXTENDED CENTERLINE OF RWY 17.

Brief of Accident (Continued)

File No. - 3181

11/07/83

BARTLESVILLE,OK

A/C Reg. No. N3256X

Time (Lcl) - 1900 CST

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
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. - 3138      11/11/83      MOORE,OK      A/C Reg. No. N7337V      Time (Lcl) - 1630 CST

-----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	1	0	0	
Accident Occurred During -LANDING			0	1	0	0	

-----Aircraft Information-----

Make/Model - BELLANCA 17-30	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 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	MOORE,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NORMAN,OK	12TH STREET
Wind Dir/Speed- 135/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3620/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 796
SE LAND	Months Since - 10	Make/Model- 28
	Aircraft Type - UNK/NR	Instrument- 38
		Multi-Eng - 64
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED DURING A FORCED LANDING AFTER THE ENGINE QUIT. THE ACFT HAD A PRIOR FORCED LANDING AND THE FUEL PUMP WAS SUSPECT. POST ACCIDENT INVESTIGATION SHOWED THAT ONLY ONE SAFETY PIN WAS INSTALLED IN THE FUEL SELECTOR SHAFT ALLOWING EXCESSIVE FREE PLAY. ALSO THE GASCOLATOR HAD A LEAKING GASKET WHICH ALLOWED AIR INTO THE SYSTEM TO CAUSE STOPPAGE. DURING THE LAST ANNUAL INSPECTION 2 MONTHS BEFORE THE ACCIDENT THE LEAKING GASKET WAS DISCOVERED BUT THE OWNER DID NOT REPLACE IT BECAUSE HE WAS UNABLE TO FIND ONE.

Brief of Accident (Continued)

File No. - 3138

11/11/83

MOORE,OK

A/C Reg. No. N7337V

Time (Lcl) - 1630 CST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,STRAINER - LEAK
  2. MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
  3. FUEL SYSTEM,SELECTOR VALVE - INCORRECT
- 

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.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3169      11/18/83      WALTERS,OK      A/C Reg. No. N46237      Time (Lcl) - 1200 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	2	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA 152II	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 - UNK/NR	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	LAWTON,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAWTON,OK	WALTERS
Wind Dir/Speed- 170/015 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2900 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1705
SE LAND	Months Since - 5	Make/Model- 750
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 137
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 85
		Rotorcraft - 855

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT & SAFETY PLT HAD MADE TWO SIMULATED INSTRUMENT APPROACHES AT DUNCAN,OK &A LOW VFR PASS AT WALTERS WHICH WAS TO TERMINATE WITH A CIRCLING APPROACH & LANDING. THE ACFT STALLED DURING THE PULL-UP FROM THE LOW PASS.

Brief of Accident (Continued)

File No. - 3169

11/18/83

WALTERS,OK

A/C Reg. No. N46237

Time (Lc1) - 1200 CST

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
  2. PULL-UP - PERFORMED - PILOT IN COMMAND
  3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       MANEUVERING

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3078      12/02/83      HODGEN,OK      A/C Reg. No. N310JD      Time (Lc1) - 2103 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 310K	Eng Make/Model - CONTINENTAL IO-470-V0	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HUTCHINSON,KS	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	POTEAU,OK	ROBERT S. KERR
Wind Dir/Speed- 070/007 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - 300 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 300 FT BROKEN	Type Apch/Lndg - VOR/DME	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 527
SE LAND,ME LAND	Months Since - 10	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 10
		Multi-Eng - 49
		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 HAD PURCHASED THE ACFT AT REXBURG, ID ON THE DAY OF THE ACCIDENT. REPORTEDLY, THE PREVIOUS OWNER HAD FLOWN WITH THE PLT, BEFORE THE PLT DEPARTED REXBURG, AND SAID HE HAD FLOWN THE ACFT VERY WELL. THE PREVIOUS OWNER STATED THAT THE DME WAS NOT FUNCTIONING AT THE TIME THE ACFT WAS PURCHASED & HAD LEFT REXBURG. THE PLT THEN DEPARTED ON A FLT TO POTEAU, OK WITH AN EN ROUTE STOP AT HUTCHINSON, KS. AT HUTCHINSON, THE ACFT WAS REFUELED, BUT NO MAINTENANCE WAS PERFORMED. THE PLT TOOK OFF ON THE FINAL PORTION OF THE FLT TO POTEAU AT 1905 CST. DURING ARRIVAL, HE WAS INSTRUCTED TO REMAIN AT 4500 FT UNTIL CROSSING THE RICH MOUNTAIN VOR, THEN WAS CLEARED FOR THE VOR/DME RWY 36 APCH. DURING THE, APCH, THE ACFT COLLIDED WITH RISING TERRAIN AT ABOUT 2550 FT, APRX 2 MI NORTH OF THE VOR. THE MIN STEP-DOWN ALT WAS 4000 FT UNTIL 8 MI NORTH OF THE VOR, THEN THE MIN ALT WAS 2400 FT UNTIL CROSSING THE FINAL APCH FIX, 15 MI NORTH OF THE VOR. NO PREIMPACT MALFUNCTION WAS FOUND EXCEPT FOR THE INOPERATIVE DME.



Brief of Accident (Continued)

File No. - 3078

12/02/83

HODGEN,OK

A/C Reg. No. N310JD

Time (Lc1) - 2103 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. COMM/NAV EQUIPMENT, DISTANCE MEASURING EQPT(DME) - INOPERATIVE
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. WEATHER CONDITION - LOW CEILING
7. WEATHER CONDITION - FOG
8. WEATHER CONDITION - RAIN
9. DESCENT - PREMATURE - PILOT IN COMMAND
10. TERRAIN CONDITION - HIGH TERRAIN
11. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
12. TERRAIN CONDITION - MOUNTAINOUS/HILLY
13. TERRAIN CONDITION - RISING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 9,11

Factor(s) relating to this accident is/are finding(s) 1,2,4,6,7,8,10,12,13

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3157      12/21/83      ADA,OK

A/C Reg. No. N7165V

Time (Lcl) - 1820 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

MINOR

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	1	0	0	0
NONE	Pass	1	2	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - MANEUVERING

-----Aircraft Information-----

Make/Model - MOONEY M20F  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2740  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - ACFT RADIO  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 360/011 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 1500 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
SAME AS ACC/INC

Destination  
CHICKASHA,OK

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
ON AIRPORT

Airport Data

ADA MUNICIPAL  
Runway Ident - 35  
Runway Lth/Wid - 5000/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 30

Biennial Flight Review

Current - YES  
Months Since - 7  
Aircraft Type - PA-61P

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	824	Last 24 Hrs	- UNK/NR
Make/Model	-	590	Last 30 Days	- 6
Instrument	-	8	Last 90 Days	- 40
Multi-Eng	-	236		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG LOST POWER SHORTLY AFTER TAKEOFF & THE ACFT STALLED WHILE IN A SLIGHT LEFT TURN. EXAMINATION REVEALED THAT THE LEFT WING FUEL SUMP DRAIN CONTAINED FROZEN WATER IN THE DRAIN PORTS. THE FUEL INJECTOR SCREEN, AFTER THAWING OUT, CONTAINED FROZEN WATER CONTAMINANTS. RUSTY WATER WAS FOUND IN THE FUEL INJECTOR. THE ACFT WAS LAST FUELED ON 12/10/83. THE ACFT WAS KEPT IN AN UNHEATED HANGAR. THE TEMPERATURE IN THE ADA AREA HAD BEEN IN THE AREA OF 10 DEG FOR SEVERAL DAYS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 3157

12/21/83

ADA,OK

A/C Reg. No. N7165V

Time (Lcl) - 1820 CST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  2. FLUID,FUEL - WATER
  3. FLUID,FUEL - ICE
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
  5.    AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  6. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #3        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #4        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3127      4/26/83      GETTYSBURG, PA      A/C Reg. No. N4034K      Time (Lc1) - 1200 EDT

-----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
Accident Occurred During -MANEUVERING			1	0	0
				0	None

-----Aircraft Information-----

Make/Model - HILLER FH-1100	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - NO	N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2750	Engine Type - TURBOSHAFT		
No. of Seats - 5	Rated Power - 420 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GETTYSBURG, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	YORK, PA	
Wind Dir/Speed- 310/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 8500
SE LAND,ME LAND,SE SEA	Months Since - 10	Make/Model- 1200
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 102
		Multi-Eng - 50
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 7750

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT TOOK OFF ON A FLT TO YORK, PA TO REFUEL THE HELICOPTER & TO DEMONSTRATE IT TO A PROSPECTIVE BUYER WHILE EN ROUTE. WITNESSES OBSERVED THE HELICOPTER SHORTLY AFTER DEPARTURE. TWO OF 4 WITNESSES HEARD A CHANGE IN THE SOUND OF THE HELICOPTER, 2 WITNESSES SAW THE HELICOPTER SWINGING FROM SIDE TO SIDE PRIOR TO CRASHING, AND 2 OR THE WITNESSES SAW THE MAIN ROTOR ASSEMBLY SEPARATE FROM THE MAIN ROTOR DRIVE SHAFT. ONE WITNESS, WHO SAW THE HELICOPTER FLYING TOWARD HIS POSITION, REPORTED THAT IT STARTED TO "SWOOP" DOWN, THEN TURNED UPWARD, AND THEN THE MAIN ROTOR ASSEMBLY & 2 OTHER PIECES SEPARATED. THE HELICOPTER THEN TURNED OVER & CRASHED. THE 1ST PERSON TO ARRIVE AT THE CRASH SITE SAID THE PLT DID NOT HAVE A SEAT BELT ON. AN EXAM OF THE WRECKAGE REVEALED THAT THE MAIN ROTOR MAST HAD SEPARATED ADJACENT TO THE MAIN ROTOR SYS STATIC STOPS. ALL FUSELAGE & FLT CONTROL SEPARATIONS WERE EXAMINED & FOUND TYPICAL OF OVERLOAD FAILURES. THE TAIL CONE HAD BEEN SEVERED BY THE MAIN ROTOR.

Brief of Accident (Continued)

File No. - 3127

4/26/83

GETTYSBURG, PA

A/C Reg. No. N4034K

Time (Lc1) - 1200 EDT

-----  
Occurrence #1      ABRUPT MANEUVER  
Phase of Operation      CRUISE

Finding(s)  
1. UNDETERMINED

-----  
Occurrence #2      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      MANEUVERING

Finding(s)  
2. ROTOR DRIVE SYSTEM, MAIN ROTOR MAST(DRIVE SHAFT) - OVERLOAD  
3. ROTOR SYSTEM - SEPARATION

-----  
Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

-----  
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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3130      9/25/83      HUNTINGTON MILL, PA      A/C Reg. No. NONE      Time (Lcl) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 103  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CGS HAWK  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - UNK/NR  
No. of Seats      - 1

Eng Make/Model      - CUYUNA ULR 430  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 33 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 180/008 KTS  
Visibility      - 25.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
ON AIRSTRIP

Airport Data

ALLEN WOLF PVT. STRIP  
Runway Ident      - 27  
Runway Lth/Wid      - 1000/ 25  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age      - 60

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total      - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES OBSERVED THE HOME BUILT, ULTRALIGHT VEHICLE AS THE PLT WAS MAKING A TURN FROM DOWNWIND TO FINAL APCH. THEY REPORTED THAT THE BANK ANGLE BECAME STEEP AS THE PLT WAS MAKING A LEFT TURN. SUBSEQUENTLY, THE VEHICLE ENTERED A NOSE DOWN ATTITUDE & CRASHED IN A STEEP DIVE. AN EXAM OF THE WRECKAGE REVEALED NO EVIDENCE OF A PREIMPACT, MECHANICAL FAILURE. REPORTEDLY, THE PLT HAD MADE SEVERAL FLTS, EARLIER THAT SAME DAY.

Brief of Accident (Continued)

File No. - 3130

9/25/83

HUNTINGTON MILL, PA

A/C Reg. No. NONE

Time (Lcl) - 1800 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    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. - 3001      12/21/83      SPARTANBURG, SC      A/C Reg. No. N2354G      Time (Lc1) - 0700 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - STANDING

Aircraft Damage

NONE  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182B  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2650  
No. of Seats - 4

Eng Make/Model - CONTINENTAL D-470-R  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 235 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 060/010 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 5000 FT SCATTERED  
Lowest Ceiling - 8000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
UNK/NR  
Destination  
AUGUSTA,GA

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

SPARTANBURG DOWNTOWN MEM.  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 56  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - 172

Medical Certificate - EXPIRED  
Flight Time (Hours)

Total	- 3984	Last 24 Hrs	- UNK/NR
Make/Model-	360	Last 30 Days-	UNK/NR
Instrument-	17	Last 90 Days-	23
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT PROPELLER STRUCK A PASSENGER APPROACHING TO BOARD THE ACFT. THE PLT HAD STARTED THE ACFT FOR WARM-UP PRIOR TO THE BOARDING. THE PASSENGER STUMBLED APPROACHING THE ACFT AND FELL INTO THE REVOLVING PROPELLER.



Brief of Accident (Continued)

File No. - 3001

12/21/83

SPARTANBURG, SC

A/C Reg. No. N2354G

Time (Lcl) - 0700 EST

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Occurrence

PROPELLER/ROTOR CONTACT

Phase of Operation

STANDING - ENGINE(S) OPERATING

Finding(s)

1. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
  2. PASSENGER BRIEFING - INADEQUATE - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3148      5/02/83      MURFREESBORO, TN      A/C Reg. No. N22011      Time (Lcl) - 1607 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
Destroyed					
Fire	Crew	1	0	0	0
ON GROUND	Pass	1	0	0	0

Type of Operation -PERSONAL

Flight Conducted Under -

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA 32RT-300T  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540S1AD  
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- 180/020 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - 7000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

COLUMBIA, TN

Destination

SMYRNA, TN

Airport Proximity

UNK/NR

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 37

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6780

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT CRASHED IN AN OPEN FIELD AFTER AN IN-FLT FIRE. THE FIRE STARTED WHILE THE ACFT WAS CRUISING. NO EMERGENCY CALLS WERE MADE AND THE ENGINE WHICH WAS THE FIRE SOURCE WAS NOT SHUT DOWN. A REAR SEAT PASSENGER SAID HE TRIED TO OPEN A REAR DOOR TO LET OUT SMOKE BUT COULD NOT HOLD THE DOOR OPEN AND PASSED OUT BEFORE THE CRASH LANDING. AFTER THE ACCIDENT THE MANIFOLD WAS FOUND UNBOLTED WITH THE BOLTS MISSING. THIS MANIFOLD HAD BEEN REMOVED ON 2 WEEKS BEFORE DURING MAINTENANCE. NO TORQUE VALUE WAS SPECIFIED ON REPLACING THE MANIFOLD NUTS THE TORQUE VALUE IS 160-180 INCH POUNDS. THE RELEASE WAS NOT SIGNED OFF BY THE MECHANIC BUT BY THE DIRECTOR OF MAINTENANCE WHO WAS A PASSENGER IN THE ACFT.

Brief of Accident (Continued)

File No. - 3148

5/02/83

MURFREESBORO, TN

A/C Reg. No. N22011

Time (Lcl) - 1607 CDT

-----  
Occurrence #1        FIRE  
Phase of Operation   CRUISE - NORMAL

Finding(s)

1. EXHAUST SYSTEM, MANIFOLD - LOOSE
  2. MAINTENANCE, 100 HOUR INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
  3. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

4. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3099      10/21/83      LAKE HILLS,TN      A/C Reg. No. N5763P      Time (Lcl) - 2321 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	1	0
Pass	2	0	0	1

-----Aircraft Information-----

Make/Model      - PIPER PA-24-250  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2800  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-540-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      - FSS  
Method      - TELEPHONE  
Completeness      - FULL

Basic Weather      - VMC

Wind Dir/Speed- 160/008 KTS

Visibility      - 7.0 SM

Lowest Sky/Clouds      - 3000 FT

Lowest Ceiling      - 3000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point

TROY,MI

Destination

CHATTANOOGA,TN

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance      - IFR

Type Apch/Lndg      - ILS-COMPLETE

FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LOVELL FIELD

Runway Ident      - 20

Runway Lth/Wid      - 7401/ 150

Runway Surface      - ASPHALT

Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 42

Biennial Flight Review

Current      - YES

Months Since      - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 896

Make/Model- 9

Instrument- 94

Multi-Eng - 12

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE, THE ACFT'S RADIO TRANSMITTER BECAME INOP; HOWEVER, THE PLT COULD RECEIVE TRANSMISSIONS & WAS PROVIDED VECTORS TOWARD THE DESTINATION ARPT. AFTER STARTING A DESCENT NEAR THE DESTINATION, THE ENG LOST POWER. SUBSEQUENTLY, THE ACFT WAS DITCHED IN THE TENNESSEE RIVER. A WATER LAND ENG WAS CHOSEN BECAUSE OF THE ROUGH TERRAINS & DARKNESS. AFTER THE WATER LANDING, ALL 4 OCCUPANTS EXITED THE ACFT WHILE IT WAS STILL FLOATING. ACCORDING TO THE PLT, NONE RECEIVED INJURIES DURING THE FORCED LANDING. ONE OF THE PASSENGERS COULD NOT SWIM. SHE & ONE OTHER PASSENGER WERE PRESUMED TO HAVE DROWNED. AFTER THE ACFT WAS RECOVERED, ONLY RIVER WATER WAS FOUND IN THE FUEL TANKS. THE ACFT HAD FLOWN ABOUT 4 HRS & 6 MIN PRIOR TO CRASHING. FUEL CONSUMPTION FOR THE FLT AS ESTIMATED TO BE 60.27 GAL. THE FUEL CAPACITY FOR THE ACFT WAS 60 GAL. IT WAS NOTED THAT THE NON-INSTRUMENT RATED PLT WAS BRIEFED TO EXPECT IMC CONDITIONS ALONG THE ROUTE OF FLT. DURING THE FLT, HE HAD CRUISED AT 8000 FT. AT CHATTANOOGA, THE CEILING WAS 3000 FT.

Brief of Accident (Continued)

File No. - 3099

10/21/83

LAKE HILLS, TN

A/C Reg. No. N5763P

Time (Lcl) - 2321 EDT

Occurrence #1

Phase of Operation      DESCENT - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INADEQUATE - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. FIRE WARNING SYSTEM, POWERPLANT - INOPERATIVE
6. LIGHT CONDITION - DARK NIGHT
7. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
8. FLUID, FUEL - EXHAUSTION
9. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2

FORCED LANDING

Phase of Operation

LANDING

Occurrence #3

DITCHING

Phase of Operation

LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,8,9

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., - 3016      10/23/83      BRENTWOOD, TN      A/C Reg. No. N7338G      Time (Lcl) - 1833 CDT

-----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

Crew

Pass

Fatal

2

0

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model      - CESSNA TU206G  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 3600  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL TS10-520-M  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 310 HP

ELT Installed/Activated      - YES/YES  
Stall Warning System      - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 290/008 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 1100 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
PONCA CITY, OK  
Destination  
NASHVILLE, TN

ATC/Airspace

Type of Flight Plan      - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - ILS-COMPLETE  
STRAIGHT-IN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

NASHVILLE METRO  
Runway Ident      - 02L  
Runway Lth/Wid      - 7702/ 150  
Runway Surface      - ASPHALT  
Runway Status      - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age      - 34  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - T210

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 491  
Last 24 Hrs      - UNK/NR  
Make/Model- UNK/NR  
Last 30 Days- UNK/NR  
Instrument- 26  
Last 90 Days- UNK/NR  
Multi-Eng      - UNK/NR  
Rotorcraft      - 11

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE ACFT CRASHED WHILE THE PLTS WERE ATTEMPTING AN ILS APPROACH TO NASHVILLE. ONE PLT WAS NOT INSTRUMENT RATED. THE OTHER WAS RATED BUT WAS LIMITED IN EXPERIENCE. THE INSTRUCTIONS FOR RADAR VECTORING TO THE APPROACH WERE NOT FOLLOWED AND DISORIENTATION WITH LOSS OF CONTROL FOLLOWED. THE ACFT CRASHED INTO A FIELD AT HIGH SPEED ABOUT 3.5 MILES SOUTH OF THE DOBBS LOM. WITNESSES REPORTED A LOW CEILING AND SAID IT WAS "MISTY" AT THE TIME OF THE CRASH. THE ACFT CRASHED ON A HEADING OF 305 DEGREES, THE APPROACH WAS FOR RWY 02L.

Brief of Accident (Continued)

File No. - 3016

10/23/83

BRENTWOOD, TN

A/C Reg. No. N7338G

Time (Lc1) - 1833 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. LIGHT CONDITION - DUSK
4. PROCEDURES/DIRECTIVES - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

5. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE (FLIGHT SCHEDULE) - 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) 2,4,5,6,7,8

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. - 3102      11/27/83      LEXINGTON, TN      A/C Reg. No. N5396L      Time (Lcl) - 1346 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-180  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2400  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - IMC  
Wind Dir/Speed- 160/010 KTS  
Visibility - 3.000 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 200 FT BROKEN  
Obstructions to Vision- FOG  
Precipitation - RAIN SHOWERS  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
NASHVILLE, TN  
Destination  
PINE BLUFF, AR

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 44  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 163  
Make/Model- 161  
Instrument- 3  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND IN A VERTICAL DESCENT DURING IMC WEATHER ON A X-COUNTRY FLT. THE PLT HAD FILED AN IFR FLT PLAN BUT HE WAS A STUDENT WITH LIMITED EXPERIENCE AND WAS NOT INSTRUMENT RATED. ALSO HE WAS CARRYING A PASSENGER. THE CONTROLLER WHO HAD BEEN WORKING THE FLT HAD NOTED A LACK OF PROFESSIONALISM ON THE PART OF THE PLT IN HIS HOLDING OF HEADINGS AND REPORTING PROCEDURES. WHEN THE FLT FINALLY ENCOUNTERED THUNDERSTORMS AND TURBULENCE RADIO CONTACT WAS LOST. THE LAST RADIO CONTACT WAS AT APPROXIMATELY 1346. THE MKC FSS SPECIALIST STATED TO MEMPHIS CENTER AT 1346:07 THAT THE PLT REPORTED THAT HE WAS IN SEVERE TURBULENCE & DID NOT KNOW HIS LOCATION. THE ACFT CRASHED ABOUT 4 MILES EAST OF LEXINGTON, TN.



Brief of Accident (Continued)

File No. - 3102

11/27/83

LEXINGTON, TN

A/C Reg. No. N5396L

Time (Lc1) - 1346 CST

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CLOUDS
  2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
  3. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
  4. WEATHER CONDITION - TURBULENCE IN CLOUDS
  5. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
  6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE - NORMAL

Finding(s)

7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
- 

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3071      4/01/83      EAGLE PASS, TX      A/C Reg. No. N700CW      Time (Lcl) - 2000 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew 2	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 2	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 500	Eng Make/Model - P & W JT15D-1	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 11650	Engine Type - TURBOFAN	
No. of Seats - 8	Rated Power - 2090 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CORPUS CHRISTI, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WINN
Wind Dir/Speed- 010/012 KTS	ATC/Airspace	Runway Ident - 32
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 6300/ 64
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- BLOWING DUST	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - UNK/NR
SE LAND, ME LAND	Months Since - 4	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - CE 500	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, HELICOPTER

-----Narrative-----

THE ACFT WAS ON A FLT TO A PRIVATE RANCH LANDING STRIP AT NIGHT. THE STRIP HAD AN UNLIGHTED WINDSOCK AT MIDFIELD & PORTABLE RWY EDGE LIGHTS WERE IN USE. DURING ARRIVAL, THE AIRCREW ESTIMATED THE VISIBILITY WAS 3 TO 4 MI & REPORTED THEY WOULD BE ABLE TO LAND. PERSONNEL AT THE RANCH HEARD THE ACFT FLY OVER. ONE OF THEM REPORTED THAT EARLIER, THE WIND HAD BEEN BLOWING HARD & THE AIR WAS FULL OF DUST, BUT AT THE TIME THE ACFT ARRIVED, DUST HAD SETTLED. A DEPUTY SHERIFF NOTED THAT AT TIMES, THE VISIBILITY WAS GOOD, BUT AT OTHER TIMES, IT WAS POOR. THE ACFT OWNER, WHO WAS AT THE RANCH, SAID HE COULD SEE THE ACFT LIGHTS AT TIMES (IN THE TRAFFIC PATTERN), BUT AT TIMES, HE COULD NOT SEE THEM. AFTER MAKING 2 PASSES, THE ACFT CRASHED IN THE AREA WHERE IT SHOULD HAVE BEEN ON A BASE LEG. AN EXAM OF THE WRECKAGE REVEALED IT WAS IN A LEFT TURN DURING IMPACT. AFTER INITIAL IMPACT, IT BOUNCED/SLID 663 FT, THEN HIT A TREE COVERED CANAL LEVEE & BURNED. NO EVIDENCE OF A PREIMPACT/MECHANICAL MALFUNCTION OR FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 3071

4/01/83

EAGLE PASS, TX

A/C Reg. No. N700CW

Time (Lcl) - 2000 CST

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. WEATHER CONDITION - OBSCURATION
  3. WEATHER EVALUATION - POOR - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - VFR PATTERN - BASE TURN

Finding(s)

4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #3        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    OTHER

Finding(s)

5. TERRAIN CONDITION - DIRT BANK
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3072

5/09/83

NEW BRAUNFELS, TX

A/C Reg. No. N5134E

Time (Lcl) - 2353 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fire

Fatal

1

Injuries

Serious

0

Minor

0

None

0

Type of Operation

-BUSINESS

Crew

Pass

3

0

0

0

Flight Conducted Under

-14 CFR 91

Accident Occurred During

-CRUISE

-----Aircraft Information-----

Make/Model - CESSNA 182R

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2800

No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-U

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 230 HP

ELT Installed/Activated - UNK/NR

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - PARTIAL, LMTD BY PILOT

Basic Weather - IMC

Wind Dir/Speed- 070/012 KTS

Visibility - 2.000 SM

Lowest Sky/Clouds - PART OBS

Lowest Ceiling - OVERCAST

Obstructions to Vision- FOG

Precipitation - DRIZZLE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SAN MARCOS, TX

Destination

SAN ANTONIO, 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)

PRIVATE

SE LAND

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

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-----

AT 2006 CDT, BEFORE DEPARTING SAN ANTONIO, TX, THE PLT OBTAINED A WX BRIEFING. AT THAT TIME, HE WAS ADVISED TO EXPECT VFR CONDITIONS ON HIS FLT TO SAN MARCOS, TX, BUT IFR CONDITIONS WERE EXPECTED WHEN HE PLANNED TO RETURN AT ABOUT MIDNIGHT. THE PLT FLEW TO SAN MARCOS WHERE HE PERFORMED A COMEDY ACT FOR A NIGHT CLUB. HE BEGAN HIS RETURN FLT EARLY TO AVOID FORCASTED DETERIORATING WX. REPORTEDLY, LIGHT RAIN & FOG WERE PRESENT BEFORE THE ACFT DEPARTED SAN MARCOS. WHILE ON THE RETURN FLT, THE PLT WAS FLYING ALONG AN INTERSTATE HIGHWAY WHEN THE ACFT COLLIDED WITH 2 POWER LINE CABLES WHICH CROSSED OVER THE ROADWAY. THE ACFT THEN IMPACTED THE GROUND ABOUT 500 YARDS BEYOND THE POWER LINE & BURNED. THE CABLES WERE ESTIMATED TO BE 110 FT AGL BEFORE THEY WERE SEVERED BY IMPACT. A WITNESS, WHO WAS A PLT, ESTIMATED THE ACFT WAS FLYING ABOUT 75 TO 100 FT AGL BEFORE IMPACT. HE ESTIMATED THE CLOUDS BASES WERE ABOUT 200 TO 300 FT AGL & SAID THERE WAS RAIN & SLIGHT FOG IN THE AREA. REPORTEDLY, THE PLT STARTED TO PULL UP JUST BEFORE IMPACT.

Brief of Accident (Continued)

File No. - 3072

5/09/83

NEW BRAUNFELS, TX

A/C Reg. No. N5134E

Time (Lc1) - 2353 CDT

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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 - LOW CEILING
  3. WEATHER CONDITION - FOG
  4. WEATHER CONDITION - RAIN
  5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
  6.        IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      CRUISE

Finding(s)

7. LIGHT CONDITION - DARK NIGHT
  8.    VISUAL LOOKOUT - ATTEMPTED - PILOT IN COMMAND
  9. OBJECT - WIRE, TRANSMISSION
  10.    CLEARANCE - 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) 5,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3021      5/28/83      FRIENDSWOOD, TX      A/C Reg. No. N2VC      Time (Lcl) - 0805 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage  
DESTROYED  
Fire  
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	1	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model      - EVANS VP-1  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 900  
No. of Seats      - 1

Eng Make/Model      - VW I-1600  
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- UNK/NR  
Visibility      - 3.000 SM  
Lowest Sky/Clouds      - 3500 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

CLOVER FIELD  
Runway Ident      - 32  
Runway Lth/Wid      - 4300/ 70  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - UNK/NR  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate - UNK/NR  
Flight Time (Hours)

Total	- UNK/NR	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 THE GROUND DURING A TIGHT STEEP TURN AT LOW (100 FT) ALT. WITNESSES REPORTED THAT THE ENG WAS RUNNING WELL AND THAT AFTER FLYING THE LENGTH OF THE RWY AT LOW ALT THE PLT MADE A STEEP LEFT TURN AND CRASHED. WITNESSES SAID THE PLT HAD INITIALLY SOLOED ONLY A FEW DAYS BEFORE THE ACCIDENT. HIS TOTAL TIME IN THIS ACFT WAS ESTIMATED AT LESS THAN 3 HOURS.

Brief of Accident (Continued)

File No. - 3021

5/28/83

FRIENDSWOOD, TX

A/C Reg. No. N2VC

Time (Lc1) - 0805 CDT

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Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

1. STALL - INADVERTENT - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3052

6/26/83

LUFKIN, TX

A/C Reg. No. N2550G

Time (Lcl) - 1335 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 182B  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2650  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-L  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 150/006 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 2500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CONROE, TX  
Destination  
NACOGDOCHES, TX

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 36

Biennial Flight Review

Current - YES  
Months Since - 3  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 695	Last 24 Hrs	- UNK/NR
Make/Model-	695	Last 30 Days-	UNK/NR
Instrument-	26	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE, THE ENG BEGAN SURGING. ALL INSTRUMENTS HAD NORMAL INDICATIONS, EXCEPT THE MANIFOLD PRESSURE & TACHOMETER WERE VARYING AS THE ENG SURGED. THE ACFT BEGAN LOSING ALT, SO THE PLT ELECTED TO LAND ON A HIGHWAY. HE LANDED IN FRONT OF SEVERAL CARS, BUT WAS UNABLE TO STOP BEFORE CLOSING ON ANOTHER VEHICLE THAT HAD SLOWED DOWN AHEAD. HE TURNED OFF THE HIGHWAY TO AVOID THE VEHICLE & WENT THRU A DITCH & HIT A CHAIN LINK FENCE. WATER WAS FOUND IN THE FUEL SYS. AN EXAM OF THE FUEL TANKS REVEALED THERE WERE RIDGES IN THE BOTTOM OF THE TANKS. THE FUEL CELLS WERE REMOVED & EVIDENCE WAS FOUND THAT THE RIDGES WERE ABOUT 1/8 INCH IN HEIGHT. THE FUEL CELL BLADDERS WERE ORIGINALLY INSTALLED AT THE TIME THE ACFT WAS MANUFACTURED IN 1959.



Brief of Accident (Continued)

File No. - 3052

6/26/83

LUFKIN, TX

A/C Reg. No. N2550G

Time (Lc1) - 1335 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, TANK - INADEQUATE
2.      MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) - MANUFACTURER
3. FLUID, FUEL - WATER

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

4. OBJECT - VEHICLE
5.      MANEUVER - PERFORMED - PILOT IN COMMAND
6. TERRAIN CONDITION - DITCH

Occurrence #4      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

7. 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) 4,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3165      7/20/83      BAYTOWN, TX      A/C Reg. No. N714XU      Time (Lcl) - 1610 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	SUBSTANTIAL		Serious	Minor
Type of Operation -INSTRUCTIONAL	Fire	0	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0
Accident Occurred During -APPROACH				

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	R.W.J. AIRPARK
Wind Dir/Speed- 225/003 KTS	ATC/Airspace	Runway Ident - 15
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 50
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 26	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- 0
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CROSSING THE THRESHOLD FOR LANDING, THE PLT HEARD THAT ANOTHER ACFT WAS DEPARTING FROM AN INTERSECTING RWY. THE PLT APPLIED FULL POWER & THE ACFT DRIFTED LEFT OF THE RWY. HE RAISED THE FLAPS & THE ACFT SETTLED.

Brief of Accident (Continued)

File No. - 3165

7/20/83

BAYTOWN, TX

A/C Reg. No. N714XU

Time (Lc1) - 1610 CDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2            NOSE GEAR COLLAPSED  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

2. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

Occurrence #3            NOSE OVER  
Phase of Operation      APPROACH - GO-AROUND (VFR)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3053      7/23/83      UVALDE, TX      A/C Reg. No. N1639Q      Time (Lcl) - 1653 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	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 150L	Eng Make/Model	- CONTINENTAL O-200	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NWS	OFF AIRPORT/STRIP
Method	- TELEPHONE	
Completeness	- WEATHER NOT PERTINENT	Airport Data
Basic Weather	- VMC	Runway Ident
Wind Dir/Speed	- 180/012 KTS	- UNK/NR
Visibility	- 20.0 SM	Runway Lth/Wid
Lowest Sky/Clouds	- CLEAR	- UNK/NR
Lowest Ceiling	- NONE	Runway Surface
Obstructions to Vision	- NONE	- DIRT
Precipitation	- NONE	Runway Status
Condition of Light	- DAYLIGHT	- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total	- 39
	Months Since - N/A	Make/Model	- 39
	Aircraft Type - N/A	Instrument	- 1
		Last 24 Hrs	- 3
		Last 30 Days	- 4
		Last 90 Days	- 5

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE STUDENT WAS ON A CROSS-COUNTRY FLT, THE ENG LOST POWER AFTER THE ACFT HAD BEEN FLYING 3.6 HRS. SHE MADE AN EMERGENCY LANDING ON A RANCH ROAD; HOWEVER, DURING THE ROLL-OUT, THE RIGHT WING STRUCK A TELEPHONE POLE. THE ACFT HAD A USABLE FUEL SUPPLY OF 22.5 GAL. FUEL CONSUMPTION FOR TAKEOFF, CLIMB & CRUISE WAS ESTIMATED TO BE 21.94 GAL. NO PREIMPACT MECHANICAL FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 3053

7/23/83

UVALDE, TX

A/C Reg. No. N16390

Time (Lcl) - 1653 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

4. OBJECT - UTILITY POLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3029      7/30/83      THREE RIVERS, TX      A/C Reg. No. N735AC      Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	2

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 182Q  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3100  
No. of Seats - 4

Eng Make/Model - CONTINENTAL D-470-U  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 030/005 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRSTRIP

Airport Data  
PRIVATE

Runway Ident - 33  
Runway Lth/Wid - 2400/ 50  
Runway Surface - GRASS/TURF  
Runway Status - DRY  
SOFT

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 46  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	115	Last 24 Hrs -	2
Make/Model-	109	Last 30 Days-	2	
Instrument-	0	Last 90 Days-	12	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED DOWN DURING LANDING AFTER THE NOSE GEAR FAILED. THE ACFT HAD LANDED EARLIER THAT DAY WITH A FLAT NOSE WHEEL TIRE. THE PLT FIXED THE FLAT AND THOUGHT THE ACFT WAS ALL RIGHT BUT LATER IN FLT HE THOUGHT THE NOSEWHEEL WAS COCKED SIDEWAYS BECAUSE THE ACFT WAS UNSTABLE TO FLY. AN A&P MECHANIC ALSO THOUGHT THE GEAR MAY HAVE BEEN DAMAGED BY THE PREVIOUS LANDING. NO METALLURGICAL EXAMINATION WAS CONDUCTED ON THE FAILED FORK OF THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 3029

7/30/83

THREE RIVERS, TX

A/C Reg. No. N735AC

Time (Lc1) - 1500 CDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT
  2. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL
  3. LANDING GEAR, NOSE GEAR ASSEMBLY - PREVIOUS DAMAGE
- 

Occurrence #2        NOSE DOWN  
Phase of Operation    LANDING - ROLL

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3033      8/14/83      MIDLAND, TX      A/C Reg. No. N6869U      Time (Lc1) - 2035 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 -TAXI					

-----Aircraft Information-----

Make/Model - MOONEY M-20C	Eng Make/Model - LYCOMING O-360-A1D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	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 AIRSTRIP
Method - N/A	MIDLAND, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SKYRANCH
Wind Dir/Speed- 160/011 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 27
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 - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 211
SE LAND	Months Since - 11	Make/Model- 56
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 70

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A FENCE POST DURING TAXI FOR TAKEOFF. THE ACFT WAS ALLOWED TO DRIFT RIGHT OF THE CENTER OF THE TAXIWAY. THE COLLISION VEERED THE ACFT TO THE RIGHT AND DAMAGED THE WING. THE ACCIDENT OCCURRED AT DUSK.



Brief of Accident (Continued)

File No. - 3033

8/14/83

MIDLAND, TX

A/C Reg. No. N6869U

Time (Lcl) - 2035 CDT

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Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - FENCE.
  2. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
  3. LIGHT CONDITION - DUSK
  4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  5. CLEARANCE - IMPROPER - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

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. - 3139      8/26/83      KELLER, TX      A/C Reg. No. NONE      Time (Lcl) - 0745 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	1	0	0	0
Flight Conducted Under -14 CFR 103	NONE	Crew Pass	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - ROTEC RALLY 2B	Eng Make/Model - CUYUNA 430R	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 436	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 35 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 290/002 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 194
SE LAND	Months Since - 43	Make/Model- 2
	Aircraft Type - C-20	Instrument- 1
		Last 24 Hrs - UNK/NR
		Last 30 Days- 2
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

AFTER ASSEMBLING HIS ULTRALIGHT, THE PLT RECEIVED DUAL INSTRUCTION IN A 2 PLACE MODEL. AFTER HIS 2ND DUAL FLT, HE TOLD HIS INSTRUCTOR (CFI) HE HAD SOLOED HIS VEHICLE. THE CFI CAUTIONED HIM AGAINST FURTHER SOLO FLTS UNTIL HE WAS QUALIFIED & EMPHASIZED THE NEED TO WEAR A HELMET. 3 DAYS LATER, WITNESSES SAW THE VEHICLE CRUISING AT APRX 300 TO 500 FT AGL WHEN IT SUDDENLY ROLLED RIGHT & ENTERED A STEEP NOSE DOWN ATTITUDE & CRASHED. NONE OF THE WITNESSES COULD VERIFY THE ENG STATUS BEFORE IMPACT. NEITHER OF THE PROP BLADES HAD ROTATIONAL DAMAGE, BUT 1 BLADE BROKE WHEN IT HIT THE GROUND. THE ENG WAS STARTED WITH FUEL REMAINING IN THE FUEL TANK & OPERATED NORMALLY. THE IGNITION SWITCH WAS MOUNTED ON THE CONTROL STICK NEXT TO THE TWIST GRIP THROTTLE & WAS FOUND IN THE OFF POSITION. THE ENG WAS EQUIPPED WITH A CENTRIFUGAL CLUTCH & COULD NOT BE STARTED BY A WINDMILLING PROP. THE PLT WAS NOT WEARING A HELMET & HAD SUFFERED EXTENSIVE HEAD INJURIES. HIS CFI HAD WARNED HIM THAT HIS SPOILER LINES WERE TOO TIGHT & COULD RESULT IN UNWANTED SPOILER ACTION WITH AFT STICK MOVEMENT.

Brief of Accident (Continued)

File No. - 3139

8/26/83

KELLER, TX

A/C Reg. No. NONE

Time (Lc1) - 0745 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE

Finding(s)

1. IGNITION SYSTEM - SWITCHED OFF
2. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      OTHER

Finding(s)

5. FLT CONTROL SYST, WING SPOILER SYSTEM - INCORRECT
6. MAINTENANCE, ADJUSTMENT - IMPROPER - PILOT IN COMMAND
7. FLT CONTROL SYST, WING SPOILER SYSTEM - DEPLOYED INADVERTENTLY
8. SPOILER EXTENSION - INADVERTENT - PILOT IN COMMAND
9. AIRCRAFT HANDLING - 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) 1,2,5,6,7

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. - 3036

9/25/83

HOUSTON, TX

A/C Reg. No. N53070

Time (Lcl) - 2130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAXI

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 177RGII  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - UNK/NR  
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/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- 080/006 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
COLUMBUS, TX  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

HULL  
Runway Ident - 17  
Runway Lth/Wid - 4000/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 38

Biennial Flight Review

Current - YES  
Months Since - 23  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 181	Last 24 Hrs	- 1
Make/Model-	57	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	45

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A DITCH WHILE TAXIING TO THE RAMP FOLLOWING A NIGHT LANDING. THE TAXIWAY WAS UNLIGHTED & THE PLT STATED THE HE "SIMPLY TURNED TOO SHORT ONTO THE MAIN TAXIWAY." DAMAGE WAS LIMITED TO THE LEFT WING.

Brief of Accident (Continued)

File No. - 3036

9/25/83

HOUSTON, TX

A/C Reg. No. N53070

Time (Lc1) - 2130 CDT

-----  
Occurrence            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation   TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - DITCH
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  3. LIGHT CONDITION - DARK NIGHT
  4. AIRPORT FACILITIES, TAXIWAY LIGHTING - INADEQUATE
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3035      9/26/83      KERRVILLE, TX      A/C Reg. No. N2340X      Time (Lcl) - 1949 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	6

-----Aircraft Information-----

Make/Model - PIPER PA-31T	Eng Make/Model - P & W PT6A-28	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - TURBOPROP	
No. of Seats - 8	Rated Power - 620 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	WICHITA, KS	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	KERRVILLE MUNI
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 8.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4400/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH GRAVEL ON AN UNLIGHTED CLOSED RWY. THE RWY WAS NOTAMED AS CLOSED. THE PLT HAD BEEN TO THE ARPT EARLIER IN THE DAY AND WAS AWARE OF CONSTRUCTION IN PROGRESS. THE PLT HAS NOT FILED AN ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 3035

9/26/83

KERRVILLE, TX

A/C Reg. No. N2340X

Time (Lc1) - 1949 CDT

-----  
Occurrence            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
  2. NOTAMS - NOT FOLLOWED - PILOT IN COMMAND
  3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3022

9/27/83

CATARINA, TX

A/C Reg. No. N79195

Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation - POSITIONING

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Crew

Pass

-----Aircraft Information-----

Make/Model - BELL 47G4A

Landing Gear - SKID

Max Gross Wt - 2950

No. of Seats - 3

Eng Make/Model - LYCOMING VO-540-B1B3

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- 100/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND, ME LAND

HELICOPTER

Age - 39

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 10772

Make/Model- 57

Instrument- 133

Multi-Eng - 6130

Last 24 Hrs - 7

Last 30 Days- UNK/NR

Last 90 Days- 50

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE HELICOPTER COLLIDED WITH THE PLATFORM ON A TRAILER DURING A PRACTICE LANDING. THE PLT WAS NOT SATISFIED WITH THE ACFT POSITION ON THE PLATFORM AND IN ATTEMPTING TO RE-POSITION THE HELICOPTER ROCKED AND HIT THE TAIL ROTOR AGAINST THE TRAILER. LOST OF ANTI-TORQUE CONTROL CAUSED THE ACFT TO TOUCH DOWN IN A DOWNWIND YAW AND COLLAPSED THE RIGHT LANDING SKID. THE ACFT ROLLED OVER TO THE RIGHT AND BURNED. THE WIND WAS FROM 100 DEGREES AT 10 KTS GUSTING TO 20 KTS.



Brief of Accident (Continued)

File No. - 3022

9/27/83

CATARINA, TX

A/C Reg. No. N79195

Time (Lcl) - 1500 CDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - VEHICLE
  2.    COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND
  3. WEATHER CONDITION - UNFAVORABLE WIND
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #3        ROLL OVER  
Phase of Operation    LANDING - ROLL

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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. - 3048      10/01/83      MIDLAND, TX

A/C Reg. No. N28745

Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Serious

0

0

Minor

0

0

None

1

0

-----Aircraft Information-----

Make/Model    - GRUMMAN AMERICAN AA-5B  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 2000  
No. of Seats   - 4

Eng Make/Model - LYCOMING O-360-A4K  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 180 HP

ELT Installed/Activated - YES/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-    190/013 KTS  
Visibility          - 15.0 SM  
Lowest Sky/Clouds   - 5000 FT SCATTERED  
Lowest Ceiling      - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation       - NONE  
Condition of Light   - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LUBBOCK, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance    - NONE  
Type Apch/Lndg       - NONE

Airport Proximity  
ON AIRPORT

Airport Data

SKY RANCH  
Runway Ident       - 16  
Runway Lth/Wid     - 4000/    50  
Runway Surface      - ASPHALT  
Runway Status       - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 33  
Biennial Flight Review  
Current            - UNK/NR  
Months Since       - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 126  
Make/Model-       126  
Instrument-        0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED AND LANDED HARD OFF THE SIDE OF THE RWY DURING A FORCED LANDING. THE PLT SAID THE ENGINE WAS MISFIRING DURING INITIAL CLIMB AT 150-200 FT AGL. HE TRIED TO LAND ON THE REMAINING RWY. THE PLT LATER SAID HE THOUGHT THE POWER LOSS WAS DUE TO CARBURETOR AIR BLOCKAGE. THE TEMPERATURE WAS 87 DEGREES AND THE DEW POINT WAS 60 DEGREES F, WHICH IS CONDUCIVE TO CARBURETOR ICING.

Brief of Accident (Continued)

File No. - 3048

10/01/83

MIDLAND, TX

A/C Reg. No. N28745

Time (Lc1) - 1530 CDT

Occurrence #1            LOSS OF POWER(PARTIAL) - NON-MECHANICAL

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

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

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. - 3049      10/08/83      CLARKSVILLE, TX      A/C Reg. No. N4979D      Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage

SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries

Serious

Minor

None

0  
0

0  
1

1  
1

-----Aircraft Information-----

Make/Model      - CESSNA 182A  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2650  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL O-470-L

Number Engines - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 230 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 140/006 KTS

Visibility      - 7.0 SM

Lowest Sky/Clouds      - 4000 FT THIN OVC

Lowest Ceiling      - 4000 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

RED RIVER CO.

Runway Ident      - 17

Runway Lth/Wid      - 3000 -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)

COMMERCIAL

SE LAND, ME LAND, SE SEA

HELICOPTER

Age - 58

Biennial Flight Review

Current      - UNK/NR

Months Since      - UNK/NR

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 14000

Make/Model- 500

Instrument- 25

Multi-Eng - 2000

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 20

Rotorcraft - 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO TREES DURING A FORCED LANDING WHEN THE ENGINE LOST POWER DURING TAKEOFF CLIMB AFTER A POWER REDUCTION. THE PLT SAID HE WAS TOO LOW TO MANEUVER SO HE LANDED STRAIGHT AHEAD INTO THE TREES. THE PLT SUSPECTED CARBURETOR ICING. THE TEMPERATURE WAS 76 DEGREES AND THE DEW POINT WAS 64 DEGREES F WHICH IS CONDUCIVE TO CARBURETOR ICING.

Brief of Accident (Continued)

File No. - 3049

10/08/83

CLARKSVILLE, TX

A/C Reg. No. N4979D

Time (Lcl) - 1700 CDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
  2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
  3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
- 

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

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. - 3155      10/08/83      ALANREED, TX

A/C Reg. No. N3048B

Time (Lcl) - 1015 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -CLIMB

Fire      Crew      Pass  
NONE

-----Aircraft Information-----

Make/Model      - CESSNA 195B  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 3350  
No. of Seats      - 4

Eng Make/Model      - JACOBS R-755-B2  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 275 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      - IMC  
Wind Dir/Speed- UNK/NR  
Visibility      - .500 SM  
Lowest Sky/Clouds      - PART OBS  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision- FOG  
Precipitation      - DRIZZLE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
HARRISON, AR  
Destination  
TUCUMCARI, NM

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 - 56  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - 13  
Aircraft Type      - 195

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A RECOVERED FLT LOG INDICATED A ROUTE OF FLT VIA TULSA, OK; KLAHOMA CITY, OK; SAYRE, OK; AMARILLO, TX; THEN TUCUMCARI, NM. WHILE TAXIING FOR TAKEOFF AT THE DEPARTURE ARPT, THE PLT RECEIVED A WX BRIEFING ALONG THE ROUTE TO OKLAHOMA CITY. THE ACCIDENT SITE WAS 44 MI EAST OF AMARILLO. WITNESSES REPORTED WX AS FOGGY WITH LIGHT RAIN OR DRIZZLE. THE ACFT IMPACTED A MICROWAVE TOWER GUY WIRE ABOUT 250 FT AGL. THE TOWER IS MARKED ON THE DALLAS-FT WORTH SECTIONAL CHART. THE PLT HAD HELD A PLT'S LICENSE SINCE 1944, HOWEVER HE WAS REFUSED A MEDICAL CERTIFICATE ON 10/20/81. INSULIN, SYRINGES, & OTHER PRESCRIPTION MEDICINE WAS FOUND IN THE PLT'S POCKETS & LUGGAGE.

Brief of Accident (Continued)

File No. - 3155

10/08/83

ALANREED, TX

A/C Reg. No. N3048B

Time (Lcl) - 1015 CDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation       CLIMB

Finding(s)

1. IN FLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
  2. WEATHER CONDITION - FOG
  3. WEATHER CONDITION - RAIN
  4. WEATHER CONDITION - OBSCURATION
  5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       CLIMB

Finding(s)

6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
  7. 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) 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. - 3087      10/08/83      WICHITA FALLS, TX      A/C Reg. No. N338T      Time (Lc1) - 0830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire NONE      Crew Pass

-----Aircraft Information-----

Make/Model - PIPER PA-18-105 SPECIAL  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1500  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 115 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 090/010 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 1900 FT  
Lowest Ceiling - 1900 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - DRIZZLE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
TOUCH AND GO

Airport Proximity  
ON AIRPORT

Airport Data

WICHITA VALLEY  
Runway Ident - 13  
Runway Lth/Wid - 3490/ 50  
Runway Surface - ASPHALT  
Runway Status - WET

-----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-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 439      Last 24 Hrs - 2  
Make/Model- 67      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- 11  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING A LANDING WITH A QUARTERING LEFT HEAD WIND, THE RIGHT BRAKE DID NOT HOLD & THE ACFT VEERED TO THE LEFT. HE ADDED POWER IN AN ATTEMPT TO AVOID A GROUND LOOP; HOWEVER, THE ACFT WENT IN A WET, PLOWED FIELD & NOSED OVER. REPORTEDLY, THERE WERE NO MALFUNCTIONS OF THE ACFT.



Brief of Accident (Continued)

File No. - 3087

10/08/83

WICHITA FALLS, TX

A/C Reg. No. N338T

Time (Lcl) - 0830 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - RAIN
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SOFT
8. TERRAIN CONDITION - WET

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 2,3,4,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3086      10/10/83      EAGLE PASS, TX      A/C Reg. No. N6902C      Time (Lcl) - 1700 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

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model    - PIPER PA-28R-201T  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 2150  
No. of Seats   - 4

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   - VMC  
Wind Dir/Speed- 150/005 KTS  
Visibility      - 6.0 SM  
Lowest Sky/Clouds - 3850 FT SCATTERED  
Lowest Ceiling   - NONE  
Obstructions to Vision- NONE  
Precipitation   - NONE  
Condition of Light   - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident        - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - GRASS/TURF  
Runway Status       - ROUGH

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 45  
Biennial Flight Review  
Current        - YES  
Months Since   - 12  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total        - 1508  
Make/Model- 855  
Instrument- 0  
Multi-Eng - 12  
Last 24 Hrs - 4  
Last 30 Days- UNK/NR  
Last 90 Days- 65  
Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

ON A PREVIOUS FLT FROM MEXICO CITY, THE PLT WAS UNABLE TO LAND AT MONTERREY, MEXICO DUE TO WX & CONTINUED THE FLT TO THE UNITED STATES. BEFORE REACHING HIS ALTERNATE ARPT, THE ACFT RAN LOW ON FUEL, SO THE PLT MADE A LANDING IN A FIELD NEAR EAGLE PASS, TX. HE OBTAINED FUEL, BUT HAD TO WAIT 2 DAYS FOR THE FIELD TO DRY BEFORE ATTEMPTING A TAKEOFF. ALSO, BEFORE STARTING HIS TAKEOFF, HE HIRED THE OWNER TO DRAG & DISK THE INTENDED TAKEOFF AREA. DURING AN ATTEMPTED TAKEOFF, THE RIGHT MAIN LANDING GEAR HIT A HOLE & WAS DAMAGED. THE PLT THEN LEFT THE ACFT IN THE FIELD & NOTIFIED THE PROPER AUTHORITIES.

Brief of Accident (Continued)

File No. - 3086

10/10/83

EAGLE PASS, TX

A/C Reg. No. N6902C

Time (Lcl) - 1700 CDT

-----  
Occurrence            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2.    UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. LANDING GEAR, MAIN GEAR - OVERLOAD
4.    ABORTED TAKEOFF - 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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3090      10/11/83      COPEVILLE, TX      A/C Reg. No. N48774      Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During	-TAKEOFF					

-----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-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - ACFT RADIO</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 230/010 KTS</p> <p>Visibility - 3.000 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 4500 FT OVERCAST</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point COPEVILLE, TX</p> <p>Destination DALLAS, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>FARM PASTURE</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 1500 -UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - 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 - 58</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 147</p> <p>Make/Model- 128</p> <p>Instrument- 5</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 147</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD LANDED IN A PASTURE AREA THAT WAS ABOUT 1500 FT LONG. WHILE ON THE GROUND, A WX FRONT BEGAN MOVING IN & THE PLT ELECTED TO TAKEOFF TO MOVE THE ACFT TO A SAFER LOCATION. HE INITATED HIS TAKEOFF TO THE SOUTH; HOWEVER, THE GROUND WAS SOFT DUE TO RECENT RAINS. THE ACFT LIFTED OFF, BUT WOULD NOT CLIMB SUFFICIENTLY TO CLEAR 25 FT TREES AT THE END OF THE FIELD. SUBSEQUENTLY, THE ACFT COLLIDED WITH THE TREES AT ABOUT 10 TO 15 FT AGL & CAME TO REST IN A WINGS LEVEL ATTITUDE, SUSPENDED APRX 5 FT AGL IN THE TREES. THE PLT BELIEVED THAT HIS LACK OF EXPERIENCE IN SOFT FIELD OPERATIONS CONTRIBUTED TO AN IMPROPER DECISION.

Brief of Accident (Continued)

File No. - 3090

10/11/83

COPEVILLE, TX

A/C Reg. No. N48774

Time (Lc1) - 1830 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - DUSK
3. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
4. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
7. OBJECT - TREE(S)
8. PROPER CLIMB RATE - NOT POSSIBLE -

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3156      10/14/83      HOUSTON, TX

A/C Reg. No. N12371

Time (Lcl) - 1315 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - GRUMMAN FM-2  
Landing Gear      - TAILWHEEL-ALL RETRACTABLE  
Max Gross Wt      - 7800  
No. of Seats      - 1

Eng Make/Model      - WRIGHT 1820-56A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 1350 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- 100/010 KTS  
Visibility      - 12.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

LAKESIDE  
Runway Ident      - 15  
Runway Lth/Wid      - 4000/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age      - 53  
Biennial Flight Review  
Current      - YES  
Months Since      - 5  
Aircraft Type      - SNU-5

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-----

THE PLT HAD PURCHASED THE WWII FIGHTER ABOUT A WEEK BEFORE THE ACCIDENT & IT HAD BEEN FLOWN SEVERAL HOURS DURING THE LAST FEW DAYS BEFORE THE ACCIDENT. THE PLT INTENDED TO SHOOT TOUCH-&-GO'S ON THIS FLT. AFTER TAKEOFF THE ACFT WAS OBSERVED TO REMAIN IN THE PATTERN & THE ACFT OVERSHOT THE TURN TO FINAL. IT THEN MADE A 180 DEG LEFT TURN & ALIGNED WITH A SMALL CLEARING. IT THEN STALLED. SEVERAL PERSONS DESCRIBED THE ENG AS SPUTTERING, POPPING & OBSERVED SMOKE. THE PROPELLER WAS TURNING SLOWLY. ENG TEARDOWN REVEALED THAT THE CONRODS FOR CLYS 3,4 & 5 HAD DISCONNECTED FROM THEIR MASTER ROD ATTACH POINTS. THE ATTACHING PINS WERE HEAT DISCOLORED & DEEPLY SCORED.

Brief of Accident (Continued)

File No. - 3156

10/14/83

HOUSTON, TX

A/C Reg. No. N12371

Time (Lc1) - 1315 CDT

-----  
Occurrence #1            LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND  
.

Finding(s)

1. FLUID,OIL - STARVATION
  2. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
- 

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)

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #4            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3177      10/14/83      AUBREY, TX      A/C Reg. No. N8161S      Time (Lcl) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation - INSTRUCTIONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - MANEUVERING

Aircraft Damage  
DESTROYED  
Fire  
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	1	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-161  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 180/017 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ADDISON, TX  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - SIMULATED FORCED LANDING

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 21

Biennial Flight Review

Current - YES  
Months Since - 22  
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PURPOSE OF THE FLT WAS TO GIVE A BFR TO THE PRIVATE RATED PLT WHO HAD NOT FLOWN FOR ABOUT 1 YEAR. THERE WERE NO WITNESSES TO THE ACCIDENT. THE PLT STATED THAT HE COULD RECALL DOING BASIC AIRWORK DURING THE FLT, BUT COULD NOT RECALL ANY DETAILS OF THE FLT JUST PRIOR TO & DURING THE CRASH. THE ACFT HAD CONTACTED A TREE ON THE EDGE OF A POND ABOUT 30 FT AGL.



Brief of Accident (Continued)

File No. - 3177

10/14/83

AUBREY, TX

A/C Reg. No. N8161S

Time (Lc1) - 1300 CDT

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
  2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  3. SUPERVISION - INADEQUATE - CHECK PILOT
- 

----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. - 3168      10/18/83      CORPUS CHRISTI, TX      A/C Reg. No. N813DB      Time (Lcl) - 1400 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	None
Accident Occurred During - LANDING			0	0	0	2
				0	0	1

-----Aircraft Information-----

Make/Model - AEROSPATIALE AS-355E	Eng Make/Model - ALLISON C250-C20	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 4190	Engine Type - TURBOSHAFT	
No. of Seats - 7	Rated Power - 317 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CORPUS CHRISTI
Wind Dir/Speed- 130/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - BROKEN	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)
ATP	Current - YES	Total - 5400
SE LAND	Months Since - 2	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 12
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 3
		Multi-Eng - UNK/NR
		Rotorcraft - 4600

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT WAS CONDUCTING ANTI-TORQUE FAILURE TRAINING DURING A RUN-ON LANDING AT 30-35 MPH. WHEN FORWARD CYCLIC WAS APPLIED TO CORRECT THE NOSE UP ATTITUDE, THE REAR SKID TOUCHED DOWN CAUSING THE NOSE TO GO LOW. AFT CYCLIC WAS APPLIED, ALLOWING THE TAIL BOOM TO CONTACT THE GROUND WITH SUBSEQUENT LOSS OF T/R CONTROL. THE HELICOPTER THEN SPUN AROUND TO THE LEFT BEFORE SETTLING ON THE SKIDS.

Brief of Accident (Continued)

File No. - 3168

10/18/83

CORPUS CHRISTI, TX

A/C Reg. No. N813DB

Time (Lc1) - 1400 CDT

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
2. RUN ON LANDING - PERFORMED - PILOT IN COMMAND
3. CYCLIC - IMPROPER USE OF - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3089      10/20/83      MIDLAND, TX

A/C Reg. No. N756DV

Time (Lc1) - 0645 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS				
Flight Conducted Under	-14 CFR 91	Crew	0	0	0
Accident Occurred During	-LANDING	Pass	0	0	0

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      NONE  
Crew      0  
Pass      0

-----Aircraft Information-----

Make/Model      - CESSNA U206G  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 3300  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL IO-520-F  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 300 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NWS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - IMC

Wind Dir/Speed- 340/017 KTS  
Visibility      - 4.000 SM

Lowest Sky/Clouds      -  
Lowest Ceiling      - 500 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation      - RAIN  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

MIDLAND  
Runway Ident      - 16  
Runway Lth/Wid      - 4000/ 150  
Runway Surface      - ASPHALT  
Runway Status      - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 40  
Biennial Flight Review  
Current      - YES  
Months Since      - 17  
Aircraft Type      - UNK/NR

Medical Certificate - EXPIRED  
Flight Time (Hours)  
Total      - 419  
Make/Model- 419  
Instrument- 8

Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 53

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF TO CHECK THE WX & INTENDED TO PROCEED ON A BUSINESS FLT, IF CONDITIONS PERMITTED. AFTER TAKING OFF, HE NOTED THAT THE WX WOULD NOT BE SATISFACTORY, SO HE ELECTED TO LAND & TRAVEL BY OTHER MEANS. HIS APCH TO LAND WAS HIGH & THE ACFT TOUCHED DOWN FAST & LONG. THE PLT WAS UNABLE TO STOP ON THE WET RWY. THE ACFT WENT OFF THE END OF THE RWY, HIT A DITCH & NOSED OVER.

Brief of Accident (Continued)

File No. - 3089

10/20/83

MIDLAND, TX

A/C Reg. No. N756DV

Time (Lcl) - 0645 CDT

Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - RAIN
5. ABORT - PERFORMED - PILOT IN COMMAND

Occurrence #2            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

6. DISTANCE - MISJUDGED - PILOT IN COMMAND
7. AIRSPEED - MISJUDGED - PILOT IN COMMAND
8. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
9. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
10. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER

Occurrence #3            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

11. TERRAIN CONDITION - DITCH

Occurrence #4            NOSE OVER  
Phase of Operation      LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,9,10,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3134      10/23/83      MANVEL, TX      A/C Reg. No. NONE      Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 103	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PTERODACTYL ASCENDER II	Eng Make/Model - CUYUNA UL2-02	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - UNK/NR		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - 33
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - 800 -UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
	Current - N/A	Total - 267
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 37
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 35
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING TAKEOFF, THE ENG BEGAN TO LOSE POWER, JUST AFTER HE PASSED THE END OF THE RWY. HE TURNED BACK TOWARD THE RWY & THE ENG STOPPED. SHORTLY AFTER THAT THE ULTRALIGHT VEHICLE STRUCK A STRAND OF BARBED WIRE WHICH WAS MOUNTED ABOUT 30 FT ABOVE THE GROUND. THE WIRE WAS OVER ADJOINING PROPERLY, A SHORT DISTANCE FROM THE END OF THE RWY. AFTER HITTING THE WIRE, THE ULTRALIGHT CRASHED ON THE RWY. THE PLT DID NOT SEE THE WIRE UNTIL JUST PRIOR TO IMPACT & WAS UNAWARE THAT IT HAD BEEN INSTALLED THERE. THE REASON FOR THE POWER LOSS WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 3134

10/23/83

MANVEL, TX

A/C Reg. No. NONE

Time (Lcl) - 1500 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 OBJECT  
Phase of Operation   MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. OBJECT - WIRE, STATIC
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3180 10/29/83 LONGVIEW, TX

A/C Reg. No. N99096

Time (Lcl) - 1226 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -MANEUVERING

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - ERCOUPE 415-C  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1260  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-75-12  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 75 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- 220/003 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

EAST SIDE  
Runway Ident - 08  
Runway Lth/Wid - 2025/ 75  
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 - 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-----

AS THE ACFT WAS FLYING TOWARD THE ARPT, ABOUT 1 MI AWAY, A WITNESS HEARD A LOUD POP OR BANG & THEN NO FURTHER ENG SOUND. THE PLT ATTEMPTED TO CLIMB ABOVE SOME TALL TREES ABOUT 300 YDS FROM THE END OF THE RWY, BUT IMPACTED THE TOPS OF THE TREES. THE #1 CONROD HAD SEPARATED. ITS BEARING, THE END OF THE ROD & THE CRANKSHAFT JOURNAL REVEALED EVIDENCE OF EXTREME TEMPERATURE. THERE WAS EVIDENCE OF A LACK OF LUBRICATION THROUGHOUT THE ENG. THE LUBRICATING OIL BLADDER WAS EMPTY.



Brief of Accident (Continued)

File No. - 3180

10/29/83

LONGVIEW, TX

A/C Reg. No. N99096

Time (Lc1) - 1226 CDT

-----  
Occurrence #1            LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE

Finding(s)

1. FLUID,OIL - EXHAUSTION
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. ENGINE ASSEMBLY,CONNECTING ROD - OVERTEMPERATURE
  4. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----

Occurrence #3            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3091      10/31/83      WESLACO, TX      A/C Reg. No. N25788      Time (Lc1) - 1200 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	- INSTRUCTIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	- 14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	- LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	MID VALLEY	
Wind Dir/Speed	- 090/008 KTS	ATC/Airspace	Runway Ident	- 13
Visibility	- 15.0 SM	Type of Flight Plan	Runway Lth/Wid	- 3000/ 70
Lowest Sky/Clouds	- 3500 FT SCATTERED	Type of Clearance	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status	- DRY
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 21	Last 24 Hrs - 1
	Months Since - N/A	Make/Model - 21	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 1	Last 90 Days - 15

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT WAS PRACTICING TOUCH & GO LANDINGS ON A SOLO FLT. ON HIS 1ST APCH, THE ACFT TOUCHED DOWN ON THE LEFT SIDE OF THE RWY. THE STUDENT REPORTED THAT WHEN HE ADDED POWER TO GO AROUND, THE ACFT VEERED TO THE LEFT. HE REPORTED THAT HE APPLIED EXCESSIVE RIGHT RUDDER, THEN USED EXCESSIVE LEFT RUDDER AS A COUNTER CORRECTION. THE ACFT THEN VEERED OFF THE LEFT SIDE OF THE RWY & WENT INTO A PLOWED FIELD. THE NOSE GEAR DUG INTO THE SOFT TERRAIN & COLLAPSED & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 3091

10/31/83

WESLACO, TX

A/C Reg. No. N25788

Time (Lc1) - 1200 CST

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
  2. WEATHER CONDITION - CLOUDS
  3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  4. GO-AROUND - INITIATED - PILOT IN COMMAND
  5. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
  6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING

Finding(s)

8. TERRAIN CONDITION - SOFT
  9. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

Factor(s) relating to this accident is/are finding(s) 2,3,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3163      11/09/83      MCGREGOR, TX      A/C Reg. No. N237V      Time (Lcl) - 1750 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation - PERSONAL	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING		Other	0	0	0	0
						4

-----Aircraft Information-----

Make/Model - PITTS SPECIAL S-1	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 180 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	MCGREGOR MUNI
Wind Dir/Speed- 315/010 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3780/ 56
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 - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 7505
SE LAND,ME LAND	Months Since - 2	Make/Model- 1000
GLIDER	Aircraft Type - UNK/NR	Instrument- 167
		Multi-Eng - 440
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 43

Instrument Rating(s) - AIRPLANE

-----Narrative-----

IN ORDER TO TAKE OFF ON RWY 35, ACFT MUST UTILIZE RWY 4/22 ENROUTE FROM THE ARPT RAMP. AS THE MOONEY TAXIED ONTO RWY 4/22 IT WAS STRUCK BY THE PITTS ROLLING OUT ON RWY 22. WHILE ON BASE LEG, THE PLT OF THE PITTS SAW THE MOONEY TAXIING TOWARD RWY 4/22 & ASSUMED THE MOONEY WOULD STOP & HOLD SHORT. HE ALSO STATED HE NEVER SAW THE MOONEY DURING LANDING DUE TO THE NOSE-HIGH LANDING ATTITUDE OF THE TAILWHEEL-EQUIPPED ACFT. THE PLT OF THE MOONEY DID NOT VISUALLY CLEAR RWY 4/22. THE PITTS HAD NO LIGHTS OR RADIOS.

Brief of Accident (Continued)

File No. - 3163

11/09/83

MCGREGOR, TX

A/C Reg. No. N237V

Time (Lc1) - 1750 CST

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Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

1. TRAFFIC ADVISORY - NOT POSSIBLE - PILOT IN COMMAND
  2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
  3. LIGHT CONDITION - DUSK
  4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  5. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
  6. OBJECT - AIRCRAFT MOVING ON GROUND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3163      11/09/83      MCGREGOR, TX      A/C Reg. No. N9667M      Time (Lcl) - 1750 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAXI

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	3
Other	0	0	0	0	1

-----Aircraft Information-----

Make/Model      - MOONEY M20C  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2575  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-A1D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

ELT Installed/Activated - 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      - 10.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
MOODY, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

MCGREGOR MUNI  
Runway Ident      - 35  
Runway Lth/Wid      - 5500/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - UNK/NR

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2175	Last 24 Hrs	- 2
Make/Model-	75	Last 30 Days-	UNK/NR
Instrument-	51	Last 90 Days-	143

Instrument Rating(s) - AIRPLANE

-----Narrative-----

IN ORDER TO TAKE OFF ON RWY 35, ACFT MUST UTILIZE RWY 4/22 ENROUTE FROM THE ARPT RAMP. AS THE MOONEY TAXIED ONTO RWY 4/22 IT WAS STRUCK BY THE PITTS ROLLING OUT ON RWY 22. WHILE ON BASE LEG, THE PLT OF THE PITTS SAW THE MOONEY TAXIING TOWARD RWY 4/22 & ASSUMED THE MOONEY WOULD STOP & HOLD SHORT. HE ALSO STATED HE NEVER SAW THE MOONEY DURING LANDING DUE TO THE NOSE-HIGH LANDING ATTITUDE OF THE TAILWINEL EQUIPPED ACFT. THE PLT OF THE MOONEY DID NOT VISUALLY CLEAR RWY 4/22. THE PITTS HAD NO LIGHTS OR RADIOS.

Brief of Accident (Continued)

File No. - 3163

11/09/83

MCGREGOR, TX

A/C Reg. No. N9667M

Time (Lcl) - 1750 CST

Occurrence ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - ROLL

Finding(s)

1. TRAFFIC ADVISORY - NOT POSSIBLE - PILOT OF OTHER AIRCRAFT
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. LIGHT CONDITION - DUSK
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
6. OBJECT - AIRCRAFT MOVING ON GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3146      11/11/83      HOUSTON, TX      A/C Reg. No. N31956      Time (Lcl) - 1645 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 91	Fire	Crew 0	0	0	1
Accident Occurred During	-STANDING	NONE	Pass 0	0	0	0
			Other 0	0	0	5

-----Aircraft Information-----

Make/Model	- PIPER PA-34-200T	Eng Make/Model	- CONTINENTAL TSIO-360	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	- 7	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	GEORGETOWN, TX	ANDRAU
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 34
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- 4750/ 50
Obstructions to Vision	- NONE	Runway Surface
Precipitation	Type Apch/Lndg	- CONCRETE
Condition of Light	- NONE	Runway Status
		- DRY

-----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 - 800	Last 24 Hrs - 1
SE LAND	Months Since - 10	Make/Model - 75	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 46	Last 90 Days - 110
		Multi-Eng - 325	

Instrument Rating(s) - NONE

-----Narrative-----

N31856 WAS TAXIING LAST IN A STRING OF 4 ACFT FOR TAKEOFF. THE OTHER ACFT HAD PARKED FOR RUNUP WHEN N31856 TAXIIED INTO TWO OF THEM. THE COLLISION WITH N711RT WAS A MINOR WINGTIP TO WINGTIP SCRAPE. THE COLLISION WITH N25631 WAS OF A MORE SUBSTANTIAL NATURE AND INVOLVED SUBSTANTIAL DAMAGE BUT NO INJURIES. THE BARON (N25631) PLT SAID N31856 WAS TAXIING ABOUT 30 MPH DOWN RWY 16 BEFORE DECELERATING FOR THE TURN. THE BRAKING SYSTEM OF N31856 WAS EXAMINED AFTER THE ACCIDENT AND THE LEFT BRAKE FLUID RESERVOIR WAS FOUND EMPTY. AFTER SERVICING, THE BRAKES WORKED NORMALLY AND SHOWED NO SIGNS OF LEAKAGE UNDER PRESSURE.



Brief of Accident (Continued)

File No. - 3146

11/11/83

HOUSTON, TX

A/C Reg. No. N31956

Time (Lc1) - 1645 CST

---

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND

2. JUDGEMENT - POOR - 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. - 3146      11/11/83      HOUSTON, TX      A/C Reg. No. N711RT      Time (Lcl) - 1645 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-BUSINESS	MINOR	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91D	Fire	Crew 0	0	0	1
Accident Occurred During	-TAXI	NONE	Pass 0	0	0	4
			Other 0	0	0	1

-----Aircraft Information-----

Make/Model	- CESSNA 414A	Eng Make/Model	- CONTINENTAL TS10-520-N	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 310 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 300/005 KTS	ANDRAU	
Visibility	- 10.0 SM	Runway Ident	- 34
Lowest Sky/Clouds	- 18000 FT SCATTERED	Runway Lth/Wid	- 4750/ 50
Lowest Ceiling	- NONE	Runway Surface	- CONCRETE
Obstructions to Vision	- NONE	Runway Status	- DRY
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 - UNK/NR
SE LAND	Months Since	- UNK/NR	Make/Model- UNK/NR
	Aircraft Type	- UNK/NR	Instrument- UNK/NR
		Multi-Eng	- UNK/NR
			Last 24 Hrs - UNK/NR
			Last 30 Days- UNK/NR
			Last 90 Days- UNK/NR
			Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N31856 WAS TAXIING LAST IN A STRING OF 4 ACFT FOR TAKEOFF. THE OTHER ACFT HAD PARKED FOR RUNUP WHEN N31856 TAXIIED INTO TWO OF THEM. THE COLLISION WITH N711RT WAS A MINOR WINGTIP TO WINGTIP SCRAPE. THE COLLISION WITH N25631 WAS OF A MORE SUBSTANTIAL NATURE AND INVOLVED SUBSTANTIAL DAMAGE BUT NO INJURIES. THE BARON (N25631) PLT SAID N31856 WAS TAXIING ABOUT 30 MPH DWN RWY 16 BEFORE DECELERATING FOR THE TURN. THE BRAKE SYSTEM OF N31856 WAS EXAMINED AFTER THE ACCIDENT AND THE LEFT BRAKE FLUID RESERVOIR WAS FOUND EMPTY. AFTER SERVICING, THE BRAKES WORKED NORMALLY AND SHOWED NO SIGNS OF LEAKAGE UNDER PRESSURE.

Brief of Accident (Continued)

File No. - 3146

11/11/83

HOUSTON, TX

A/C Reg. No. N711RT

Time (Lc1) - 1645 CST

---

Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    STANDING - ENGINE(S) OPERATING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
  2. JUDGEMENT - POOR - 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. - 3129      11/12/83      EL PASO, TX

A/C Reg. No. N70083

Time (Lc1) - 1104 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				
		Crew	0	0	0
		Pass	0	0	0
					2
					2

-----Aircraft Information-----

Make/Model - CESSNA A185E  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 3300  
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 - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 270/009 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  
TUCSON, AZ  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - UNK/NR  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

EL PASO INTL.  
Runway Ident - 22  
Runway Lth/Wid - 11012/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 29  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 3877
Make/Model-	195
Instrument-	111
Multi-Eng -	22
Last 24 Hrs -	6
Last 30 Days-	UNK/NR
Last 90 Days-	197

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT GROUNDLOOPEED DURING LANDING ON AN INSTRUCTIONAL FLT. THE LANDING WAS ON RWY 22 AND THE WIND WAS FROM 270 DEGREES AT 9 KTS. AFTER TOUCHDOWN DIRECTIONAL CONTROL WAS LOST AND THE ACFT VEERED TO THE RIGHT COLLAPSING THE LEFT MAIN LANDING GEAR.

Brief of Accident (Continued)

File No. - 3129

11/12/83

EL PASO, TX

A/C Reg. No. N70083

Time (Lcl) - 1104 MST

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
  3. GROUND LOOP/SWERVE - NOT CORRECTED - DUAL STUDENT
  4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
- 

Occurrence #2      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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. - 3182      11/13/83      DEVERS, TX      A/C Reg. No. N8092Z      Time (Lcl) - 1917 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -MANEUVERING

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model    - PIPER PA-28-161  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 2325  
No. of Seats   - 4

Eng Make/Model - LYCOMING O-320-D3G  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 160 HP

ELT Installed/Activated - YES/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          - 15.0 SM  
Lowest Sky/Clouds   - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation       - NONE  
Condition of Light   - NIGHT(DARK)

Itinerary

Last Departure Point  
PORTER, TX  
Destination  
BEAUMONT, TX

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance   - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident        - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - UNK/NR  
Runway Status       - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 50

Biennial Flight Review

Current            - YES  
Months Since       - 1  
Aircraft Type      - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 691	Last 24 Hrs	- 1
Make/Model-	3	Last 30 Days-	3
Instrument-	0	Last 90 Days-	3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES WHILE MANEUVERING AT A VERY LOW ALTITUDE AFTER DARK IN A POPULAR DEER HUNTING AREA. THE ACFT WAS OBSERVED ROLLING INTO STEEP BANK WITH THE ENG "REVVED UP" THEN SUDDENLY YAWED TOWARD THE GROUND. THE ACFT LIGHTS WERE ON.

Brief of Accident (Continued)

File No. - 3182

11/13/83

DEVERS, TX

A/C Reg. No. N8092Z

Time (Lcl) - 1917 CST

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. BUZZING - PERFORMED - PILOT IN COMMAND
4. ALTITUDE - INADEQUATE - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 3175      11/13/83      WACO, TX

A/C Reg. No. N989EB

Time (Lcl) - 1140 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	3	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - MANEUVERING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-23-250  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5200  
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 250 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 330/005 KTS  
Visibility - 3.000 SM  
Lowest Sky/Clouds - 400 FT  
Lowest Ceiling - 400 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
MONTGOMERY, AL

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MADISON COOPER  
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 - 47  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	3383
Make/Model-	1339
Instrument-	37
Multi-Eng -	1459
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	28
Rotorcraft -	262

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD CLIMBED TO ABOUT 7,500 FT WHEN THE PLT ENCOUNTERED AN OVERSPEEDING LEFT ENG. HE TURNED BACK TOWARD WACO & FEATHERED THE LEFT PROP. WHILE RECEIVING EMERGENCY VECTORS TO AN ARPT THE RIGHT ENG QUIT. WHILE BREAKING OUT OF THE OVERCAST THE PLT SAW A PASTURE & PUMPED THE GEAR DOWN. THE ACFT WAS UNABLE TO REACH THE PASTURE & COLLIDED WITH TREES. SCORING WAS FOUND ON THE CUP OF THE LEFT PROP GOVERNOR, WHICH WAS EVIDENCE OF AN OVERSPEED CONDITION. HOWEVER, FURTHER EXAMINATION OF THE GOVERNOR DID NOT REVEAL ANY EVIDENCE THAT WOULD HAE CAUSED AN OVERSPEED CONDITION. NO PREIMPACT FAILURE/MALFUNCTION OF EITHER ENG WAS FOUND.



Brief of Accident (Continued)

File No. - 3175

11/13/83

WACO, TX

A/C Reg. No. N989EB

Time (Lc1) - 1140 CST

Occurrence #1      LOSS OF POWER  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, GOVERNOR - OVERSPEED
2. UNDETERMINED
3. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - FAILURE, TOTAL

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3158

11/15/83

CHILDRESS, TX

A/C Reg. No. N6616N

Time (Lcl) - 1900 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries		
	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	1	0	0	0

Type of Operation -OTHER WORK USE

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 210N

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 3800

No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-L

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 - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

UNK/NR

Destination

UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CHILDRESS MUNICIPAL

Runway Ident - 22

Runway Lth/Wid - 6000/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 41

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT CONTACTE FSS REQUESTING INFO AS TO FUEL SERVICE. HE WAS ADVISED THAT THE RWY LIGHTS AT CHILDRESS ARPT WAS OUT OF SERVICE. ABOUT 34 MIN LATER THE PLT STATED HIS ENG HAD QUIT & HE WOULD TRY TO MAKE THE ARPT. THE ACFT SUBSEQUENTLY STRUCK POWER LINES ABOUT 2 MI NE OF THE ARPT. ABOUT 1/2 CUP OF FUEL WAS DRAINED FROM THE FUEL TANKS. THREE SACKS OF MARIJUANA WERE ON BOARD.

Brief of Accident (Continued)

File No. - 3158

11/15/83

CHILDRRESS, TX

A/C Reg. No. N6616N

Time (Lc1) - 1900 CST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    UNKNOWN

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. 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)

3. LIGHT CONDITION - DARK NIGHT
  4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
  5. OBJECT - WIRE, TRANSMISSION
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 3082      11/18/83      ADDISON, TX      A/C Reg. No. N26242      Time (Lcl) - 2320 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	1	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - GRUMMAN AA-5A  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2200  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2G  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC

Wind Dir/Speed- 170/012 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point

WALNUT RIDGE, AR

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ADDISON

Runway Ident - 15

Runway Lth/Wid - 7199/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - UNK/NR

Type Apch/Lndg - ILS-COMPLETE

FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 369      Last 24 Hrs - 8

Make/Model- 128      Last 30 Days- UNK/NR

Instrument- 91      Last 90 Days- 42

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING AN ILS APCH TO LAND, THE ENG LOST POWER WHEN THE ACFT WAS ABOUT 1/4 MI FROM THE THRESHOLD. HE STATED THAT HE "CONFIRMED MIXTURE RICH, CARB HEAT ON, FUEL PUMP ON, FUEL FULLEST TANK." THE PLT WAS UNABLE TO RESTART THE ENG. DURING AN EMERGENCY LANDING, THE ACFT WENT THRU A FENCE, CROSSED A SUBURBAN STREET & DROPPED INTO A DITCH. A POST-CRASH EXAM REVEALED THAT THE RIGHT FUEL TANK WAS EMPTY, THE LEFT TANK HAD APRX 2 INCHES OF FUEL REMAINING & THE FUEL SELECTOR HAD BEEN TURNED OFF. IN A PRELIMINARY PHONE CONVERSATION, THE PLT INDICATED A SUSPICION OF CARB ICE, BUT THIS WAS NOT VERIFIED. THE TEMP & DEW POINT WERE 72 & 62 DEG, RESPECTIVELY. ACCORDING TO ICING PROPABILITY CHARTS, THERE WOULD HAVE BEEN SERIOUS CARB ICE CONDITIONS AT GLIDE POWER, IF CARB HEAT HAD NOT BEEN USED.

Brief of Accident (Continued)

File No. - 3082

11/18/83

ADDISON, TX

A/C Reg. No. N26242

Time (Lc1) - 2320 CST

Occurrence #1      LOSS OF POWER  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)  
1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)  
2. LIGHT CONDITION - NIGHT  
3. OBJECT - FENCE

Occurrence #4      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)  
4. TERRAIN CONDITION - ROUGH/UNEVEN  
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

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. - 3081

11/20/83

ORANGE, TX

A/C Reg. No. N22DH

Time (Lc1) - 1640 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - APPROACH

Fire  
NONE

-----Aircraft Information-----

Make/Model - DEHAVILLAND DHC-1  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1930  
No. of Seats - 2

Eng Make/Model - DEHAVILLAND GYPSY MAJOR-8  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 140 HP  
ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 180/004 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

ORANGE COUNTY  
Runway Ident - 08  
Runway Lth/Wid - 5000/ 150  
Runway Surface - GRASS/TURF  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 36

Biennial Flight Review  
Current - YES  
Months Since - 18  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	338
Make/Model	269
Instrument	UNK/NR
Multi-Eng	UNK/NR
Last 24 Hrs	4
Last 30 Days	UNK/NR
Last 90 Days	10
Rotorcraft	UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

ACCORDING TO THE PLT, THE ENG LOST POWER AS HE MADE A THROTTLE ADJUSTMENT IN THE TRAFFIC PATTERN WHILE TURNING FROM DOWNWIND TO BASE. SUBSEQUENTLY, HE ALLOWED THE ACFT TO STALL & LAND HARD. SHORT OF THE RWY. THE ORIGIN OF THE MALFUNCTION WAS NOT IDENTIFIED.

Brief of Accident (Continued)

File No. - 3081

11/20/83

ORANGE, TX

A/C Reg. No. N22DH

Time (Lc1) - 1640 CST

-----  
Occurrence #1            LOSS OF POWER  
Phase of Operation      APPROACH - VFR PATTERN - BASE TURN

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2            FORCED LANDING  
Phase of Operation      LANDING  
-----

Occurrence #3            HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN  
-----

Finding(s)  
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND  
3. FLARE - NOT POSSIBLE - PILOT IN COMMAND  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3080      11/24/83      CISCO,TX      A/C Reg. No. N5764F      Time (Lcl) - 1820 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAXI

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

-----Aircraft Information-----

Make/Model      - PIPER PA-28-140  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2150  
No. of Seats      - 4

Eng Make/Model - LYCOMING O-320-E2A

Number Engines - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 150 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NWS  
Method      - UNK/NR  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 270/004 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

Last Departure Point

WINTERS,TX

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

CISCO

Runway Ident      - 17

Runway Lth/Wid      - 3700/ 60

Runway Surface      - ASPHALT

Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 25

Biennial Flight Review

Current      - YES

Months Since      - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 212

Make/Model- 187

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 10

Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PLT REPORTED THAT WHILE HE WAS TAXIING, AFTER LANDING, HE WAS FOCUSING HIS ATTENTION ON THE RADIO, ON THE RIGHT SIDE OF THE INSTRUMENT PANEL, WHEN THE ACFT ROLLED OFF THE RWY & INTO A DITCH. DURING THE OCCURRENCE, THE NOSEWHEEL COLLAPSED & THE RIGHT WING WAS SLIGHTLY DAMAGED.



Brief of Accident (Continued)

File No. - 3080

11/24/83

CISCO,TX

A/C Reg. No. N5764F

Time (Lc1) - 1820 CST

Occurrence #1      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - DITCH
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2      NOSE GEAR COLLAPSED  
Phase of Operation      TAXI - FROM LANDING

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3176      11/25/83      COMFORT, TX      A/C Reg. No. N215EC      Time (Lc1) - 1215 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage

DESTROYED

Fire

ON GROUND

Fatal

Crew      1

Pass      3

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model      - PIPER PA-23  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3800  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-A1D  
Number Engines      - 2  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

ELT Installed/Activated      - UNK/NR  
Stall Warning System      - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 200/015 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  
FREDRICKSBURG, TX

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

QUIET VALLEY  
Runway Ident      - 14  
Runway Lth/Wid      - 1950/ 60  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age      - 47  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total      - UNK/NR      Last 24 Hrs      - UNK/NR  
Make/Model- UNK/NR      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- UNK/NR  
Multi-Eng      - UNK/NR      Rotorcraft      - UNK/NR

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

WITNESSES STATED THAT THE ACFT BARELY CLEARED TREES AT THE END OF THE ARPT & THAT SMOKE WAS SEEN TRAILING FROM THE RIGHT ENG. THE ACFT ENTERED A RIGHT TURN, STALLED & IMPACTED A RIDGE IN A STEEP, NEAR VERTICALLY BANKED DIVE. TEARDOWNS OF BOTH ENGS & BOTH PROPS REVEALED NO MECHANICAL EVIDENCE OF MALFUNCTION. HOWEVER, POST-IMPACT FIRE HAD PREVENTED THOROUGH EXAMINATIONS OF THE FUEL, IGNITION & INDUCTION SYSTEMS.

Brief of Accident (Continued)

File No. - 3176

11/25/83

COMFORT, TX

A/C Reg. No. N215EC

Time (Lcl) - 1215 CST

Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)  
2. AIRSPEED(VMC) - BELOW - PILOT IN COMMAND

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3070

12/02/83

HEBBRONVILLE, TX

A/C Reg. No. N4097B

Time (Lcl) - 1836 CST

-----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

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	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-K  
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- 330/003 KTS

Visibility - .125 SM

Lowest Sky/Clouds - 100 FT

Lowest Ceiling - 100 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

PLAINVIEW, TX

Destination

HEBBRONVILLE, TX

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

JIM HOGG COUNTY

Runway Ident - 13

Runway Lth/Wid - 5000/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 39

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - 17-30A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 293 Last 24 Hrs - 4

Make/Model- 257 Last 30 Days- 13

Instrument- 3 Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT PROCEEDED WITHOUT INCIDENT UNTIL THE PLT CONTACTED HOUSTON ARTCC. THE PLT REQUESTED THE DESTINATION WX & WAS TOLD THAT THE ENTIRE AREA WAS IFR. THE CLOSEST ARPT REPORTING VFR CONDITIONS WAS AT MCALLEN, TX, APRX 80 MI SOUTHEAST. THE PLT THEN ADVISED THAT HE DID NOT HAVE ENOUGH FUEL TO REACH MCALLEN. AT 1828 CST, HE ADVISED THAT THE DESTINATION ARPT WAS SIGHTED BELOW. THE CONTROLLER ACKNOWLEDGED & CLEARED THE PLT TO CHANGE FREQUENCY FOR LANDING. ABOUT 7 MIN LATER, THE ACFT CRASHED IN OPEN MESQUITE RANGE WHILE IN A SLIGHT NOSE DOWN, SLIGHT LEFT BANK ATTITUDE, AT HI SPEED. RADAR DATA SHOWED THAT AFTER THE PLT'S LAST RADIO TRANSMISSION, THE ACFT OVERFLEW THE ARPT, TURNED LEFT & PROCEEDED NORTH, AWAY FROM THE ARPT. ABOUT 5 MI NORTH, IT MADE A 360 TURN, THEN CONTINUED 2 TO 3 MI FURTHER NORTH. A 180 DEG TURN WAS THEN MADE & RADAR CONTACT WAS LOST. DURING THAT TIME, THE ALT VARIED CONSIDERABLY. A RANCH FOREMAN HEARD THE ACFT FLYING AROUND BEFORE IT CRASHED. HE REPORTED AN OVERCAST WITH FOG & VISIBILITY LESS THAN 1/8 MI.

Brief of Accident (Continued)

File No. - 3070

12/02/83

HEBBRONVILLE, TX

A/C Reg. No. N4097B

Time (Lc1) - 1836 CST

Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    DESCENT

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. FLUID, FUEL - LOW LEVEL
4. FLIGHT TO ALTERNATE DESTINATION - NOT POSSIBLE - PILOT IN COMMAND
5. LIGHT CONDITION - DUSK
6. WEATHER CONDITION - LOW CEILING
7. WEATHER CONDITION - FOG

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT

Finding(s)

8. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
9. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
10. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,9

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7,8,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3150      12/04/83      BULVERDE, TX

A/C Reg. No. N4309H

Time (Lc1) - 0800 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	1

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

-----Aircraft Information-----

Make/Model      - PIPER PA-15  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - UNK/NR  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL C-90-12F  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 90 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- CALM  
Visibility      - 20.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BOERNE, TX  
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

BULVERDE  
Runway Ident      - 16  
Runway Lth/Wid      - 2850/ 100  
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      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 58  
Last 24 Hrs - 2  
Make/Model- 1  
Last 30 Days- UNK/NR  
Instrument- 3  
Last 90 Days- 39

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A DITCH DURING LANDING ROLLOUT AFTER LOSS OF CONTROL AND A GROUNDLOOP. ACCORDING TO THE PLT THE LANDING WAS NORMAL ON A 2850 FT STRIP. THE ACFT GROUNDLOOPED AT SLOW SPEED AND WENT INTO A DITCH OFF THE RIGHT SIDE OF RWY 16. THIS FLT WAS THE PLTS INITIAL CHECKOUT IN A TAILWHEEL EQUIPPED ACFT.

Brief of Accident (Continued)

File No. - 3150

12/04/83

BULVERDE, TX

A/C Reg. No. N4309H

Time (Lc1) - 0800 CST

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation       LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation       LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3069      12/05/83      BROWNSVILLE, TX      A/C Reg. No. N44609      Time (Lc1) - 2010 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - BEECH D18S  
Landing Gear      - TAILWHEEL-ALL RETRACTABLE  
Max Gross Wt      - 8750  
No. of Seats      - 10

Eng Make/Model      - P & W R-985-AN14  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 450 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed-      310/003 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - 16000 FT  
Lowest Ceiling      - 16000 FT BROKEN  
Obstructions to Vision-      NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
TORREON, MX

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - PRECAUTIONARY LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

BROWNSVILLE INT'L  
Runway Ident      - 13R  
Runway Lth/Wid      - 7400/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL, FOREIGN  
SE LAND, ME LAND

Age      - 27  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s)      - UNK/NR

-----Narrative-----

THE PLT HAD JUST TAKEN OFF AT NIGHT ON A FLT TO MEXICO WHEN HE DECLARED AN INTENT TO RETURN & LAND WITH SOME UNSPECIFIED EMERGENCY. WHILE HE WAS USING HIS RADIO, THE SOUND OF BOTH ENGS, RUNNING AT HI POWER, WAS AUDIBLE. WHEN ASKED IF HE REQUIRED ASSISTANCE, HE GAVE AN AFFIRMATIVE REPLY, BUT WHEN ASKED IF HE REQUIRED A CRASH CREW, HE GAVE A NEGATIVE REPLY. SHORTLY AFTER THAT, THE ACFT COLLIDED WITH POWER LINES ABOUT 1 MI FROM THE RWY, THEN IMPACTED THE GROUND & WAS DEMOLISHED BY FIRE. IMPACT WITH THE POWER LINES OCCURRED AT ABOUT 55 FT AGL. A WIRE IMPACT MARK ON THE NOSE DOOR INDICATED THE ACFT WAS IN A VERTICAL BANK WHEN THE COLLISION OCCURRED. AN EXAM OF THE WRECKAGE REVEALED NO EVIDENCE OF A PREIMPACT/MECHANICAL MALFUNCTION OR FAILURE; HOWEVER, THERE WAS EXTENSIVE DAMAGE FROM FIRE. THERE WAS EVIDENCE THAT THE ACFT WAS LOADED BEYOND ITS MAX CERTIFICATED GROSS WT. THE PLT HAD A TEMPORARY U.S. LICENSE BASED ON HIS CANADIAN LICENSE.



Brief of Accident (Continued)

File No. - 3069

12/05/83

BROWNSVILLE, TX

A/C Reg. No. N44609

Time (Lc1) - 2010 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. OBJECT - WIRE, TRANSMISSION
6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3179      12/11/83      EL PASO, TX      A/C Reg. No. N65338      Time (Lc1) - 1415 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	2
Pass	0	0	0	0

Type of Operation - FERRY  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - VICKERS TYPE 668 VARSITY  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 37500  
No. of Seats - 9

Eng Make/Model - BRISTOL 264  
Number Engines - 2  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 1950 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- VARIABLE/002 KTS  
Visibility - 60.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
EL PASO, TX  
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

WEST TEXAS  
Runway Ident - 08  
Runway Lth/Wid - 4000/ 30  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age - 61  
Biennial Flight Review  
Current - YES  
Months Since - 18  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1425  
Make/Model- 5  
Instrument- 1  
Multi-Eng - 91  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ON A FLT FROM THE EL PASO INTL ARPT TO THE WEST TEXAS ARPT. A HARD LANDING WAS MADE CAUSING ALL THREE LANDING GEAR TO COLLAPSE, FOLDED THE LEFT WING AFT JUST INBOARD OF THE ENG & TWISTED THE ENTIRE RIGHT WING ABOUT 30 DEG LEADING EDGE DOWN. ACCORDING TO THE PLT THE ACFT WAS FLOWN WITH 30 DEG OF FLAPS ON DOWNWIND & 47 DEG OF FLAPS ON BASE. HE ALSO REPORTED THAT BOTH AIRSPEED INDICATORS WERE STUCK AT 110 KTS. ACCORDING TO PHOTOGRAPHS TAKEN BY AN UNIDENTIFIED PARTY, THE FLAPS WERE IN THE UP POSITION IN THE PATTERN & DURING TOUCHDOWN. TOUCHDOWN WAS MADE WITH THE RIGHT MAIN GEAR OFF THE RIGHT SIDE OF THE RWY. THE ACFT WHEEL TRACK IS ONLY 4 FT LESS THAN THE WIDTH OF THE RWY. THE PLT DID NOT HAVE A TYPE RATING NOR AUTHORIZATION IN LIEU OF A TYPE RATING FOR THE 15 MIN FERRY FLT. THE PLT HAD 4140 HRS CO-PLT TIME IN THE ACFT, DURING WHICH HE HAD NEVER LANDED THE ACFT.

Brief of Accident (Continued)

File No. - 3179

12/11/83

EL PASO, TX

A/C Reg. No. N65338

Time (Lcl) - 1415 CST

Occurrence #1            HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. FLIGHT/NAV INSTRUMENTS, AIRSPEED INDICATOR - INOPERATIVE
4. LEVEL OFF - MISJUDGED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
8. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2            COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

9. LANDING GEAR, MAIN GEAR - OVERLOAD
10. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #3            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

11. WING - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3023      12/30/83      CORSICANA, TX      A/C Reg. No. N46N      Time (Lcl) - 1630 CST

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage						
		DESTROYED		Fatal		Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	1	0	0	0
Flight Conducted Under	-14 CFR 91	ON GROUND	Pass	0	1	0	0	0
Accident Occurred During	-MANEUVERING							

-----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	- 1	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	CORSICANA, TX			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- UNK/NR
Wind Dir/Speed	- 140/010 KTS	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Visibility	- 7.0 SM	Type of Flight Plan	- NONE	Runway Surface	- GRASS/TURF
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- UNK/NR
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate	- EXPIRED		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)			
PRIVATE	Current - UNK/NR	Total - 1190	Last 24 Hrs - UNK/NR		
SE LAND	Months Since - UNK/NR	Make/Model - 403	Last 30 Days - UNK/NR		
	Aircraft Type - UNK/NR	Instrument - 10	Last 90 Days - 15		

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH WIRES SHORTLY AFTER TAKEOFF AS THE PLT MANEUVERED AT LOW ALTITUDE. AFTER THE COLLISION THE ACFT FLEW FOR ABOUT 1/4 MILE AND CRASHED IN AN UNIMPROVED FIELD ON A FARM. THERE WAS NO PASSENGER SEAT IN THE ACFT AND THE PASSENGER WAS UNRESTRAINED DURING THE ACCIDENT. THE PASSENGER STATED THAT IT APPEARED THAT THE PLT WAS FLYING TOWARD OTHER RANCH EMPLOYEES WHO WERE WATCHING FROM THE POINT OF TAKEOFF. DURING THE INVESTIGATION THE PLT WAS UNABLE TO PRODUCE AN AIRWORTHINESS CERTIFICATE, A CURRENT MEDICAL CERTIFICATE, OR PROOF OF A BIENNIAL FLT REVIEW.

Brief of Accident (Continued)

File No. - 3023

12/30/83

CORSICANA, TX

A/C Reg. No. N46N

Time (Lcl) - 1630 CST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      MANEUVERING

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3004      6/02/83      MONTICELLO,UT      A/C Reg. No. N271VT      Time (Lcl) - 1723 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -MAGNETOMETER  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - AERO COMMANDER 680FL  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 8000  
No. of Seats - 2

Eng Make/Model - LYCOMING IGSO-540-B1A  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 380 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- 210/012 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - 12000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CORTEZ,CO  
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,ATP,CFI  
SE LAND,ME LAND  
HELICOPTER

Age - 47  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 12200  
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,HELICOPTER

-----Narrative-----

THE ACFT CRASHED WHILE DOING MAGNETOMETER SURVEYS AT LOW ALTITUDE. THE RIGHT ENGINE HAD LOST POWER THEN REGAINED IT FOR A SHORT PERIOD AND LOST IT AGAIN. A VIDEOTAPE IN THE ACFT RECORDED THE PLT SAYING, "I CHANGED THAT # JUST IN TIME." THE ACFT YAWED AND THE PROPELLER SLOWED AT THE SAME TIME. THE FUEL SELECTOR VALVES WERE FOUND ON THE CENTER TANKS. THE BOOST PUMP SWITCHES WERE FOUND IN THE OFF POSITION. WHEN CHANGING FROM OUTBOARD TO CENTER TANKS THE BOOST PUMPS MUST BE ON OR FUEL STARVATION WILL OCCUR. AS THE ACFT SLOWED THE TAPE REVEALED THAT THE CO-PLT CALLED OUT "DOWN TO 90". 90 MPH IS VMC. THE ACFT STALLED, SHORTLY AFTER THE ASYMMETRICAL THRUST ROLLED THE ACFT TO THE RIGHT AND INTO THE GROUND.

Brief of Accident (Continued)

File No. - 3004

6/02/83

MONTICELLO,UT

A/C Reg. No. N271VT

Time (Lc1) - 1723 MDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - DELAYED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INATTENTIVE - PILOT IN COMMAND
4. FUEL BOOST PUMP SELECTOR POSITION - NOT SELECTED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE - NORMAL

Finding(s)

7. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
8. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3005

8/10/83

SEVIER,UT

A/C Reg. No. N5301C

Time (Lc1) - 2130 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
2	0	0	0
0	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 - CESSNA 140A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1500  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 230/005 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 6000 FT SCATTERED  
Lowest Ceiling - 12000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - RAIN SHOWERS  
Condition of Light - DUSK

Itinerary

Last Departure Point  
ROCK SPRINGS,WY  
Destination  
PAGE,AZ

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 36  
Biennial Flight Review  
Current - NO  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	470
Last 24 Hrs	UNK/NR
Last 30 Days	4
Last 90 Days	34

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT WAS RETURNING TO SAN JOSE,CA AFTER AN EXTENDED X-COUNTRY FLT TO OSHKOSH,WI WHICH BEGAN IN THE LATTER PART OF JULY. EARLIER ON THE DAY OF THE ACCIDENT, AT 0645, THE PLT RECEIVED A WX BRIEFING AT MILES CITY,MT. HE REQUESTED THE GENERAL OUTLOOK TO THE GRAND CANYON & ARIZONA AREA & WAS TOLD OF LARGE BUILDUPS IN WESTERN AZ & NV, FORECAST TO MOVE NE. THE PLT DEPARTED AT 0712 & MADE ENROUTE STOPS AT RIVERTON,WY & ROCK SPRINGS,WY. AT 1845, OVER VERNAL,UT, THE PLT REQUESTED A WX UPDATE. THE ACFT SUBSEQUENTLY IMPACTED A MOUNTAIN AT THE 8,700 FT LEVEL. THERE WAS CONSIDERABLE THUNDERSTORM ACTIVITY THROUGHOUT THE STATE AT THE TIME OF THE ACCIDENT. THE PLT'S BLOOD ALCOHOL LEVEL WAS 0.093%. THE PLT WAS NOT A CFI BUT HAD GIVEN THE STUDENT PLT 29 HRS OF DUAL. HIS LOGBOOK SHOWED THAT HE HAD ALSO GIVEN FLT INSTRUCTION TO OTHER STUDENT PLTS. ON 1/5/83 THE PLT'S DRIVERS LICENSE WAS SUSPENDED INDEFINITELY FOR DRIVING UNDER THE INFLUENCE OF ALCOHOL. HIS BAC WAS REPORTEDLY 0.093%.



Brief of Accident (Continued)

File No. - 3005

8/10/83

SEVIER,UT

A/C Reg. No. N5301C

Time (Lc1) - 2130 MDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
  2. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
  3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
  4. IMPROPER DECISION,PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
  5. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE - NORMAL

Finding(s)

6. LIGHT CONDITION - NIGHT
  7. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
  8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
- 

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,6,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3059      7/20/83      LOST CREEK, VA      A/C Reg. No. N234LC      Time (Lcl) - 1040 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -APPROACH

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass	2	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-31P  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 7800  
No. of Seats - 4

Eng Make/Model - LYCOMING TIGO-541-E1A  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 425 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- 170/008 KTS  
Visibility - .875 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  
CLARKSBURG, WV  
Destination  
MEMPHIS, TN

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL, ATP, CFI  
SE LAND, ME LAND

Age - 49  
Biennial Flight Review  
Current - YES  
Months Since - 15  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 18900	Last 24 Hrs - UNK/NR
Make/Model- 2400	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT TOOK OFF WITH 4 OCCUPANTS & AN ESTIMATED 596 LBS OF CARGO ON BOARD. AFTER IT TOOK OFF, THE ATC CONTROLLER NOTED THAT IT WAS CLIMBING SLOWER THAN EXPECTED. AFTER CLIMBING TO ABOUT 4200 FT MSL, THE AIRCREW REPORTED A PROBLEM WITH THE LEFT ENG & SAID THEY DID NOT BELIEVE THEY COULD MAKE IT BACK TO THE DEPARTURE ARPT. THEY EXPRESSED A DESIRE TO CONTINUE TOWARD THE SOUTHWEST. ATC PROCEEDED TO VECTOR THEM TO THE WESTON ARPT, BUT INFORMED THEM THAT IT HAD NO INSTRUMENT APCH. AFTER THE REPORTED ENG MALFUNCTION, ATC PERSONNEL NOTED THAT THE ACFT CONTINUED IN A GRADUAL LEFT TURN. ABOUT 8 MIN AFTER TAKEOFF, RADIO CONTACT WAS LOST. A WITNESS ON THE GROUND SAW THE ACFT COME OVER A HILL WITH THE SOUND OF AN ENG AT HI POWER. AT ABOUT THAT TIME, THE ACFT COLLIDED WITH A POWER LINE CABLE, THEN CRASHED INTO 2 TREES, IMPACTED THE GROUND & BURNED. AN EXAM OF THE WRECKAGE REVEALED NO SIGNIFICANT PREIMPACT FAILURES. THE ACFT WAS ESTIMATED TO BE APRX 400 LBS OVER ITS MAX CERTIFICATED GROSS WT.

Brief of Accident (Continued)

File No. - 3059

7/20/83

LOST CREEK,VA

A/C Reg. No. N234LC

Time (Lcl) - 1040 EDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)  
1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      APPROACH

Finding(s)  
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH

Finding(s)  
3. WEATHER CONDITION - LOW CEILING  
4. WEATHER CONDITION - FOG  
5. OBJECT - WIRE,TRANSMISSION  
6. 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) 2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3132      10/06/83      NEW KENT, VA      A/C Reg. No. NONE      Time (Lcl) - 1805 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 103	NONE	Crew 0	1	0	0
Accident Occurred During	-DESCENT		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CGS HAWK	Eng Make/Model	- CUYUNA R-430	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 530	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 35 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 - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data NEW KENT</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- 35
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT & HIS PARTNER HAD COMPLETED BUILDING THE ULTRALIGHT VEHICLE SEVERAL DAYS PRIOR TO THE ACCIDENT. SINCE THEN, THE PLT HAD FLOWN IT APRX 8 HRS. A WITNESS OBSERVED THE VEHICLE CIRCLE THE ARPT IN WHAT HE INDICATED WAS A NORMAL LEFT TRAFFIC PATTERN FOR RWY 28. HOWEVER, INSTEAD OF TURNING TO A FINAL APCH, THE VEHICLE CONTINUED PAST THE RWY CENTERLINE, BUT KEPT TURNING TO PARALLEL THE RWY. AT ABOUT MIDFIELD, THE ULTRALIGHT CROSSED OVER THE RWY, THEN REVERSE TO A RIGHT TURN. DURING THIS TIME, THE VEHICLE STEADILY DESCENDED FROM AN ALT OF APRX 600 FT AGL (TRAFFIC ENTRY) TO APRX 400 FT ON BASE, THEN TO 100 FT WHEN IT REVERSED TO A RIGHT TURN. IT CONTINUED TURNING RIGHT (APRX 270 DEG), THEN IT ENTERED A STEEP NOSE DOWN ATTITUDE & CRASHED. AN EXAM OF THE FLT CONTROLS REVEALED THAT WHEN LEFT RUDDER WAS APPLIED, THE ELEVATOR BELLCRANK WOULD JAM AGAINST THE RUDDER HORN & ONLY ABOUT NEUTRAL NOSE-UP ELEVATOR WAS AVAILABLE. AN EXPERIENCED BUILDER REPORTED THIS PROBLEM HAD OCCURRED BEFORE. THE KIT DID NOT PROVIDE A MIN CLEARANCE OR CAUTION CONCERNING THIS PROBLEM.

Brief of Accident (Continued)

File No. - 3132

10/06/83

NEW KENT,VA

A/C Reg. No. NONE

Time (Lc1) - 1805 EDT

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Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH

Finding(s)

1. FLIGHT CONTROL,ELEVATOR - MOVEMENT RESTRICTED
  2. MAINTENANCE,INSTALLATION - IMPROPER - PILOT IN COMMAND
  3. PROCEDURE INADEQUATE,CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - MANUFACTURER
  4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3002      12/17/83      CHESAPEAKE, VA      A/C Reg. No. N4275R      Time (Lc1) - 1815 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 0	1	0	0
Pass 1	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - MANEUVERING

Fire NONE  
Crew 0  
Pass 1

-----Aircraft Information-----

Make/Model - CESSNA C-172M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E20  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Itinerary

Last Departure Point  
CHESAPEAKE, VA  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Wind Dir/Speed- 030/005 KTS  
Visibility - 10.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling -

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Data

CHESAPEAKE MUNICIPAL

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - WATER

Runway Status - WATER-CALM

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 39

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - 206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 160

Make/Model- 61

Instrument- 7

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO A LAKE WHILE MAKING A LOW PASS WHEN THE PLT WAS DISTRACTED BY A PASSENGER DOOR THAT WOULD NOT STAY LATCHED. THE ACFT COLLIDED WHILE TURNING AND THE PLT STATED THAT HE WAS TRYING TO HELP THE PASSENGER CLOSE THE DOOR. HE ALSO STATED THAT HE WAS DISTRACTED BY REFLECTIONS IN THE WATER AND HIS NEXT CONSCIOUS MOMENT WAS BEING IN THE WATER STILL STRAPPED TO THE SEAT. NEITHER OF THE TWO OCCUPANTS HAD THEIR SHOULDER HARNESS FASTENED. THE PASSENGER WAS KNOCKED UNCONSCIOUS AND DROWNED.

Brief of Accident (Continued)

File No. - 3002

12/17/83

CHESAPEAKE,VA

A/C Reg. No. N4275R

Time (Lc1) - 1815 EST

-----  
Occurrence #1            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation       MANEUVERING

Finding(s)

1. DOOR,PASSENGER - OPEN
  2. MAINTENANCE,ADJUSTMENT - NOT ATTAINED - COMPANY MAINTENANCE PSNL
  3. DOOR,PASSENGER - NOT ENGAGED
  4. DOOR,PASSENGER - INCORRECT
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       MANEUVERING

Finding(s)

5. TERRAIN CONDITION - WATER,GLASSY
  6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
  8. LIGHT CONDITION - DUSK
  9. LOW PASS - PERFORMED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 3013      12/22/83      ROCK SPRINGS,WY      A/C Reg. No. N6894P      Time (Lc1) - 1827 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED,DOMESTIC,CARGO	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- PIPER 602P	Eng Make/Model	- LYCOMING IO-540AA1A5	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 6000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 5	Rated Power	- 290 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NWS	Last Departure Point	ON AIRPORT	
Method	- TELEPHONE	JACKSON,WY		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- IMC	SAME AS ACC/INC	ROCK SPRINGS	
Wind Dir/Speed	- 040/008 KTS		Runway Ident	- 27
Visibility	- 125.0 SM	ATC/Airspace	Runway Lth/Wid	- 10000/ 150
Lowest Sky/Clouds	-	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- 400 FT OVERCAST	Type of Clearance	Runway Status	- SNOW - COMPACTED
Obstructions to Vision	- FOG	Type Apch/Lndg	- STRAIGHT-IN	
Precipitation	- SNOW			
Condition of Light	- NIGHT(DARK)			

-----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)				
ATP	Current	- YES	Total	- 4823	Last 24 Hrs	- 2
SE LAND	Months Since	- 2	Make/Model	- 91	Last 30 Days	- UNK/NR
	Aircraft Type	- PA34	Instrument	- 261	Last 90 Days	- 141
			Multi-Eng	- 4540		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT SWERVED OFF THE SNOW-COVERED RWY DURING LANDING. THE SNOW PLOW EQUIPMENT OPERATOR WAS UNABLE TO KEEP THE RWY CLEAR DUE TO STRONG WINDS. FINGER DRIFTS DEVELOPED SOON AFTER EACH PLOWING. TWO FOOT SNOW BANKS EXISTED ON EITHER SIDE OF THE RWY. THE SNOW BANK ON THE LEFT SIDE BORE EVIDENCE OF WHEEL MARKS WHERE THE ACFT CROSSED THROUGH, PARRALLED THE RWY AND RE-ENTERED THE RUNWAY. THE ACFT CAME TO REST ABOUT HALF WAY DOWN THE RWY. THE PLT SAID THAT HE FELT THE LEFT GEAR HIT A DRIFT, THE ACFT SWERVED AND THE LANDING GEAR COLLAPSED. THE NIGHT WAS DARK AND THE WEATHER WAS INDEFINITE CEILING 400 FT SKY OBSCURED, VISIBILITY 1 1/4 MILES IN LIGHT SNOW AND FOG.



Brief of Accident (Continued)

File No. - 3013

12/22/83

ROCK SPRINGS, WY

A/C Reg. No. N6894P

Time (Lcl) - 1827 MST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
5. WEATHER CONDITION - FOG
6. AIRPORT SNOW REMOVAL - NOT POSSIBLE - AIRPORT PERSONNEL
7. WEATHER CONDITION - SNOW
8. WEATHER CONDITION - LOW CEILING

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

9. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK

Occurrence #3      COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

10. LANDING GEAR, MAIN GEAR - OVERLOAD
11. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6

Factor(s) relating to this accident is/are finding(s) 1,3,5,7,8,9,10,11



EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 7075

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