

PB85-916919



NATIONAL TRANSPORTATION SAFETY BOARD

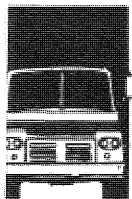
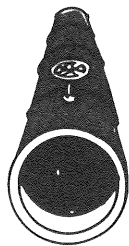
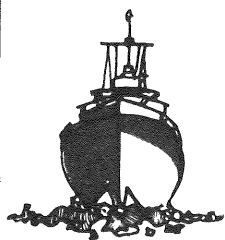
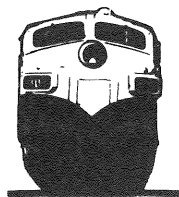
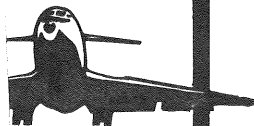
WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 18 OF 1983 ACCIDENTS**

NTSB/AAB-85/19

UNITED STATES GOVERNMENT



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TECHNICAL REPORT DOCUMENTATION PAGE

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15. Supplementary Notes					
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1983. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. File Numbers: 5000 through 6025					
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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 18

CALENDAR YEAR 1983

File Order Listing - Issue No. 18, 1983

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
5000	602TW	012383	SAN DIEGO, CA	BOEING	767-231	NONE	60
5001	856N	052783	CHARLOTTE, NC	BOEING	727-200	NONE	228
5002	60	121583	CHERRY POINT, NC	STABLELINER	NA-265-80	NONE	236
5003	732FN	041183	OLD HARBOR, AK	CESSNA	U-206	NONE	24
5004	1004F	040283	2ON BRYCE, UT	DOUGLAS	DC-9-82	NONE	306
5005	115AA	011383	CHICAGO, IL	MCDONALD/DOU	DC10-10	NONE	160
5006	47895	031983	PALMER, AK	PIPER	PA34-200T	NONE	20
5007	2594W	051583	HINESVILLE, GA	MOONEY AIRCR	M20E	NONE	146
5008	7381F	032383	CASPER, WY	BOEING	737-2H4	SERIOUS	334
5009	235UV	071783	HUNTINGTON BCH., CA	CESSNA	411	NONE	76
5010	9542L	060283	CLINTON, MD	GRUMMAN	AA-5	NONE	198
5011	36962	051283	ARKANSAS CITY, KS	CESSNA	441	NONE	184
5012	779M	050683	LINCOLN, NE	FAIRCHILD SW	SA226T	NONE	240
5013	65PB	031983	NEAR TAYLOR, FL	CESSNA	402C	NONE	110
5014	296AS	060383	PORTLAND, OR	BOEING	727-200	NONE	270
5015	284	070283	KING SALMON, AK	DOUGLAS	DC-7C	NONE	34
5016	369XL	040483	NEAR ORLANDO, FL	GATES LEARJE	35A	NONE	112
5017	11006	052783	KANSAS CITY, MO	LOCKHEED	L-1011-385	NONE	218
5018	5274C	071683	FULLERTON, CA	BEECH	B-35	NONE	74
5019	8076	031183	MINA, NV	MC DONNELL D	DC 8-61	NONE	248
5020	4913G	050583	HUNTINGTON BEAC, CA	CESSNA	C-172-N	NONE	66
5021	2660S	011383	NEAR CORDOVA, AK	CESSNA	185	NONE	2
5022	34938	021783	ANCHORAGE, AK	CESSNA	177RG	NONE	12
5023	786JH	022883	WASILLA, AK	CESSNA	172M	NONE	14
5024	943N	052883	LUKE AFB, AZ	DOUGLAS	DC-9-31	NONE	54

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5025	782N	061683	CHARLOTTE, NC	BOEING	737-201	NONE	230
5026	8085U	041083	MINNEAPOLIS, MN	DOUGLAS	DC-8-71	NONE	208
5027	7441U	033083	DES MOINES, IA	BOEING	727-222	NONE	156
5028	7358F	032183	DENVER, CO	BOEING	737-200	NONE	92
5029	752N	052383	MEMPHIS, TN	BOEING	B-737-222	NONE	288
5030	9135Y	080483	MOUNT VERNON, OH	PIPER	PA31-310	NONE	264
5031	8385G	011883	QUZINKIE, AK	PIPER	PA32-301	NONE	4
5032	420WA	032183	BLUE BELL, PA	BRITTAN NORM	BN-2 MARK	MINOR	276
5033	8091U	070583	CHICAGO, IL	DOUGLAS	DC-8	NONE	166
5034	980Z	062183	MILWAUKEE, WI	DOUGLAS	DC-9-30	SERIOUS	326
5035	54352	071683	ST. LOUIS, MO	BOEING	727-231A	NONE	220
5036	1972	100583	DFW AIRPORT, TX	BOEING	B727-023	MINOR	300
5037	68SW	012083	LUBBOCK, TX	BOEING	B-737-200	NONE	294
5038	4963V	092483	SHELL LAKE, WI	CESSNA	172RG	NONE	332
5039	153GC	072283	WINSTON SALEM, NC	BEECH	B200	NONE	232
5040	7515V	061883	OZARK, AL	CESSENA	177RG	NONE	48
5041	334EA	050583	MIAMI, FL	LOCKHEED	L-1011	NONE	114
5042	377NE	091383	CHICAGO, IL	FAIRCHILD	FH-227	NONE	172
5043	3512T	110983	DENVER, CO	MCDONNELL DO	DC-9-32	NONE	100
5044	75551	020983	KWIGILLINGOK, AK	CESSNA	207A	NONE	8
5045	200VF	081983	ANCHORAGE, AK	PIPER	PA-31-350	NONE	38
5046	5600D	071183	CEDAR RAPIDS, IA	BEECH	E18S	NONE	158
5047	817EA	100383	KENNER, LA	BOEING	727-225A	NONE	190
5048	8831E	021583	MIAMI, FL	BOEING	B-727-200	NONE	106
5049	709US	020483	SALINA, KS	MITSUBISHI	MU-2B-36	NONE	180

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5050	38565	041983	MCGRATH, AK	PIPER	PA-28R-201	NONE	26
5051	6470H	032883	EEK, AK	CESSNA	C-207A	NONE	22
5052	9759Q	012483	PHILADELPHIA, PA	SMITH	600 AEROST	NONE	272
5053	23021	011183	HOUSTON, TX	BELL	222	NONE	290
5054	YV134	090183	MIAMI, FL	MCDONNELL DO	DC-10-30	NONE	120
5055	7864F	030583	BETHEL, AK	CESSNA	401	NONE	18
5056	421EA	020783	GREER, SC	MCDONNELL-DO	DC-9-50	NONE	284
5057	903TW	110883	ST. LOUIS, MO	MCDONNELL DO	DC9-80	NONE	222
5058	456JA	020683	ST. PAUL ISLAND, AK	GATES LEAR J	LR24DXR	NONE	6
5059	96AV	100683	BURLINGTON, VT	BEECH	C99	NONE	318
5060	840TW	052383	COLORADO SPRING, CO	BOEING	727-31H	NONE	94
5061	5796A	061283	HIGH ISLAND 582, GM	AEROSPATIALE	AS 355 F	NONE	152
5062	898	110883	CHICAGO, IL	BOEING	727-200	NONE	176
5063	942N	062483	LAS VEGAS, NV	MCDONNELL DO	DC9-32	MINOR	250
5064	9356	031783	SALT LAKE CITY, UT	DOUGLAS	DC-9-10	NONE	304
5065	357PA	101983	MIAMI, FL	BOEING	727-21	NONE	132
5066	1840Q	030483	WASILLA, AK	CESSNA	177RG	NONE	16
5067	429CA	081583	ST. THOMAS, VI	CONSTRUCCION	212-200 (C	NONE	312
5068	9824X	042383	ANCHORAGE, AK	CESSNA	185	NONE	28
5069	1984	090783	CHICAGO, IL	BOEING	727-200	NONE	170
5070	6935C	052683	MUSCLE SHOALS, AL	PIPER	PA-34-200T	NONE	46
5071	350GT	101083	SEATTLE, WA	S.N.I.A.S.	AS350D	NONE	322
5072	613UA	120983	DENVER, CO	BOEING	767	NONE	102
5073	300LB	012683	CLEVELAND, OH	GATES LEARJE	24	NONE	258
5074	38941	032483	SPRINGFIELD, MO	DOUGLAS	DC-3	NONE	214

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5075	480DA	112683	COLUMBUS, OH	BOEING	727-232	NONE	268
5075	41097	112683	COLUMBUS, OH	CESSNA	421B	NONE	266
5076	897AA	092383	DALLAS/FT WORTH, TX	BOEING	727-223B	MINOR	298
5077	6488N	060983	FURNACE CREEK, CA	CESSNA	T-210N	NONE	68
5078	2111J	101783	WASHINGTON, DC	BAC	1-11/204/A	NONE	104
5079	405EA	062583	TAMPA, FL	MCDONNELL DO	DC-9-51	NONE	116
5080	967	092283	OPA-LOCKA, FL	BEECH AIRCRA	E18S	NONE	122
5081	302RC	092783	SANTA ANA, CA	MCDONNELL-DO	DC-9-82	NONE	78
5082	968E	121883	WICHITA, KS	DOUGLAS	DC-9-15	NONE	186
5083	2864W	101383	DAYTONA, FL	BEECHCRAFT	A-36	NONE	130
5084	414JC	102083	VAN NUYS, CA	CESSNA	414	NONE	84
5085	88708	070283	LOS ANGELES, CA	BOEING	727-200	MINOR	70
5086	827AA	071283	POINT MUGU, CA	CONVAIR	440	NONE	72
5087	5483U	110583	NEAR AVON PARK, FL	BEECH	BE-33A	NONE	134
5088	5KW	102683	SAN FRANCISCO, CA	BEECH	200	NONE	86
5089	56RT	053083	EAGLE NEST, NM	BEECHCRAFT	200	NONE	246
5090	70634	101883	PUEBLO, CO	BOEING	727-222	NONE	98
5091	6009S	030583	MANASSAS, VA	BEECHCRAFT	C23	NONE	308
5092	2808W	100783	JUNEAU, AK	BOEING	727-247	NONE	40
5093	154US	052683	CLARION, PA	MCDONNELL/DOU	DC-10-40	NONE	278
5094	747JR	101583	WOODLAND, CA	BOEING	A75N1	NONE	82
5094	68604	101583	WOODLAND, CA	CESSNA	152II	NONE	80
5095	1356P	020483	MILWAUKEE, WI	EMBRAER	EMB-110	NONE	324
5096	2773	122983	OAKLAND, CA	BOEING	707-123B	NONE	90
5097	5444X	110883	CAMERON, LA	SIKORSKY	S76A	NONE	192

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5098	5HK	062383	GRACEVILLE, MN	BEECHCRAFT	H-35	NONE	210
5099	2082Y	123183	TRENTON, NE	PIPER	PA-28RT-20	NONE	242
5100	9701F	070783	ANCHORAGE, AK	FAIRCHILD	C-82A	NONE	36
5101	9196U	102383	MOBILE, AL	CESSNA	150M	NONE	50
5102	4433M	101883	ANCHORAGE, AK	PIPER	PA-12	NONE	42
5103	4717U	062083	CHICAGO, IL	BOEING	B-747	NONE	162
5103	808FT	062083	CHICAGO, IL	BOEING	B-747	NONE	164
5104	4PN	020983	WILKES BARRE, PA	GATES LEARJE	LR-25	NONE	274
5105	103AA	120783	NEWARK, NJ	MCDONNELL DO	DC-10-10	NONE	244
5106	6178X	050683	YOUNGSTOWN, OH	AERO COMMAND	500B	NONE	262
5107	6791Y	051383	BOSTON, MA	CESSNA	402C	NONE	194
5108	31013	052483	ST. LOUIS, MO	LOCKHEED	L-1011-385	NONE	216
5109	234BV	060183	MEKORYUK, AK	BOEING VERTO	234ER	NONE	32
5110	9244V	072883	ST.SIMONSISLAND, GA	MOONEY	M20C	NONE	148
5111	301WA	092583	ORLANDO, FL	PIPER	PA-32R-300	NONE	126
5112	203EA	110683	MIAMI, FL	AIRBUS INDUS	A300B4-2C	NONE	136
5113	61125	112883	JACKSONVILLE, FL	CESSNA	182-RG	NONE	138
5114	8090U	072083	CHICAGO, IL	DOUGLAS	DC-8-71	NONE	168
5115	69NA	082183	NORFOLK, VA, VA	DOUGLAS	DC-10-10	NONE	310
5116	7032W	092383	VERNA, FL	PIPER	PA 28-180	NONE	124
5117	61NA	121483	WEST PALM BEACH, FL	DOUGLAS	DC-10-10	MINOR	140
5118	605TW	110283	SAN FRANCISCO, CA	BOEING	767	NONE	88
5119	609UA	081983	DENVER, CO	BOEING	767	NONE	96
5120	914CL	121483	CHICAGO, IL	MCDONNELL DO	DC-8-61	NONE	178
5121	8123V	071983	MECHANICVILLE, NY	CESSNA	172XP	NONE	256

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5122	9664	011683	LOS ANGELES, CA	BOEING	747-123	NONE	58
5123	68043	060483	YUMA, AZ	MCDONALD DOU	DC-10-10	SERIOUS	56
5124	50RP	092083	BOSTON, MA	DEHAVILLAND	DHC-6	NONE	196
5125	773FT	041683	DFW AIRPORT, TX	DOUGLAS	DC-8-63F	NONE	296
5126	436EX	111083	ST. LOUIS, MO	BOEING	727-15C	NONE	224
5127	123AA	101283	ATLANTIC OCEAN, AO	MCDONNELL-DO	DC-10-10	MINOR	52
5128	200DT	031683	KANSAS CITY, KS	AERO COMMAND	680W	NONE	182
5129	73100	020983	KIVALINA, AK	CESSNA	207A	NONE	10
5130	3593D	030183	E. CAMERON, GM	AEROSPATIALE	AS-350D	NONE	150
5131	2052J	082783	PALM BEACH, FL	SEMCO CHALLE	SEM 182	MINOR	118
5132	6208Q	093083	FRANKFORT, IL	CESSNA	401A	NONE	174
5133	8200Q	011083	ST. LOUIS, MO	CESSNA	402B	NONE	212
5134	26288	102883	MIDDLETOWN, PA	SHORT	SD3-30	FATAL	280
5135	9196S	091283	POTOMAC, MD	BEECHCRAFT	B-24R	NONE	200
5138	323EA	031883	LOS ANGELES, CA	LOCKHEED	L-1011	NONE	64
5138	9VSQQ	031883	LOS ANGELES, CA	BOEING	747	NONE	62
6000	J8151	121983	ANCHORAGE, AK	BOEING	747-200F	SERIOUS	44
6001	CGPJX	080583	BAXTER STATE PK, ME	PIPER	PA 28 181	SERIOUS	202
6002	CGQNM	080183	NAUBINWAY, MI	CESSNA	172	NONE	204
6003	CGRFV	012783	MINERSVILLE, UT	CESSNA	T210N	FATAL	302
6004	CGBOA	041783	ST. MARYS, GA	PIPER	PA-28	NONE	144
6005	CFACV	080683	SHELTON, WA	PIETONPOL-IM	AIRCAMPER	FATAL	320
6006	CGNHL	022183	ZEPHYRHILLS, FL	CESSNA	182	MINOR	108
6007	CGQYP	031783	MANSFIELD, OH	PIPER	PA24-260	SERIOUS	260
6008	CGYCY	040183	JEKYLL ISLAND, GA	CESSNA	172N	NONE	142

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6009	CGPZP	053183	VENETIE, AK	CESSNA	TU206	MINOR	30
6010	C1985	071883	CANANDAIGUA, NY	EASY RISER	1	FATAL	254
6011	YS17C	090683	GREEN CANYON172, GM	BRITISH AIRC	BAC 1-11	SERIOUS	154
6012	CGOEL	092483	BURLINGTON, VT	MOONEY	M20F	FATAL	316
6013	CFWQV	080583	BAY CITY, MI	PIPER	PA-28-180D	FATAL	206
6014	CFTGG	073083	MINOT, ND	CESSNA	305A	NONE	238
6015	CFGNB	082883	BABB, MT	PIPER	PA-11-90	NONE	226
6016	CGGHP	080183	ELKIN, NC	BEECH	F35	FATAL	234
6017	CGCGA	122183	HUMBOLT, NV	CESSNA	182E	FATAL	252
6018	YV323	100783	WEST PALM BEACH, FL	SIKORSKY	S-61N	SERIOUS	128
6019	CFTNJ	112483	CHARLESTON, SC	LOCKHEED	L-1011	SERIOUS	286
6020	HI242	061083	SAN JUAN, PR	BOEING	727-200	SERIOUS	282
6021	IRAID	080683	OSHKOSH, WI	SIAI-MARCHET	F.260C	FATAL	330
6022	CGAYW	080583	OSHKOSH, WI	ZENAIR	CRICKET MC	MINOR	328
6023	TGSAB	011683	BAY CITY, TX	DOUGLAS	DC-3	MINOR	292
6024	CFTLU	060283	COVINGTON, KY	DOUGLAS	DC-9-32	FATAL	188
6025	CGAEX	060283	WARREN, VT	GRUMMAN	AA-5A	NONE	314

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 18 OF 1983 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5021 1/13/83 NEAR CORDOVA,AK A/C Reg. No. N2660S Time (Lcl) - 1230 AST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -PUBLIC USE
Flight Conducted Under -PUBLIC USE
Incident Occurred During -LANDING

Aircraft Damage
MINOR
Fire
NONE

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

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

Make/Model - CESSNA 185
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 360/040 KTS

Visibility - 3.000 SM

Lowest Sky/Clouds - 200 FT SCATTERED

Lowest Ceiling - 800 FT OVERCAST

Obstructions to Vision- BLOWING SNOW

Precipitation - SNOW GRAINS

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CAPE YAKATAGA,AK

Destination

CORDOVA,AK

Airport Proximity

UNK/NR

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,SE SEA

Age - 42

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 9473

Make/Model- 4200

Instrument- 65

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 118

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT ENCOUNTERED DETERIORATING WX CONDITIONS AND RECEIVED MINOR DAMAGE DURING A PRECAUTIONARY LANDING IN WHITEOUT CONDITIONS. A SIGMET WAS IN EFFECT.

Brief of Incident (Continued)

File No. - 5021

1/13/83

NEAR CORDOVA, AK

A/C Reg. No. N2660S

Time (Lcl) - 1230 AST

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
 3. WEATHER CONDITION - LOW CEILING
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. WEATHER CONDITION - SNOW
 6. WEATHER CONDITION - TURBULENCE
 7. WEATHER CONDITION - WHITEOUT
 8. WEATHER CONDITION - WINDSHEAR
 9. TERRAIN CONDITION - NONE SUITABLE
-

----Probable Cause----

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

Factor(s) relating to this incident is/are finding(s) 1,3,4,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5031

1/18/83

QUZINKIE,AK

A/C Reg. No. N8385G

Time (Lcl) - 1500 AST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-ISLAND AIR SERVICE	MINOR		Fatal	0	Serious	0	Injuries Minor	0	None	1
Type of Operation	-NON SCHED,DOMESTIC,PAX/CARGO	Fire		Crew	0		0		0		1
Flight Conducted Under	-14 CFR 135	NONE		Pass	0		0		0		2
Incident Occurred During	-LANDING										

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

Make/Model	- PIPER PA32-301	Eng Make/Model	- LYCOMING IO-540	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	KODIAK,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	QUZINKIE	QUZINKIE
Wind Dir/Speed- 220/015 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 2500/ 75
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - ICE COVERED
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 1750	Last 24 Hrs - 1
SE LAND,ME LAND,SE SEA	Months Since - 4	Make/Model- 500	Last 30 Days- 50
	Aircraft Type - PA32301	Instrument- 102	Last 90 Days- 150
		Multi-Eng - 315	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL THE ACFT STRUCK A SNOW BERM ON THE RUNWAY CAUSING THE NOSE GEAR TO FAIL.

Brief of Incident (Continued)

File No. - 5031

1/18/83

QUZINKIE,AK

A/C Reg. No. N8385G

Time (Lcl) - 1500 AST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5058 2/06/83 ST. PAUL ISLAND, AK A/C Reg. No. N456JA Time (Lcl) - 1830 AST

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC		Aircraft Damage	Injuries			
Type of Operation	-BUSINESS	MINOR	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91D	Fire	Crew 0	0	0	3
Incident Occurred During	-LANDING - ROLL	NONE	Pass 0	0	0	0

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

Make/Model	- GATES LEAR JET LR24DXR	Eng Make/Model	- GE CJ610-6	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 13500	Engine Type	- TURBOJET		
No. of Seats	- 8	Rated Power	- 2950 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NWS	ON AIRPORT	
Method	- ACFT RADIO		
Completeness	- PARTIAL, LMTD BY FCSTR	Airport Data	
Basic Weather	- VMC	ST. PAUL ISLAND	
Wind Dir/Speed	- 090/018 KTS	Runway Ident	- 36
Visibility	- UNK/NR	Runway Lth/Wid	- 5075/ 150
Lowest Sky/Clouds	- UNK/NR	Runway Surface	- ICE
Lowest Ceiling	- 1000 FT BROKEN	Runway Status	- ICE COVERED
Obstructions to Vision	- NONE		SNOW - DRY
Precipitation	- NONE		
Condition of Light	- DUSK		

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

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 14000	Last 24 Hrs - UNK/NR
SE LAND, ME LAND, SE SEA	Months Since - 6	Make/Model - 1000	Last 30 Days - UNK/NR
	Aircraft Type - LR24DXR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON LANDING ROLL OUT THE ACFT SLID TO THE LEFT AND CONTACTED A SNOW BERM CAUSING THE NOSE LANDING GEAR TO FAIL AFT. THE REPORTED WINDS WERE 90 DEGREES TO THE RIGHT OF THE RUNWAY & THE RUNWAY WAS COVERED WITH ICE.

Brief of Incident (Continued)

File No. - 5058

2/06/83

ST. PAUL ISLAND, AK

A/C Reg. No. N456JA

Time (Lcl) - 1830 AST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5044 2/09/83 KWIGILLINGOK,AK A/C Reg. No. N75551 Time (Lcl) - 1145 AST

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

Type Operating Certificate	COMMUTER	Aircraft Damage		Injuries	
Name of Carrier	-BETHEL VENTURES D/B/A	MINOR		Fatal	Serious
Type of Operation	-SCHEDULED,DOMESTIC,PAX/CARGO	Fire	Crew	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0
Incident Occurred During	-TAKEOFF			Minor	None
				0	1
				0	1

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

Make/Model	- CESSNA 207A	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - ACFT RADIO	KWIGILLINGOK,AK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	BETHEL,AK	KWIGILLINGOK
Wind Dir/Speed- 070/005 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 20.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 2300/ 35
Lowest Sky/Clouds - UNK/NR	Type of Clearance - UNK/NR	Runway Surface - GRAVEL
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg -	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT	FULL STOP	

-----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 - 1225
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - 207	Make/Model- 232
		Instrument- 54
		Last 30 Days- UNK/NR
		Last 90 Days- 231
		Multi-Eng - 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON TAKEOFF THE RIGHT MAIN LANDING GEAR BROKE THROUGH THE CRUST OF A SNOW DRIFT. THE AIRCRAFT THEN VEEERED TO THE RIGHT INTO A SNOWBANK.

Brief of Incident (Continued)

File No. - 5044

2/09/83

KWIGILLINGOK,AK

A/C Reg. No. N75551

Time (Lc1) - 1145 AST

Occurrence LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - INADEQUATE
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5129

2/09/83

KIVALINA, AK

A/C Reg. No. N73100

Time (Lc1) - 0850 BST

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

Type Operating Certificate	COMMUTER	Aircraft Damage									
Name of Carrier	-CAPE SMYTHE AIR SERVICE	MINOR		Fatal	0	Serious	0	Minor	0	None	1
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire		Crew	0		0		0		5
Flight Conducted Under	-14 CFR 135	NONE		Pass	0		0		0		5
Incident Occurred During	-TAKEOFF										

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

Make/Model	- CESSNA 207A	Eng Make/Model	- CONTINENTAL IO-520F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	KIVALINA, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BARROW, AK	KIVALINA
Wind Dir/Speed - UNK/NR	ATC/Airspace	Runway Ident - 29
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 1980/ 30
Lowest Sky/Clouds - 6500 FT THIN OVC	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - SNOW - DRY
Obstructions to Vision - UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT	FULL STOP	

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 10025	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - 2	Make/Model - 1700	Last 30 Days - 100
HELICOPTER	Aircraft Type - 500	Instrument - 300	Last 90 Days - 350
		Multi-Eng - 7000	Rotorcraft - 26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DEPARTED THE LEFT SIDE OF THE RUNWAY ON ITS TAKEOFF ROLL DUE TO MISTING OR FROSTING OF THE WINDSHIELD REDUCING VISIBILITY. THE PHENOMENON IS COMMON TO THE AREA. THE RWY IS IN POOR CONDITION WITH PRECAUTIONS TO USE THE CENTER ONLY FOR TAKEOFF & LANDING.

Brief of Incident (Continued)

File No. - 5129

2/09/83

KIVALINA,AK

A/C Reg. No. N73100

Time (Lc1) - 0850 BST

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

Finding(s)

1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE
 2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION
 4. JUDGEMENT - POOR - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5022 2/17/83 ANCHORAGE, AK A/C Reg. No. N34938 Time (Lcl) - 1211 AST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
	MINOR	Fatal	Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Incident Occurred During -LANDING					

-----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 - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ANCHORAGE
Wind Dir/Speed- VARIABLE/003 KTS	ATC/Airspace	Runway Ident - 06L
Visibility - 80.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 10600/ 200
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - MACADAM
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 879
SE LAND,SE SEA	Months Since - 9	Last 24 Hrs - 4
	Aircraft Type - M-21	Make/Model- 33
		Last 30 Days- UNK/NR
		Instrument- 65
		Last 90 Days- 200
		Multi-Eng - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS INTENTIONALLY LANDED GEAR UP DUE TO A FAILURE OF THE MAIN LANDING GEAR ACTUATOR BEARING. THE BEARING FAILED DUE TO FATIGUE.

Brief of Incident (Continued)

File No. - 5022

2/17/83

ANCHORAGE, AK

A/C Reg. No. N34938

Time (Lcl) - 1211 AST

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

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FATIGUE
 2. GEAR DOWN AND LOCKED - NOT POSSIBLE - PILOT IN COMMAND
 3. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5023 2/28/83 WASILLA, AK A/C Reg. No. N786JH Time (Lcl) - 1630 AST

----Basic Information----

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

----Aircraft Information----

Make/Model	- CESSNA 172M	Eng Make/Model	- LYCOMING O-320-E2D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 60.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">WASILLA, AK</p> <p>Destination</p> <p style="padding-left: 20px;">ANCHORAGE, AK</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;">UNK/NR</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
--	--	---

----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 - 880
SE LAND, SE SEA	Months Since - 8	Make/Model- 230
	Aircraft Type - UNK/NR	Instrument- 11
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

----Narrative----

ACFT EXPERIENCED FAILURE OF THE LEFT FLAP DURING CLIMBOUT DUE TO WORN PARTS WHICH WERE NOT OBSERVED ON THE PREFLIGHT INSPECTION.

Brief of Incident (Continued)

File No. - 5023

2/28/83

WASILLA, AK

A/C Reg. No. N786JH

Time (Lcl) - 1630 AST

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

Finding(s)

1. FLT CONTROL SYST, WING FLAP CONTROL - WORN
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. FLT CONTROL SYST, WING FLAP CONTROL - BENT
 4. MAINTENANCE, INSPECTION OF AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5066 3/04/83 WASILLA, AK A/C Reg. No. N1840Q Time (Lcl) - 1030 AST

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

Type Operating Certificate	-COMMUTER	Aircraft Damage					
Name of Carrier	-MICHAEL J. OSOLNIK	MINOR		Fatal	0	Injuries	
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	Serious	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	0
Incident Occurred During	-LANDING					None	1
							3

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

Make/Model	- CESSNA 177RG	Eng Make/Model	- LYCOMING IO-360-A1B	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-----

<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 - 050/005 KTS</p> <p>Visibility - UNK/NR</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 - COMPANY (VFR)</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>WASILLA</p> <p>Runway Ident - 05</p> <p>Runway Lth/Wid - 2100/ 90</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - SNOW - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, ATP, CFI</p> <p>SE LAND, ME LAND, SE SEA</p>	<p>Age - 39</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2988</p> <p>Make/Model - 300</p> <p>Instrument - 159</p> <p>Multi-Eng - 38</p> <p>Last 24 Hrs - 6</p> <p>Last 30 Days - UNK/NR</p> <p>Last 90 Days - 179</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT FAILED TO EXTEND THE LANDING GEAR & THE ACFT LANDED UNINTENTIONAL GEAR UP.

Brief of Incident (Continued)

File No. - 5066

3/04/83

WASILLA, AK

A/C Reg. No. N18400

Time (Lc1) - 1030 AST

Occurrence

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CHECKLIST - NOT USED - PILOT IN COMMAND
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5055

3/05/83

BETHEL, AK

A/C Reg. No. N7864F

Time (Lcl) - 2000 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
MINOR

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

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Incident Occurred During -CRUISE

Fire
IN FLIGHT

Crew
Pass

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

Make/Model - CESSNA 401
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6300
No. of Seats - 8

Eng Make/Model - CONTINENTAL TS10-520
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 070/009 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1700 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - SNOW
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
BETHEL
Destination
FAIRBANKS

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BETHEL
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - ICE COVERED

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

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

Age - 29
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - 401

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1454
Last 24 Hrs - 4
Make/Model- 150
Last 30 Days- UNK/NR
Instrument- 10
Last 90 Days- 79
Multi-Eng - 311

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RIGHT ENGINE STARTED EMITTING SPARKS FROM THE COWLING DURING NORMAL CRUISE. THE PILOT NOTED A DROP IN MANIFOLD PRESSURE SO HE REDUCED POWER ON THAT ENGINE AND THE SPARKS STOPPED. THE ACFT WAS LANDED AT BETHEL. THE FIRE DEPT. USED A FIRE EXTINGUISHING AGENT ON THE ENGINE. THE DAMAGE WAS MINOR. INSPECTION OF THE RIGHT ENGINE REVEALED A BROKEN BOLT ON THE EXHAUST CLAMP WHICH SECURED THE EXHAUST PIPE TO THE TURBOCHARGER. THE CLAMP WHICH SECURED THE PIPE TO THE ENGINE NACELLE HAD SLIPPED OFF THE BRACKET. THIS ALLOWED THE PIPE TO SLIP DOWN AND RELEASE HOT EXHAUST GASES INTO THE ENGINE NACELLE. THIS HEATED THE ENGINE EXCESSIVELY AND REMOVED THE WASTE GATE FROM THE OPERATIONAL SYSTEM OF THE ENGINE. THE BROKEN BOLT IS A PART OF THE CLAMP P/N MVT 68637-375M.

Brief of Incident (Continued)

File No. - 5055

3/05/83

BETHEL, AK

A/C Reg. No. N7864F

Time (Lcl) - 2000 AST

Occurrence

FIRE

Phase of Operation

CRUISE - NORMAL

Finding(s)

1. EXHAUST SYSTEM, CLAMP - DISCONNECTED
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. EXHAUST SYSTEM, TURBOCHARGER - IMPROPER
 4. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PNL
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5006

3/19/83

PALMER,AK

A/C Reg. No. N47895

Time (Lcl) - 1147 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -INSTRUCTIONAL

MINOR

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 91

Fire

Crew

0

0

0

2

Incident Occurred During -TAKEOFF

NONE

Pass

0

0

0

1

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

Make/Model - PIPER PA34-200T

Eng Make/Model - CONTINENTAL TSIO 360EB

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 4570

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 200 HP

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

Weather Data

Wx Briefing - FSS

Method - UNK/NR

Completeness - PARTIAL,LMTD BY PILOT

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

ANCHORAGE,AK

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

PALMER

Runway Ident - 15

Runway Lth/Wid - 5000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND,SE SEA

Age - 35

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2905

Last 24 Hrs - 1

Make/Model- 140

Last 30 Days- UNK/NR

Instrument- 314

Last 90 Days- 50

Multi-Eng - 152

Rotorcraft - 1848

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

DURING TOUCH GO LANDING THE STUDENT PILOT PLACED THE LANDINGGEAR HANDLE IN THE UP POLITION WHILE STILL ON THE GROUND, AND IMMEDIATELY PLACED IT IN THE DOWN POSITION. THE GEAR COLLAPSED. THE INSTRUCTOR STATED THAT THE STUDENT APPEARED TO BE FATIGUED.

Brief of Incident (Continued)

File No. - 5006

3/19/83

PALMER, AK

A/C Reg. No. N47895

Time (Lc1) - 1147 AST

Occurrence GEAR COLLAPSED

Phase of Operation TAKEOFF

Finding(s)

1. LANDING GEAR, GEAR LEVER - IMPROPER
2. PROCEDURES/DIRECTIVES - IMPROPER USE OF - DUAL STUDENT
3. PROCEDURES/DIRECTIVES - INATTENTIVE - PILOT IN COMMAND(CFI)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5051 3/28/83 EEK,AK

A/C Reg. No. N6470H

Time (Lc1) - 1530 AST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-SOUTHWEST AIRWAYS, INC.	MINOR						
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	8
Incident Occurred During	-LANDING							

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

Make/Model	- CESSNA C-207A	Eng Make/Model	- LYCOMING IO-540	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	TOGI AK,AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	EEK,AK		EEK	
Wind Dir/Speed	- 050/007 KTS	ATC/Airspace		Runway Ident	- 35
Visibility	- 15.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Lth/Wid	- 1550/ 75
Lowest Sky/Clouds	- 6000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- GRAVEL
Lowest Ceiling	- NONE	Type Apch/Lndg	- STRAIGHT-IN	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3600	Last 24 Hrs - 5
SE LAND,ME LAND,SE SEA	Months Since - 7	Make/Model - 800	Last 30 Days - UNK/NR
	Aircraft Type - C-172	Instrument - 84	Last 90 Days - 150
		Multi-Eng - 150	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL THE LEFT BRAKE DID NOT RESPOND TO THE PILOTS COMMANDS. THE ACFT VEERED OFF THE RIGHT SIDE OF THE RUNWAY. THE AIRCRAFT HAD MAINTENANCE PERFORMED ON THE BRAKES 2 DAYS BEFORE.

Brief of Incident (Continued)

File No. - 5051

3/28/83

EEK,AK

A/C Reg. No. N6470H

Time (Lc1) - 1530 AST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,TOTAL
 2. BRAKES(NORMAL) - NOT MAINTAINED - COMPANY MAINTENANCE PSNL
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5003 4/11/83 OLD HARBOR, AK A/C Reg. No. N732FN Time (Lcl) - 1500 AST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage					
	MINOR		Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Incident Occurred During -TAKEOFF						

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

Make/Model - CESSNA U-206	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES-UNK/NR
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KIAVAK BAY, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KODIAK, AK	OLD HARBOR
Wind Dir/Speed- 230/025 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - WATER - CHOPPY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6112
SE LAND, ME LAND, SE SEA	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - C-206	Make/Model- 3470
		Last 30 Days- 1
		Instrument- 36
		Last 90 Days- 99
		Multi-Eng - 59

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RT WING ROSE DURING THE WATER TAKEOFF & THE LEFT WING STRUCK THE WATER. AFTER IMPACT THE AIRCRAFT SANK. THE PILOT DID NOT RECEIVE A WEATHER BRIEFING & A SIGMENT FOR LOWLEVEL TURBULENCE WAS IN EFFECT.

Brief of Incident (Continued)

File No. - 5003

4/11/83

OLD HARBOR, AK

A/C Reg. No. N732FN

Time (Lc1) - 1500 AST

Occurrence DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5050 4/19/83 MCGRATH, AK A/C Reg. No. N38565 Time (Lcl) - 1405 AST

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

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

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

Make/Model	- PIPER PA-28R-201	Eng Make/Model	- LYCOMING IO-360-CIC6	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2750	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 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	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	MCGRATH, AK		LIME VILLAGE	
Wind Dir/Speed	- VARIABLE	ATC/Airspace		Runway Ident	- 09
Visibility	- 20.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 1500/ 75
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- GRAVEL
Lowest Ceiling	-	Type Apch/Lndg	- NONE	Runway Status	- WET
Obstructions to Vision	- NONE				RUBBER DEPOSITS
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 25	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1222	Last 24 Hrs - 3
SE LAND	Months Since - 1	Make/Model - 18	Last 30 Days - UNK/NR
	Aircraft Type - 8E	Instrument - 72	Last 90 Days - 239
		Multi-Eng - 8	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER 3 ATTEMPTS TO TAKEOFF FROM A MUDDY AIRSTRIIP AND FAILING, THE PILOT OFF-LOADED ONE PASSENGER AND SOME BAGGAGE. ON THE FOURTH TAKEOFF ATTEMPT THE AIRCRAFT GOT AIRBORNE BUT SETTLED BACK TO A SNOW COVERED FROZEN RIVER. THE SNOW SLOWED THE AIRCRAFT AND THE PILOT REDUCED POWER WHILE TRYING TO MAKE A SMALL RIGHT TURN TO AVOID TREES AND THE LEFT MAIN GEAR COLLAPSED.

Brief of Incident (Continued)

File No. - 5050

4/19/83

MCGRATH, AK

A/C Reg. No. N38565

Time (Lcl) - 1405 AST

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

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. TERRAIN CONDITION - WET
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - TREE(S)
 6. TERRAIN CONDITION - SNOW COVERED
 7. TERRAIN CONDITION - ICY
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5068 4/23/83 ANCHORAGE, AK A/C Reg. No. N9824X Time (Lcl) - 1300 AST

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

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

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

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-470-F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TYONEK, AK	
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ICE
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - WET
Obstructions to Vision- NONE		SLUSH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----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 - 10320
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model- 1008
	Aircraft Type - UNK/NR	Instrument- 75
		Multi-Eng - 370
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

LOSS OF POWER CAUSED BY RAGS STUFFED INTO THE ENGINE AIR INDUCTION INTAKE DUCT FORCED THE PILOT TO MAKE AN EMERGENCY LANDING ON A FROZEN LAKE.

Brief of Incident (Continued)

File No. - 5068

4/23/83

ANCHORAGE, AK

A/C Reg. No. N9824X

Time (Lcl) - 1300 AST

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

Finding(s)

1. FUEL SYSTEM, RAM AIR - BLOCKED(PARTIAL)
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6009 5/31/83 VENETIE, AK A/C Reg. No. CGPZP Time (Lcl) - 1400 ADT

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

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

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

Make/Model - CESSNA TU206	Eng Make/Model - CONTINENTAL TSI0-520-M	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FAIRBANKS, AK	TOBIN CREEK
Wind Dir/Speed- 020/015 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 200
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, FOREIGN	Current - YES	Total - 800
SE LAND	Months Since - 11	Make/Model- 750
	Aircraft Type - UNK/NR	Instrument- 8
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT INITIATED HIS TAKEOFF FROM A DOWNHILL, UNI-DIRECTIONAL RWY (RWY 17) WITH A TAIL WIND FROM 020 DEG AT 15 GUSTING 25 KTS. HE STATED THAT HE CLIMB TO AN ALT OF 100 TO 200 FT THEN ENCOUNTERED SEVERE TURBULENCE. SUBSEQUENTLY THE ACFT STRUCK THE GROUND 2 TIMES & IT BEGAN BURNING AFTER 1 OF THE IMPACTS. THE ACFT WAS DESTROYED BY IMPACT, AN INVERTED SLIDE & GROUND FIRE.

Brief of Accident/Incident (Continued)

File No. - 6009

5/31/83

VENETIE, AK

A/C Reg. No. CGPZP

Time (Lc1) - 1400 ADT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - UNFAVORABLE WIND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. 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/incident is/are finding(s) 4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5109 6/01/83 MEKORYUK,AK A/C Reg. No. N234BV Time (Lcl) - 1258 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-BUSINESS	NONE	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91D	Fire	Crew 0	0	0	3
Incident Occurred During	-CLIMB	NONE	Pass 0	0	0	16

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

Make/Model	- BOEING VERTOL 234ER	Eng Make/Model	- LYCOMING AL5512	ELT Installed/Activated	- YES/NO
Landing Gear	- AMPHIBIAN	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 48500	Engine Type	- TURBOSHAFT		
No. of Seats	- 19	Rated Power	- 4075 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - ACFT RADIO</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 290/004 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - 200 FT PART OBS</p> <p>Lowest Ceiling - 300 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>BERING SEA,AK</p> <p>Destination</p> <p>NOME,AK</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - PRECAUTIONARY LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP</p> <p>SE LAND,ME LAND</p> <p>HELICOPTER</p>	<p>Age - 33</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - 234ER</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3990</p> <p>Make/Model- 30</p> <p>Instrument- 161</p> <p>Multi-Eng - 60</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 30</p> <p>Rotorcraft - 3060</p>
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Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

WHILE CLIMBING IN IFR CONDITIONS AFTER TAKEOFF, THE #1 ENG LOST POWER. THE PLT DUMPED FUEL & LANDED ON AN OIL EXPLORATION PLATFORM. WHILE DUMPING FUEL, THE #1 JETTISON SYS OPERATED NORMALLY, BUT THE CIRCUIT BREAKER POPPED ON THE #2 SYS. THE AIRCREW RESET THE CIRCUIT BREAKER & WERE ABLE TO OPEN THE VALVE, BUT THE CIRCUIT BREAKER POPPED AGAIN. THEY WERE ABLE TO CLOSE THE #2 JETTISON VALVE BY HOLDING THE CIRCUIT BREAKER IN. AN INVESTIGATION REVEALED THAT THE LOWER ACCESSORY LEVEL GEAR, PN 2-070-024-01, IN THE #1 ENG, HAD FAILED.

Brief of Incident (Continued)

File No. - 5109

6/01/83

MEKORYUK,AK

A/C Reg. No. N234BV

Time (Lc1) - 1258 ADT

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

Finding(s)

1. ACCESSORY DRIVE ASSY - FAILURE, TOTAL
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. FUEL SYSTEM, FUEL JETTISON SYSTEM - FAILURE, PARTIAL
4. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - FOG

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5015 7/02/83 KING SALMON, AK A/C Reg. No. N284 Time (Lcl) - 1500 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	MINOR					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91D	NONE	Pass	0	0	0	3
Incident Occurred During -TAKEOFF			0	0	0	0

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

Make/Model - DOUGLAS DC-7C	Eng Make/Model - P & W 3350	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 4	Stall Warning System - YES
Max Gross Wt - 129000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	KENAI, AK	KING SALMON
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 30.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8500/ 150
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 5500 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 - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - NO	Total - 13300
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 1500
	Aircraft Type - UNK/NR	Instrument- 180
		Multi-Eng - 8400

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT OVERRAN THE END OF THE RWY WHEN TAKEOFF WAS ABORTED AFTER FAILURE TO ROTATE. NO MECHANICAL DIFFICULTIES WERE NOTED. THE RWY WAS DRY AND ADEQUATE. THE CG WAS AT OR NEAR THE FORWARD LIMIT.

Brief of Incident (Continued)

File No. - 5015

7/02/83

KING SALMON, AK

A/C Reg. No. N284

Time (Lcl) - 1500 ADT

Occurrence OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5100 7/07/83 ANCHORAGE, AK A/C Reg. No. N9701F Time (Lcl) - 0538 ADT

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

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

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

Make/Model - FAIRCHILD C-82A	Eng Make/Model - P & W R2800C-J34	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - NO
Max Gross Wt - 54000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 52	Rated Power - 1800 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	DILLINGHAM, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ANCHORAGE
Wind Dir/Speed- 240/002 KTS	ATC/Airspace	Runway Ident - 06R
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 10897/ 150
Lowest Sky/Clouds - 1900 FT	Type of Clearance - NONE	Runway Surface - MACADAM
Lowest Ceiling - 1900 FT	Type Apch/Lndg - FULL STOP	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 14000
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 8
	Aircraft Type - C-82A	Make/Model- 600
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE MAIN LANDING GEAR COLLAPSED AFTER LANDING. THE NOSE GEAR WAS DOWN & LOCKED WITH A GREEN LIGHT IN THE COCKPIT. THERE WAS NO DOWN & LOCKED LIGHT ILLUMINATED FOR THE MAIN GEAR. EXAMINATION REVEALED SIGNATURES CONSISTENT WITH EXTREME OVERLOAD AS IN ATTEMPTING TO EXTEND GEAR WITH THE ACFT ON THE GROUND. THE CREW HAD TO SEARCH FOR A CHECKLIST IN THE COCKPIT.

Brief of Incident (Continued)

File No. - 5100

7/07/83

ANCHORAGE, AK

A/C Reg. No. N9701F

Time (Lc1) - 0538 ADT

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

Finding(s)

1. LANDING GEAR, MAIN GEAR - OVERLOAD
 2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - PILOT IN COMMAND
 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5045 8/19/83 ANCHORAGE, AK A/C Reg. No. N200VF Time (Lcl) - 1745 ADT

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

Type Operating Certificate	COMMUTER	Aircraft Damage						
		MINOR						
Type of Operation	-TEST FLIGHT	Fire	Crew	Fatal	0	Serious	0	Injuries
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	Minor	0	None
Incident Occurred During	-OTHER							

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

Make/Model	- PIPER PA-31-350	Eng Make/Model	- LYCOMING TIO-540-J2BD	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	Rated Power	- 350 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	KODIAK, AK			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		ANCHORAGE	
Wind Dir/Speed	- 290/004 KTS	ATC/Airspace		Runway Ident	- 06
Visibility	- 90.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 10897/ 150
Lowest Sky/Clouds	- 25000 FT THIN BKN	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- STRAIGHT-IN	Runway Status	- DRY
Obstructions to Vision	- NONE		FULL STOP		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 25	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4083	Last 24 Hrs - 2
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model - 40	Last 30 Days - UNK/NR
	Aircraft Type - PA-31	Instrument - 67	Last 90 Days - 200
		Multi-Eng - 1000	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF AT KODIAK, AK, THE WHEEL & LOWER SHAFT OF THE LEFT STRUT ASSY SEPARATED FROM THE ACFT. THE PLT STATED THAT WHEN HE WAS RETRACTING THE GEAR, HE FELT A BUMP & GOT AN UNSAFE GEAR LIGHT. HE IMMEDIATELY EXTENDED THE GEAR & FLEW BY THE TOWER & WAS INFORMED THAT THE LEFT GEAR APPEARED TO BE MISSING. THE PLT THEN FLEW TO ANCHORAGE WHERE HE COULD LAND ON A FOAMED RWY. HE WAS UNABLE TO RETRACT THE GEAR. BEFORE LANDING, HE SHUT DOWN & SECURED THE LEFT ENG. THE LEFT WING RECEIVED MINOR DAMAGE DURING THE LANDING. AN EXAM OF THE TOP MAIN GEAR BEARING REVEALED THAT 2 OF 4 RETAINING PINS, PN 01821-06, WERE MISSING & THE OTHER 2 WERE SHEARED OFF. AN EXAM OF THE RIGHT MAIN GEAR RETAINING PINS REVEALED THAT 2 HAD CRACKS IN THE NECK REGION. EARLIER ON THE SAME DAY OF THE INCIDENT, THE ACFT HAD AN UNSAFE GEAR INDICATION. MAINTENANCE PERSONNEL HAD INSPECTED, REMOVED, CLEANED, GREASED & REINSTALLED ALL ACTUATING RODS & HAD ADJUSTED THE LEFT GEAR UPLOCK. THE ACFT WAS THEN RELEASED FOR A TEST FLT, ON WHICH, THE INCIDENT OCCURRED.

Brief of Incident (Continued)

File No. - 5045

8/19/83

ANCHORAGE, AK

A/C Reg. No. N200VF

Time (Lc1) - 1745 ADT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL

2. LANDING GEAR, MAIN GEAR - SEPARATION

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT

Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5092 10/07/83 JUNEAU,AK A/C Reg. No. N2808W Time (Lcl) - 1813 PDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				Injuries			
Name of Carrier	-WESTERN AIRLINES	MINOR				Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED,DOMESTIC,PAX/CARGO	Fire	Crew	0	0	0	0	0	7
Flight Conducted Under	-14 CFR 121	IN FLIGHT	Pass	0	0	0	0	0	80
Incident Occurred During	-TAKEOFF								

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

Make/Model	- BOEING 727-247	Eng Make/Model	- P/W JT-8D-15	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 191000	Engine Type	- TURBOJET		
No. of Seats	- 152	Rated Power	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	UNK/NR
Method - IN PERSON	JUNEAU,AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	ANCHORAGE,AK	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - PART OBS	Type of Clearance - SPECIAL IFR	Runway Surface - UNK/NR
Lowest Ceiling - OVERCAST	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)
ATP	Current - YES	Total - 12000
ME LAND	Months Since - 5	Make/Model- 1400
	Aircraft Type - 727	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-----

ACFT DEVELOPED SMOKE IN THE COCKPIT ON TAKEOFF & SUBSEQUENTLY THE SMOKE ABATED. A SECOND EPISODE OCCURRED AT THE TOP OF THE CLIMB. THE RIGHT HAND TAXI LIGHT SWITCH HAD FAILED IN AN OVERHEAT CONDITION & BURNED THE INSULATION FROM AN ADJACENT WIRE.

Brief of Incident (Continued)

File No. - 5092

10/07/83

JUNEAU, AK

A/C Reg. No. N2808W

Time (Lc1) - 1813 PDT

Occurrence LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ELECTRICAL SYSTEM, ELECTRIC SWITCH - BURNED
 2. ELECTRICAL SYSTEM, ELECTRIC WIRING - BURNED
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5102 10/18/83 ANCHORAGE, AK A/C Reg. No. N4433M Time (Lc1) - 1607 ADT

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

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

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

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-320A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1625	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	LAKE HOOD
Wind Dir/Speed- 350/008 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 80
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 154
SE LAND, SE SEA	Months Since - 12	Make/Model- 68
	Aircraft Type - PA-12	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THE FLOATS HAD JUST BEEN REMOVED FROM THE ACFT & THAT HE MADE THIS FLT TO REFAMILIARIZE HIMSELF WITH FLYING IT WITH WHEELS AGAIN. AFTER MAKING ABOUT 10 TOUCH-GO-GO LANDINGS, THE PLT ELECTED TO MAKE A FULL STOP LANDING. HE REPORTED THAT AFTER LANDING, THE ACFT HAD ROLL APRX 300 FT WITH THE TAIL ON THE GROUND WHEN THE MAIN WHEELS FELT LIKE THEY WERE DIGGING IN THE GRAVEL RWY. HE APPLIED POWER & TRIED TO CORRECT THE SITUATION, BUT THE ACFT CONTINUED TO NOSE OVER. IN HIS ACCIDENT REPORT, THE PLT DID NOT INDICATE TO WHAT EXTENT THAT HE USED BRAKING ACTION. THE ACFT WAS EQUIPPED WITH OVER SIZED TIRES. ANOTHER PLT, WHO LANDED AFTER THE MISHAP, REPORTED THAT THE GRAVEL ON THE RWY AFFECTED HIS ACFT BY CAUSING IT TO VEER SLIGHTLY FROM SIDE TO SIDE.

Brief of Incident (Continued)

File No. - 5102

10/18/83

ANCHORAGE, AK

A/C Reg. No. N4433M

Time (Lc1) - 1607 ADT

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6000 12/19/83 ANCHORAGE, AK A/C Reg. No. J8151 Time (Lcl) - 0005 AST

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -JAPAN AIRLINES	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,INTL,CARGO	Fire	Crew 0	0	0	3
Flight Conducted Under -14 CFR 121	NONE	Pass 0	0	0	0
Acc/Inc Occurred During -LANDING		Other 0	1	0	0

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

Make/Model - BOEING 747-200F	Eng Make/Model - P & W JT9D-7Q	ELT Installed/Activated - YES/NO
Landing Gear - UNK/NR	Number Engines - 4	Stall Warning System - YES
Max Gross Wt - 820000	Engine Type - TURBOFAN	
No. of Seats - UNK/NR	Rated Power - 53000 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	TOKYO, JAPAN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	ANCHORAGE INTL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 06R
Visibility - .125 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10897/ 150
Lowest Sky/Clouds - 100 FT	Type of Clearance - IFR	Runway Surface - MACADAM
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 17000
ME LAND	Months Since - 1	Make/Model- 3300
	Aircraft Type - B-747	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 2359 THE LOCAL CONTROLLER CLEARED THE FLT TO LAND ON RWY 6R. AT 0001 THE GROUND CONTROLLER CLEARED A STATE-OPERATED PICK-UP TRUCK ONTO RWY 6R FOR A TAPLEY RUN. THE GROUND CONTROLLER STATED THAT HE REQUESTED CLEARANCE FROM THE LOCAL CONTROLLER TO ALLOW THE TRUCK ON THE RWY. HE WAS NOT AWARE THAT THE B-747 HAD BEEN CLEARED TO LAND. THE LOCAL CONTROLLER WAS BUSY WITH OTHER COMMUNICATIONS & WAS NOT SURE IF HE ACKNOWLEDGED THE REQUEST FROM GROUND CONTROL; HOWEVER, THE GROUND CONTROLLER BELIEVED THE LOCAL CONTROLLER SAID "OKAY." THE ACFT STRUCK THE TRUCK ABOUT 2,000 FT BEYOND THE APPROACH END OF THE RWY WHILE THE ACFT'S MAIN LANDING GEAR WAS ON THE GROUND BUT THE NOSE HAD NOT YET BEEN LOWERED FROM THE LANDING ATTITUDE. THE FLT CREW STATED THAT THEY DID NOT SEE THE TRUCK PRIOR TO THE COLLISION. AT 0013 THE RWY VISUAL RANGE(RVR) WAS 600 FT VARIABLE 800 FT.

Brief of Accident/Incident (Continued)

File No. - 6000

12/19/83

ANCHORAGE, AK

A/C Reg. No. J8151

Time (Lcl) - 0005 AST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - OBSCURATION
5. CONTROL TOWER SERVICE - INADEQUATE - ATC PSNL(LCL/GND/CLNC)
6. OBJECT - VEHICLE

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5070 5/26/83 MUSCLE SHOALS, AL A/C Reg. No. N6935C Time (Lcl) - 1446 CDT

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

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

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

Make/Model - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TS10-360E	ELT Installed/Activated - UNK/NR
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 - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	CULLMAN, AL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MUSCLE SHOALS
Wind Dir/Speed- UNK/NR		Runway Ident - UNK/NR
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
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 - UNK/NR	Total - 11
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 11
		Last 30 Days- 11
		Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RIGHT MAIN LANDING GEAR STRUT FAILED ON LANDING ROLL. THE CAUSE FOR THE FAILURE WAS NOT DETERMINED, THE OWNER WOULD NOT MAKE THE STRUT AVAILABLE FOR TESTING.

Brief of Incident (Continued)

File No. - 5070

5/26/83

MUSCLE SHOALS, AL

A/C Reg. No. N6935C

Time (Lc1) - 1446 CDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDING GEAR, MAIN GEAR STRUT - FAILURE, TOTAL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5040

6/18/83

OZARK,AL

A/C Reg. No. N7515V

Time (Lc1) - 1703 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CESSNA 177RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
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 - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 110/003 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
OZARK,AL
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

BLACKWELL FIELD
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND
HELICOPTER

Age - 31

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - 177 RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1354	Last 24 Hrs	-	3
Make/Model-	59		Last 30 Days-	UNK/NR	
Instrument-	190		Last 90 Days-	20	
Rotorcraft	-	1154			

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHILE IN CRUISE FLIGHT THE ENGINE FAILED TO RESPOND TO THROTTLE MOVEMENT DUE TO THE THROTTLE LINKAGE BEING LOOSE.
FORCED LANDING WAS MADE TO A PASTURE.

Brief of Incident (Continued)

File No. - 5040

6/18/83

OZARK,AL

A/C Reg. No. N7515V

Time (Lc1) - 1703 CDT

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

Finding(s)
1. THROTTLE/POWER LEVER, LINKAGE - LOOSE

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5101

10/23/83

MOBILE,AL

A/C Reg. No. N9196U

Time (Lcl) - 1700 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -INSTRUCTIONAL

MINOR

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 91

Fire

Crew

0

0

0

1

Incident Occurred During -TAXI

NONE

Pass

0

0

0

1

-----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

Wx Briefing - NO RECORD OF BRIEFING

Itinerary

Last Departure Point

Airport Proximity

ON AIRPORT

Method - N/A

PASCAGOULA,AL

Completeness - N/A

Destination

Airport Data

Basic Weather - VMC

MOBILE,AL

BROOKLYN FIELD

Wind Dir/Speed- CALM

Visibility - 15.0 SM

ATC/Airspace

Runway Ident - UNK/NR

Lowest Sky/Clouds - 1500 FT SCATTERED

Type of Flight Plan - NONE

Runway Lth/Wid - UNK/NR

Lowest Ceiling - NONE

Type of Clearance - NONE

Runway Surface - CONCRETE

Obstructions to Vision- NONE

Type Apch/Lndg - UNK/NR

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,CFI

Current - YES

Total - 2355

Last 24 Hrs - 3

SE LAND

Months Since - 2

Make/Model- 1475

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 60

Last 90 Days- 28

Multi-Eng - 168

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A LIGHT POLE WHILE TAXIING. THE INSTRUCTOR PILOT WAS PREOCCUPIED WITH LOCATING A TIE DOWN SPOT.

Brief of Incident (Continued)

File No. - 5101

10/23/83

MOBILE,AL

A/C Reg. No. N9196U

Time (Lcl) - 1700 CDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - UTILITY POLE(MARKED)
2. CLEARANCE - NOT MAINTAINED - FLIGHT INSTRUCTOR(ON GROUND)
3. IMPROPER DECISION, INATTENTIVE - FLIGHT INSTRUCTOR(ON GROUND)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5127 10/12/83 ATLANTIC OCEAN,AO A/C Reg. No. N123AA Time (Lc1) - 0019 EDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage									
Name of Carrier	-AMERICAN AIRLINES, INC.	NONE		Fatal	0	Serious	0	Minor	0	None	13
Type of Operation	-SCHEDULED,INTL,PAX/CARGO	Fire		Crew	0		0		0		13
Flight Conducted Under	-14 CFR 121	NONE		Pass	0		0		13		65
Incident Occurred During	-CRUISE										

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

Make/Model	- MCDONNELL-DOUGLAS DC-10-10	Eng Make/Model	- GENERALELECTR CF6-50A	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES	
Max Gross Wt	- 555000	Engine Type	- TURBOFAN			
No. of Seats	- 345	Rated Power	- 49000 LBS THRUST			

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAN JUAN,PR	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	JAMAICA,NY	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,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
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT ENCOUNTERED MODERATE TO SEVERE TURBULENCE AS IT SEEMED TO PASS THROUGH A CUMULUS CLOUD. RADAR SHOWED NO BUILDUPS & THERE WERE NO SIGMETs OR AIRMETS IN EFFECT.

Brief of Incident (Continued)

File No. - 5127

10/12/83

ATLANTIC OCEAN, AO

A/C Reg. No. N123AA

Time (Lc1) - 0019 EDT

Occurrence

ALTITUDE DEVIATION, UNCONTROLLED

Phase of Operation

CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - TURBULENCE

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5024

5/28/83

LUKE AFB,AZ

A/C Reg. No. N943N

Time (Lcl) - 0839 MST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage									
Name of Carrier	-REPUBLIC AIRLINES, INC.	NONE									
Type of Operation	-SCHEDULED,DOMESTIC,PAX/CARGO	Fire	Crew	Fatal	0	Serious	0	Minor	0	None	5
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	0	0	81		
Incident Occurred During	-LANDING										

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

Make/Model	- DOUGLAS DC-9-31	Eng Make/Model	- P&W JT8D-9	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 108000	Engine Type	- TURBOFAN		
No. of Seats	- 102	Rated Power	- 14500 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	FRESNO,CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	PHOENIX,AZ	LUKE AFB
Wind Dir/Speed- 020/003 KTS	ATC/Airspace	Runway Ident - 03R
Visibility - 30.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9910/ 150
Lowest Sky/Clouds - SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
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 - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 26150
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - DC-9	Make/Model- 5650
		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-----

WHILE DESCENDING THROUGH 31,600 FT THE MASTER CAUTION & THE RIGHT "INLET FUEL PRESSURE LOW" LIGHTS ILLUMINATED. THE FUEL QUANTITY TRANSFER CIRCUIT BREAKER WAS FOUND TRIPPED, & WHEN RESET THE FUEL QUANTITY GAUGES WENT TO ZERO. AN EMERGENCY WAS DECLARED TO ALBUQUERQUE ARTC CENTER & THE FLT WAS VECTORED TO LUKE AFB. THE RIGHT ENG FLAMED OUT AT 24,000 FT & RESTARTED AT 10,000 FT. THE ACFT LANDED AT LUKE AFB WITH BOTH ENGS OPERATING. AFTER BOTH ENGS WERE SHUT DOWN, THE APU CONTINUED TO OPERATE FOR ABOUT 20 MIN BEFORE IT SHUT DOWN DUE TO FUEL EXHAUSTION. 4-5/8 GALS OF FUEL REMAINED ABOARD THE ACFT. THE FLT HAD DEPARTED PHOENIX FOR FRESNO ON 5/27 WITH 15,000 LBS OF FUEL. NO FUEL WAS ADDED AT FRESNO BECAUSE THE FUEL GAUGES READ 15,000 LBS. WITH THE FUEL QUANTITY TRANSFER CIRCUIT BREAKER OUT, THE FUEL GAUGES WILL STAY IN THE POSITION THEY WERE IN WHEN POWER IS LOST; HOWEVER, THE FUEL GAUGES WILL NOT TEST WHEN THE PRESS-TO-TEST BUTTON ON THE INSTRUMENT PANEL IS DEPRESSED. NO MALFUNCTION OF THE ACFT'S FUEL QUANTITY INDICATING SYSTEM WAS FOUND.

Brief of Incident (Continued)

File No. - 5024

5/28/83

LUKE AFB,AZ

A/C Reg. No. N943N

Time (Lc1) - 0839 MST

Occurrence FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ELECTRICAL SYSTEM,CIRCUIT BREAKER - POPPED/TRIPPED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. CHECKLIST - NOT FOLLOWED - COPILOT
5. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - DISABLED
6. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
7. FLUID,FUEL - EXHAUSTION
8. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5123 6/04/83 YUMA,AZ A/C Reg. No. N68043 Time (Lcl) - 2100 MST

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier -CONTINENTAL AIRLINES INC.	NONE		Fatal	0	Serious	1	Minor
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	0	1	0	0	None
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0	0	8
Incident Occurred During -CRUISE							258

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

Make/Model - MCDONALD DOUGLAS DC-10-10	Eng Make/Model - GENERAL ELEC CF6-6D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 430000	Engine Type - TURBOFAN	
No. of Seats - 225	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	UNK/NR
Method - TELETYPE	HOUSTON, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAN DIEGO, CA	
Wind Dir/Speed- 250/002 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 23000
SE LAND	Months Since - 6	Last 24 Hrs - 3
	Aircraft Type - DC10-10	Make/Model- 8000
		Last 30 Days- 9
		Instrument- 1300
		Last 90 Days- 180
		Multi-Eng - 20000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE FLIGHT THE ACFT EXPERIENCED A PITCH EXCURSION UP THEN DOWN WHILE IN AUTOPILOT ON OPERATION. A CRACKED STRAIN GUAGE BRIDGE WIRE WAS FOUND IN THE ELECTRICAL SYSTEM.

Brief of Incident (Continued)

File No. - 5123

6/04/83

YUMA,AZ

A/C Reg. No. N68043

Time (Lcl) - 2100 MST

Occurrence ABRUPT MANEUVER

Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLT CONTROL SYST,ELEVATOR CONTROL - FALSE INDICATION
 2. MAINTENANCE,AAIP/PROGRESSIVE PROGRAM - INADEQUATE - PRODUCTION/DESIGN PSNL
 3. FLT CONTROL SYST,ELEVATOR CONTROL - DETERIORATED
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5122

1/16/83

LOS ANGELES, CA

A/C Reg. No. N9664

Time (Lcl) - 0850 PST

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC

Aircraft Damage

Injuries

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

MINOR
Fire
NONE

Crew
Pass

Fatal
0
0

Serious
0
0

Minor
0
0

None
17
395

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

Make/Model - BOEING 747-123
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 710000
No. of Seats - 495

Eng Make/Model - PRATT WHITNEY JT9D
Number Engines - 4
Engine Type - TURBOFAN
Rated Power - 41000 LBS THRUST

ELT Installed/Activated - NO -N/A
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- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
NEW YORK, NY

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LOS ANGELES
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
ME LAND

Age - 52

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 16800
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 LEFT MAIN LANDING GEAR COLLAPSED WHILE THE ACFT WAS TAXIING FOR TAKEOFF. DISSAMBLY REVEALED THAT THE OUTER CYLINDER WAS SHATTERED & METALLURGICAL EXAMINATION REVEALED ABRASIVE GRINDING & ENVIRONMETALLY ACCELERATED FATIGUE PRIOR TO RAPID FRACTURE.

Brief of Incident (Continued)

File No. - 5122

1/16/83

LOS ANGELES, CA

A/C Reg. No. N9664

Time (Lc1) - 0850 PST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR, MAIN GEAR STRUT - FATIGUE
 2. LANDING GEAR, MAIN GEAR STRUT - FAILURE, TOTAL
 3. LANDING GEAR, MAIN GEAR STRUT - DISINTEGRATED
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5000 1/23/83 SAN DIEGO, CA A/C Reg. No. N602TW Time (Lcl) - 2044 PST

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
	MINOR					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	12
Incident Occurred During - DESCENT			0	0	0	147

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

Make/Model - BOEING 767-231	Eng Make/Model - P & W JT9D-7R4D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - TURBOFAN	
No. of Seats - 196	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ST. LOUIS, MO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LINDBERG
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- NONE	STRAIGHT-IN	
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 48	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 8228
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 127
	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-----

WHILE DESCENDING THRU 12,000 FT APRX 40 MI EAST OF SAN DIEGO, CA, THE LEFT OVERWING EVACUATION SLIDE ANNUNCIATOR LIGHT ILLUMINATED. THE SLIDE SEPARATED FROM THE ACFT APRX 7 MI EAST OF THE ARPT. NO FLT CONTROL PROBLEMS WERE NOTED. INTEGRITY OF THE SYS WAS FOUND TO BE SATISFACTORY. THE EVACUATION SLIDE SQUIB & ACTUATOR HAD NOT BEEN ACTIVATED. THERE WERE INDICATIONS THAT THE INTEGRATOR LOCKING PIN HAD NOT BEEN FULLY SEATED, WHICH ALLOWED THE LATCH SHAFT TO MOVE AFT, THUS ALLOWING THE DOOR LATCHES TO RELEASE. DURING A MODIFICATION ON 1/22/83, THE LATCH ATTACH SCREWS HAD BEEN CHANGED. THIS MODIFICATION REQUIRED UNLATCHING THE LOCK PIN. AMBIGUITIES WERE FOUND IN THE INSTALLATION PROCEDURE FOR THE OFF-WING SLIDE; THE INSTRUCTIONS FAILED TO DESCRIBE THE MODE OF OPERATION WITH RESPECT TO TURNING DIRECTIONS OF THE LATCH-UNLATCH LEVERS. THIS WAS THE 4TH IN-FLT OVERWING SLIDE DEPLOYMENT. AS A RESULT OF THIS INCIDENT, BOEING BEGAN A DESIGN CHANGE OF THE INTEGRATOR MECHANISM. IN THE INTERIM, COMPLIANCE WITH SB 767-25-5 WAS REQUIRED BY 2/15/83.

Brief of Incident (Continued)

File No. - 5000

1/23/83

SAN DIEGO,CA

A/C Reg. No. N602TW

Time (Lc1) - 2044 PST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation DESCENT - NORMAL

Finding(s)

1. MISC EQPT/FURNISHINGS,SLIDES - DEPLOYED INADVERTENTLY
 2. MAINTENANCE - INADEQUATE - PILOT IN COMMAND
 3. PROCEDURE INADEQUATE,CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - MANUFACTURER
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5138 3/18/83 LOS ANGELES, CA A/C Reg. No. 9VSQQ Time (Lcl) - 1945 PST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage									
Name of Carrier	-SINGAPORE AIRLINES, LTD.	MINOR		Fatal	0	Serious	0	Minor	0	None	21
Type of Operation	-SCHEDULED, INTL, PASSENGER	Fire									
Flight Conducted Under	-14 CFR 121	NONE		Crew	0		0		0		354
Incident Occurred During	-TAXI			Pass	0		0		0		

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

Make/Model	- BOEING 747	Eng Make/Model	- P&W JT9D-7A	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 4	Stall Warning System	- UNK/NR
Max Gross Wt	- UNK/NR	Engine Type	- TURBOFAN		
No. of Seats	- UNK/NR	Rated Power	- 46250 LBS THRUST		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	HONOLULU, HI			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		LOS ANGELES INTL	
Wind Dir/Speed	- 250/007 KTS			Runway Ident	- UNK/NR
Visibility	- 20.0 SM	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 3500 FT	Type of Flight Plan	- IFR	Runway Surface	- UNK/NR
Lowest Ceiling	- 3500 FT BROKEN	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- UNK/NR		
Precipitation	- NONE				
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, FOREIGN	Current - YES	Total - 13000	Last 24 Hrs - UNK/NR
ME LAND	Months Since - UNK/NR	Make/Model - 1500	Last 30 Days - UNK/NR
	Aircraft Type - 747	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N323EA WAS STOPPED 44 FT PRIOR TO THE FINAL TURN OFF POINT FOR IT'S GATE ALLOWING THE TAIL TO EXTEND 21 FT BEYOND THE LIMIT LINE. 9VSQQ WAS TAXIING AT "PILOTS DISCRETION" ALONG THE TAXIWAY CENTERLINE WHEN AN ATTEMPT WAS MADE TO PASS BEHIND N323EA AT A 90 DEG RT ANGLE. THE RT WING OF 9VSQQ COLLIDED WITH THE THRUST REVERSER AND TAIL PIPE OF N323EA. THE CREW OF 9VSQQ STATED THEY SAW N323EA, BUT FELT SUFFICIENT CLEARANCE EXISTED BTWN THE TWO ACFT. N323EA'S THRUST REVERSER WAS DESTROYED AND 9VSQQ'S RT WING TIP WAS RIPPED FROM LEADING TO TRAILING EDGE. N323EA HAD STROBE LIGHTS OPERATING WHILE STOPPED ON THE RAMP. THE CAPTAIN OF 9VSQQ WARNED THE FIRST OFFICER JUST PRIOR TO THE COLLISION, "DON'T LOOK AT THE STROBES THEY'LL BLIND YOU."

Brief of Incident (Continued)

File No. - 5138

3/18/83

LOS ANGELES, CA

A/C Reg. No. 9VSQO

Time (Lc1) - 1945 PST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
3. OBJECT - AIRCRAFT PARKED
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5138 3/18/83 LOS ANGELES, CA A/C Reg. No. N323EA Time (Lcl) - 1945 PST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-EASTERN AIRLINES	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	0
Incident Occurred During	-STANDING						15
							198

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

Make/Model	- LOCKHEED L-1011	Eng Make/Model	- ROLLS ROYCE RB-211	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- UNK/NR
Max Gross Wt	- UNK/NR	Engine Type	- TURBOFAN		
No. of Seats	- UNK/NR	Rated Power	- UNK/NR		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	UNK/NR			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	UNK/NR		LOS ANGELES INTL	
Wind Dir/Speed	- 250/007 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 20.0 SM	Type of Flight Plan	- UNK/NR	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 3500 FT	Type of Clearance	- UNK/NR	Runway Surface	- UNK/NR
Lowest Ceiling	- 3500 FT BROKEN	Type Apch/Lndg	- UNK/NR	Runway Status	- UNK/NR
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

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

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N323EA WAS STOPPED 44 FT PRIOR TO THE FINAL TURN OFF POINT FOR IT'S GATE ALLOWING THE TAIL TO EXTEND 21 FT BEYOND THE LIMIT LINE. 9VSQQ WAS TAXIING AT "PILOTS DISCRETION" ALONG THE TAXIWAY CENTERLINE WHEN AN ATTEMPT WAS MADE TO PASS BEHIND N323EA AT A 90 DEG RT ANGLE. THE RT WING OF 9VSQQ COLLIDED WITH THE THRUST REVERSER AND TAIL PIPE OF N323EA. THE CREW OF 9VSQQ STATED THEY SAW N323EA, BUT FELT SUFFICIENT CLEARANCE EXSISTED BTWN THE TWO ACFT. N323EA'S THRUST REVERSER WAS DESTROYED AND 9VSQQ'S RT WING TIP WAS RIPPED FROM LEADING TO TRAILING EDGE. N323EA HAD STROBE LIGHTS OPERATING WHILE STOPPED ON THE RAMP. THE CAPTAIN OF 9VSQQ WARNED THE FIRST OFFICER JUST PRIOR TO THE COLLISION, "DON'T LOOK AT THE STROBES THEY'LL BLIND YOU."

Brief of Incident (Continued)

File No. - 5138

3/18/83

LOS ANGELES, CA

A/C Reg. No. N323EA

Time (Lcl) - 1945 PST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT OF OTHER AIRCRAFT
 3. OBJECT - AIRCRAFT MOVING ON GROUND
 4. CLEARANCE - MISJUDGED - PILOT OF OTHER AIRCRAFT
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5020 5/05/83 HUNTINGTON BEAC,CA A/C Reg. No. N4913G Time (Lcl) - 1830 PDT

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

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

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

Make/Model - CESSNA C-172-N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SANTA ANA,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JOHN WAYNE
Wind Dir/Speed- 270/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 237
SE LAND	Months Since - 11	Last 24 Hrs - 2
	Aircraft Type - 172	Make/Model- 130
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE LEFT AILERON SUSTAINED DAMAG UNDER UNDETERMINED CIRCUMSTANCEA. A NEAR MISS WAS DESCRIBED BY THE PILOT AND COULD NOT BE SUBSTANTIATED BY RADAR.

Brief of Incident (Continued)

File No. - 5020

5/05/83

HUNTINGTON BEAC, CA

A/C Reg. No. N4913G

Time (Lcl) - 1830 PDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5077

6/09/83

FURNACE CREEK, CA

A/C Reg. No. N6488N

Time (Lcl) - 1615 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

MINOR

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA T-210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

Airport Proximity
ON AIRPORT

Airport Data

DEATH VALLEY
Runway Ident - 33
Runway Lth/Wid - 3300/ 70
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND

Age - 42

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT OVERRAN THE RWY WHILE LANDING WITH A TAILWIND COMPONENT & WITH A TEMPERATURE OF 105 DEGREES. THE BRAKES APPEARED TO BE NORMAL.

Brief of Incident (Continued)

File No. - 5077

6/09/83

FURNACE CREEK, CA

A/C Reg. No. N6488N

Time (Lc1) - 1615 PDT

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. WEATHER CONDITION - TAILWIND
 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5085

7/02/83

LOS ANGELES, CA

A/C Reg. No. N88708

Time (Lcl) - 0925 PDT

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

Type Operating Certificate	- AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	- CONTINENTAL AIRLINES INC.	MINOR						
Type of Operation	- SCHEDULED, DOMESTIC, PASSENGER	Fire						
Flight Conducted Under	- 14 CFR 121	NONE						
Incident Occurred During	- LANDING							

		Injuries		
		Fatal	Serious	Minor
Crew	0	0	1	6
Pass	0	0	0	127

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

Make/Model	- BOEING 727-200	Eng Make/Model	- P&W JT89-D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 142000	Engine Type	- TURBOFAN		
No. of Seats	- 134	Rated Power	- 1450 HP		

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

Weather Data		Itinerary		Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point		UNK/NR
Method	- UNK/NR	HOUSTON, TX		
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data
Basic Weather	- VMC	SAME AS ACC/INC		LOS ANGELES INTERNATIONAL
Wind Dir/Speed	- UNK/NR			Runway Ident
Visibility	- 7.0 SM	ATC/Airspace		- UNK/NR
Lowest Sky/Clouds	-	Type of Flight Plan	- IFR	Runway Lth/Wid
Lowest Ceiling	- 2500 FT	Type of Clearance	- IFR	- UNK/NR
Obstructions to Vision	- NONE	Type Apch/Lndg	- UNK/NR	Runway Surface
Precipitation	- NONE			- UNK/NR
Condition of Light	- DAYLIGHT			Runway Status

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

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total	- 14805
SE LAND, ME LAND	Months Since - 1	Make/Model	- 4340
GLIDER	Aircraft Type - 727	Instrument	- 335
		Multi-Eng	- 12780

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAXI INTO THE TERMINAL THE ACFT LEFT WING HIT A PARKED TOW TRUCK BOOM. THE TOW TRUCK WAS NOT AUTHORIZED TO BE PARKED IN THE CLEAR ZONE DUE TO ITS HEIGHT.

Brief of Incident (Continued)

File No. - 5085

7/02/83

LOS ANGELES, CA

A/C Reg. No. N88708

Time (Lc1) - 0925 PDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. PROCEDURES/DIRECTIVES - INADEQUATE - COMPANY/OPERATOR MGMT
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5086 7/12/83 POINT MUGU,CA A/C Reg. No. N827AA Time (Lcl) - 1855 PDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -FLIGHT TRAILS D/B/A AIR R	MINOR	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,DOMESTIC,PAX/CARGO	Fire	Crew 0	0	0	3
Flight Conducted Under -14 CFR 121	IN FLIGHT	Pass 0	0	0	5
Incident Occurred During -CLIMB - TO CRUISE					

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

Make/Model - CONVAIR 440	Eng Make/Model - P & W R-2800-CB16	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 49000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 48	Rated Power - 2500 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	LOS ANGELES,CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SANTA BARBARA,CA	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 13200
SE LAND,ME LAND	Months Since - 8	Make/Model- 800
	Aircraft Type - 440	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-----

AN ENGINE FIRE ERUPTED DURING THE CLIMB TO CRUISE. FOLLOWING AN EMERGENCY LANDING IT WAS DETERMINED THAT THERE WAS A LOOSE PRIMER LINE FITTING AT THE CARBURETOR IN THE AREA OF THE GREATEST FIRE DAMAGE.

Brief of Incident (Continued)

File No. - 5086

7/12/83

POINT MUGU,CA

A/C Reg. No. N827AA

Time (Lc1) - 1855 PDT

Occurrence FIRE
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FUEL SYSTEM,PRIMER SYSTEM - LOOSE
 2. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5018

7/16/83

FULLERTON, CA

A/C Reg. No. N5274C

Time (Lcl) - 1305 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

MINOR

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

Incident Occurred During -LANDING

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

Make/Model - BEECH B-35

Eng Make/Model - CONTINENTAL E185-11

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3200

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 196 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 7.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CORONA, CA

Destination

FULLERTON, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

ON AIRPORT

Airport Data

FULLERTON

Runway Ident - 40

Runway Lth/Wid - 3121/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 39

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - B-35

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1113

Last 24 Hrs - 3

Make/Model- 119

Last 30 Days- UNK/NR

Instrument- 30

Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE GEAR COLLAPSED ON THE LANDING ROLL. GEAR WERE FOUND TO BE DRY. TGE PILOT HAD A GEAR FLAG BUT DOES NOT REMEMBER A GREEN LIGHT.

Brief of Incident (Continued)

File No. - 5018

7/16/83

FULLERTON, CA

A/C Reg. No. N5274C

Time (Lc1) - 1305 PDT

Occurrence COMPLETE GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, PARTIAL
 2. MAINTENANCE, LUBRICATION - NOT PERFORMED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5009 7/17/83 HUNTINGTON BCH.,CA A/C Reg. No. N235UV Time (Lc1) - 2100 PDT

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

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

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

Make/Model	- CESSNA 411	Eng Make/Model	- CONTINENTAL GTS10-520-C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 340 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	THERMAL,CA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	HUNTINGTON BCH,CA	MEADOWLARK	
Wind Dir/Speed	- CALM		Runway Ident	- 90
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid	- 2330/ 36
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- NIGHT(BRIGHT)			

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

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 16075
SE LAND,ME LAND	Months Since - 15	Make/Model	- 510
	Aircraft Type - C411	Instrument	- 100
		Multi-Eng	- 12075
		Last 24 Hrs	- 2
		Last 30 Days	- UNK/NR
		Last 90 Days	- 110

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT INADVERTANTLY LANDED WITH GEAR UP DUE TO THE DISTRACTION OF MAKING A SHORT FIELD LANDING.

Brief of Incident (Continued)

File No. - 5009

7/17/83

HUNTINGTON BCH.,CA

A/C Reg. No. N235UV

Time (Lc1) - 2100 PDT

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

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
2. 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 incident is/are finding(s) 1

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5081 9/27/83 SANTA ANA,CA A/C Reg. No. N302RC Time (Lcl) - 1255 PST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-REPUBLIC AIRLINES INC.	NONE						
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire						
Flight Conducted Under	-14 CFR 121	IN FLIGHT	Crew	Fatal	Injuries			
Incident Occurred During	-TAKEOFF		Pass	0	Serious	Minor	None	
				0	0	0	5	
				0	0	0	74	

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

Make/Model	- MCDONNELL-DOUGLAS DC-9-82	Eng Make/Model	- P&W 1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 140000	Engine Type	- TURBOFAN		
No. of Seats	- 172	Rated Power	- 20850 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	ON AIRPORT	
Method	- IN PERSON		
Completeness	- WEATHER NOT PERTINENT		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 190/015 KTS	JOHN WAYNE	
Visibility	- UNK/NR	Runway Ident	- 19
Lowest Sky/Clouds	- SCATTERED	Runway Lth/Wid	- 5700/ 150
Lowest Ceiling	- NONE	Runway Surface	- ASPHALT
Obstructions to Vision	- NONE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP	Current - YES	Total - 27300	Last 24 Hrs - 5
SE LAND,ME LAND,SE SEA	Months Since - 5	Make/Model- 7300	Last 30 Days- UNK/NR
GLIDER	Aircraft Type - DC-9-82	Instrument- 0	Last 90 Days- 220

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST AFTER TAKEOFF THE LEFT ENGINE FAILED DUE TO A FATIGUE FAILURE OF THE 7 TH STAGE REAR COMPRESSION STATOR ASSEMBLY SEVERAL HOMES UNDER THE FLIGH PATH SUSTAINED FIRE & DEBRIS DAMAGE WHEN ENGINE PARTS DEPARTED THE ACFT. THE ACFT RETURNED TO THE AIRPORT AND LANDED WITHOUT FURTHER INCIDENT.

Brief of Incident (Continued)

File No. - 5081

9/27/83

SANTA ANA, CA

A/C Reg. No. N302RC

Time (Lc1) - 1255 PST

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

Finding(s)

1. COMPRESSOR ASSEMBLY, BLADE - SEPARATION
2. COMPRESSOR ASSEMBLY, BLADE - FATIGUE

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5094

10/15/83

WOODLAND, CA

A/C Reg. No. N68604

Time (Lcl) - 1145 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Incident Occurred During - TAKEOFF

MINOR
Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 340/003 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
VACAVILLE, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

YOL0 CO.
Runway Ident - 34
Runway Lth/Wid - 6000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND

Age - 51

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 10000	Last 24 Hrs	- 4
Make/Model	- 1505	Last 30 Days	- UNK/NR
Instrument	- 400	Last 90 Days	- 183
Multi-Eng	- 4000	Rotorcraft	- 800

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CESSNA 152 WAS PERFORMING A TOUCH AND GO LANDING AND HAD JUST TAKEN OFF WHEN THE BOEING STEARMAN LANDED ON THE LEFT WING AND PROPELLER OF THE CESSNA 152. BOTH ACFT LANDED SUCCESSFULLY AND TAXIED CLEAR OF THE RUNWAY. BOTH ACFT WERE BROADCASTING THEIR INTENTIONS ON MULTI-COM RADIO.

Brief of Incident (Continued)

File No. - 5094

10/15/83

WOODLAND, CA

A/C Reg. No. N68604

Time (Lc1) - 1145 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - CONGESTED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5094 10/15/83 WOODLAND, CA A/C Reg. No. N747JR Time (Lc1) - 1145 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	MINOR	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	3
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Incident Occurred During -LANDING		Other 0	0	0	2

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

Make/Model - BOEING A75N1	Eng Make/Model - CONTINENTAL W670-6A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SACRAMENTO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	YOLO COUNTY
Wind Dir/Speed- 340/003 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1470
SE LAND	Months Since - 7	Make/Model- 151
	Aircraft Type - UNK/NR	Instrument- 54
		Multi-Eng - 320
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CESSNA 152 WAS PERFORMING A TOUCH AND GO LANDNG AND HAD JUST TAKEN OFF WHEN THE BOEING STEARMAN LANDED ON THE LEFT WING AND PROPELLER OF THE CESSNA 152. BOTH ACFT LANDED SUCESSFULLY AND TAXIED CLEAR OF THE RUNWAY. BOTH ACFT WERE BROADCASTING THEIR INTENTIONS ON MULTI-COM RADIO.

Brief of Incident (Continued)

File No. - 5094

10/15/83

WOODLAND, CA

A/C Reg. No. N747JR

Time (Lc1) - 1145 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - CONGESTED
 2. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
 3. ALL AVAILABLE RUNWAY - NOT ISSUED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5084

10/20/83

VAN NUYS,CA

A/C Reg. No. N414JC

Time (Lcl) - 1013 PDT

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

Type Operating Certificate-EXTERNAL LOAD

Aircraft Damage

NONE

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

Incident Occurred During -CLIMB

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

Make/Model - CESSNA 414

Eng Make/Model - CONTINENTAL TS10-520-N

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - NO

Max Gross Wt - 6750

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 7

Rated Power - 620 HP

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- CALMABLE

Visibility - UNK/NR

Lowest Sky/Clouds -

Lowest Ceiling - 8 FT

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

UNK/NR

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 - 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,ATP,CFI

SE LAND,ME LAND

GLIDER

Age - 31

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4305 Last 24 Hrs - 1

Make/Model- 200 Last 30 Days- UNK/NR

Instrument- 185 Last 90 Days- 31

Multi-Eng - 2810

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CLIMB TO CRUISE THE PILOT STATED THE NOSE OF THE ABRUPTLY PITCHED UP. HE PHYSICALLY OVERPOWERED THE FORCES AND LANDED THE ACFT. EXAMINATION OF THE ACFT & SYSTEMS REVEALED NO FAILURES THAT WOULD ACCOUNT FOR THE PITCH UP.

Brief of Incident (Continued)

File No. - 5084

10/20/83

VAN NUYS, CA

A/C Reg. No. N414JC

Time (Lc1) - 1013 PDT

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

Finding(s)

1. UNDETERMINED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5088 10/26/83 SAN FRANCISCO,CA A/C Reg. No. N5KW Time (Lcl) - 1100 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	MINOR					
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Incident Occurred During -TAXI - FROM LANDING			0	0	0	2

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

Make/Model - BEECH 200	Eng Make/Model - P & W PT6A-41	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 12500	Engine Type - TURBOPROP	
No. of Seats - 10	Rated Power - 850 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	PORTLAND,OR	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SAN FRANCISCO INT'L
Wind Dir/Speed- 160/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	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 - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 5769
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 2
GLIDER	Aircraft Type - UNK/NR	Make/Model- 800
		Instrument- 105
		Multi-Eng - 2537
		Last 30 Days- UNK/NR
		Last 90 Days- 63

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAXI AFTER LANDING THE RIGHT WINGTIP HIT A STEEL AWNING SUPPORT.

Brief of Incident (Continued)

File No. - 5088

10/26/83

SAN FRANCISCO, CA

A/C Reg. No. N5KW

Time (Lc1) - 1100 PDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5118 11/02/83 SAN FRANCISCO,CA A/C Reg. No. N605TW Time (Lcl) - 0710 PST

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier -TRANS WORLD AIRLINES, INC	MINOR						
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	0	0	8
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0	0	96
Incident Occurred During -TAXI							

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

Make/Model - BOEING 767	Eng Make/Model - UNKNOWN UNKNOWN	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - UNK/NR	
No. of Seats - UNK/NR	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAN FRANCISCO,CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ST LOUIS,MO	SAN FRANCISCO INT'L
Wind Dir/Speed- 200/007 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 1300 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 4500 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
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)
UNK/NR	Current - YES	Total - UNK/NR
	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) - UNK/NR

-----Narrative-----

DURING PUSHBACK THE RIGHT WINGTIP OF THE BOEING 767 STRUCK THE RUDDER OF A DOUGLAS DC-9 PARKED AT THE ADJACENT GATE. THE B-767 WAS BEING PUSHED BACK BY TWO MECHANICS, ONE ON THETUG & ONE UNDER THE LEFT WING.

Brief of Incident (Continued)

File No. - 5118

11/02/83

SAN FRANCISCO, CA

A/C Reg. No. N605TW

Time (Lc1) - 0710 PST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - PUSHBACK/TOW

Finding(s)

1. OBJECT - AIRCRAFT PARKED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5096

12/29/83

OAKLAND, CA

A/C Reg. No. N2773

Time (Lcl) - 1015 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -NON SCHED,DOMESTIC,PASSENGER

MINOR

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 121

Fire

Crew

0

0

0

7

Incident Occurred During -LANDING

Pass

0

0

0

158

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

Make/Model - BOEING 707-123B

Eng Make/Model - P/W JT3D-1MC6

ELT Installed/Activated - UNK/NR

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 4

Stall Warning System - YES

Max Gross Wt - 258000

Engine Type - TURBOFAN

No. of Seats - 177

Rated Power - UNK/NR

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

Weather Data

Wx Briefing - COMPANY

Method - IN PERSON

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 090/006 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 5000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

INDIANAPOLIS, IN

Destination

OAKLAND, CA

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

METROPOLITAN OAKLAND INT'

Runway Ident - 29

Runway Lth/Wid - 10000/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Age - 53

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

ATP

Current - YES

Total - 14758

Last 24 Hrs - 5

SE LAND

Months Since - 4

Make/Model- UNK/NR

Last 30 Days- 47

Aircraft Type - 707

Instrument- UNK/NR

Last 90 Days- 175

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED A STRONG SHIMMY & VIBRATION ON TAKEOFF WHICH WAS ATTRIBUTED TO DEEP RUTS IN THE SNOW. AFTER LANDING ON DECELERATION THE VIBRATION BECAME SO SEVERE THAT THE PLT STOPPED ON THE RWY CENTERLINE & ORDERED AN EVACUATION. IT WAS DETERMINED THAT THE NOSE GEAR TOWING & STEERING CONNECTING LINK WAS DISCONNECTED FROM THE NOSE STEERING COLLAR WITH THE STEERING QUICK RELEASE PIN INSTALLED IN THE DISCONNECTED LINK PREVENTING CONTINUITY BETWEEN COCKPIT STEERING & THE NOSE WHEELS WHICH WERE ALLOWED FREE PLAY.

Brief of Incident (Continued)

File No. - 5096

12/29/83

OAKLAND,CA

A/C Reg. No. N2773

Time (Lc1) - 1015 PST

Occurrence MISCELLANEOUS/OTHER

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,NOSEWHEEL STEERING - DISCONNECTED
 2. MISCELLANEOUS - NOT PERFORMED - COMPANY MAINTENANCE PSNL
 3. EMERGENCY PROCEDURE - PREMATURE - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5028

3/21/83

DENVER, CO

A/C Reg. No. N7358F

Time (Lc1) - 1604 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

MINOR

Fatal

Injuries

Serious

Minor

None

Type of Operation -SCHEDULED, DOMESTIC, PASSENGER

Fire

Crew

0

0

0

5

Flight Conducted Under -14 CFR 121

NONE

Pass

0

0

0

77

Incident Occurred During -TAKEOFF

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

Make/Model - BOEING 737-200

Eng Make/Model - P&W JT-8D-17

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 117500

Engine Type - TURBOJET

No. of Seats - 106

Rated Power - 16000 LBS THRUST

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

Weather Data

Wx Briefing - COMPANY

Method - IN PERSON

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 120/008 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

ATLANTA, GA

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

ON AIRPORT

Airport Data

STAPLETON INT'L

Runway Ident - 17R

Runway Lth/Wid - 12000/ 200

Runway Surface - CONCRETE

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

Age - UNK/NR

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - B-737

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-----

DURING TAKEOFF THE INBOARD LEFT MAIN LANDING GEAR TIRE & WHEEL DEPARTED THE ACFT. THE FLIGHT RETURNED AND LANDED WITHOUT FURTHER INCIDENT. EXAMINATION OF THE WHEEL RIM REVEALED MULTIPLE FATIGUE CRACKS IN THE RIM.

Brief of Incident (Continued)

File No. - 5028

3/21/83

DENVER, CO

A/C Reg. No. N7358F

Time (Lc1) - 1604 MST

Occurrence

OTHER GEAR COLLAPSED

Phase of Operation

TAKEOFF - INITIAL CLIMB

Finding(s)

1. LANDING GEAR, WHEEL - CRACKED
 2. LANDING GEAR, WHEEL - FATIGUE
 3. LANDING GEAR, WHEEL - LOSS, TOTAL
 4. LANDING GEAR, TIRE - FAILURE, TOTAL
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5060 5/23/83 COLORADO SPRING,CO A/C Reg. No. N840TW Time (Lcl) - 1545 MDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage									
Name of Carrier	-TRANS WORLD AIRLINES, INC	MINOR									
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	Serious	0	Minor	0	None	7
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	0	18			
Incident Occurred During	-TAXI										

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

Make/Model	- BOEING 727-31H	Eng Make/Model	- P & W JT8D-7B	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES	
Max Gross Wt	- 142000	Engine Type	- TURBOFAN			
No. of Seats	- 134	Rated Power	- 15000 LBS THRUST			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NWS	Last Departure Point		UNK/NR	
Method	- IN PERSON	COLORADO SPRING,CO			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	UNK/NR			
Wind Dir/Speed	- 180/010 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- UNK/NR	Type of Flight Plan	- IFR	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- IFR	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 - 45	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 12000	Last 24 Hrs - 6
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model - 400	Last 30 Days - UNK/NR
	Aircraft Type - 727	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

WHILE STARTING TO TAXI FROM THE GATE FOR DEPARTURE, THE ACFTSTRUCK THE JETWAY WITH THE LEFT WING. THE CAPTIAN STATED THAT HE WAS FOLLOWING THE GROUND GUIDE. THE GROUND GUIDE STATED THAT THIS WAS THE FIRST TIME HE HAD GUIDED AN ACFT & HE HAD NEVER RECIEVED ANY TRAINING.

Brief of Incident (Continued)

File No. - 5060

5/23/83

COLORADO SPRING, CO

A/C Reg. No. N840TW

Time (Lc1) - 1545 MDT

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

Finding(s)

1. VISUAL LOOKOUT - DISREGARDED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, IMPROPER TRAINING - GROUND PERSONNEL
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE - GROUND PERSONNEL
5. IMPROPER USE OF PROCEDURE, EXPERIENCE - GROUND PERSONNEL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5119 8/19/83 DENVER, CO A/C Reg. No. N609UA Time (Lc1) - 1820 MDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -UNITED AIRLINES	NONE	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew 0	0	0	8
Flight Conducted Under -14 CFR 121	NONE	Pass 0	0	0	197
Incident Occurred During -DESCENT					

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

Make/Model - BOEING 767	Eng Make/Model - P&W JT9D-7R4	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 302000	Engine Type - TURBOFAN	
No. of Seats - 197	Rated Power - 24000 LBS THRUST	

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

<p>Weather Data</p> <p>Wx Briefing - COMPANY</p> <p>Method - TELETYPE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 160/009 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - 7500 FT SCATTERED</p> <p>Lowest Ceiling - 25000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point LOS ANGELES,CA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - SPECIAL IFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - SNOW - CRUSTED</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,ATP</p> <p>ME LAND,SE SEA</p>	<p>Age - 55</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - UNK/NR</p> <p>Make/Model- 358</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DESCENDING FROM FL 410 WITH THE THROTTLES AT IDLE. AS POWER WAS ADDED AT FL 295 THE LEFT ENG SURGED & EXCEEDED MAX EGT. 18 SECS LATER THE RIGHT ENG SURGED & EXCEEDED ITS MAX EGT. THE LEFT & RIGHT ENGS WERE SHUT DOWN AT FL 200 & 177 RESPECTIVELY. THE ENGS WERE SUCCESSFULLY RESTARTED ABOUT FL 150. THE INABILITY OF THE ENGS TO ACCELERATE AFTER THE MANUALLY INDUCED SURGE WAS DUE TO CONTAMINATED FUEL NOZZLES WHICH SIGNIFICANTLY REDUCED COMBUSTION CHAMBER EFFICIENCIES & WHICH RESULTED IN A SUBIDLE STALL.

Brief of Incident (Continued)

File No. - 5119

8/19/83

DENVER, CO

A/C Reg. No. N609UA

Time (Lcl) - 1820 MDT

Occurrence: LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation DESCENT - NORMAL

Finding(s)

1. FUEL SYSTEM, NOZZLE - CONTAMINATION
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5090 10/18/83 PUEBLO, CO A/C Reg. No. N70634 Time (Lcl) - 2015 MDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-UNITED AIRLINES INC.	NONE					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire					
Flight Conducted Under	-14 CFR 121	NONE	Crew	0	0	0	7
Incident Occurred During	-CLIMB		Pass	0	0	0	0

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

Make/Model	- BOEING 727-222	Eng Make/Model	- P&W JT8-D15	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 142000	Engine Type	- TURBOJET		
No. of Seats	- 147	Rated Power	- 15000 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	DENVER, CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	WICHITA, KS	
Wind Dir/Speed - 060/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 16000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - UNK/NR
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED AN UNCONTROLLED ALTITUDE DEVIATION AS A RESULT OF ENCOUNTERING CAT AT 27000 FT. IT CLIMBED AT 6000 FPM TO 3200 FT. THE ACFT WAS 40 TO 50 MILES NORTH & SLIGHTLY BELOW THE JET CORE. NO TURBULENCE WAS FORECAST.

Brief of Incident (Continued)

File No. - 5090

10/18/83

PUEBLO, CO

A/C Reg. No. N70634

Time (Lc1) - 2015 MDT

Occurrence ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - TURBULENCE, CLEAR AIR
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5043 11/09/83 DENVER, CO A/C Reg. No. N3512T Time (Lcl) - 0940 MST

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage							
Name of Carrier -CONTINENTAL AIRLINES	NONE	Fatal	0	Serious	0	Minor	0	None
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	0	0	5
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0	0	0	48
Incident Occurred During -LANDING								

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

Make/Model - MCDONNELL DOUGLAS DC-9-32	Eng Make/Model - P & W JT8D-15	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES	
Max Gross Wt - 109000	Engine Type - TURBOJET		
No. of Seats - 116	Rated Power - 15500 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	HOUSTON, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	STAPLETON INTERNATIONAL
Wind Dir/Speed- VARIABLE/008 KTS	ATC/Airspace	Runway Ident - 26R
Visibility - 40.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7926/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - SLUSH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 11000
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - DC-9	Make/Model- UNK/NR
		Last 30 Days- 66
		Instrument- UNK/NR
		Last 90 Days- 247
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

APPROACHING FROM THE EAST THERE ARE 4 PARALLEL "STRIPS" AT THE ARPT. FROM L TO R THEY ARE RWY 26L, TAXIWAY "CHARLIE" RWY 26R & RWY 25. RWY 26L & TAXIWAY CHARLIE ARE THE SAME LENGTH. ALL 4 ARE CONCRETE COVERED. THE FLT WAS CLEARED TO LAND ON RWY 26R. RWY 26L WAS BEING USED FOR INSTRUMENT APPROACHES. ABOUT 2 INCHES OF SNOW HAD FALLEN THE PREVIOUS NIGHT. SNOW REMOVAL EQUIP'T HAD CLEARED RWY 26L, RWY 26R & TAXIWAY CHARLIE BUT ALL RWYS & TAXIWAYS WERE 60-75% COVERED WITH UP TO 1/8 INCH OF MELTING SLUSH. THE CREW STATED THEY SAW WHAT APPEARED TO THEM TO BE 3 SNOW PLOWED RWYS AHEAD OF THEM: RWY 26L, 26R & 25. THEY LANDED ON THE MIDDLE STRIP. THE 3 "RWYS" THEY SAW WERE IN FACT 26L, TAXIWAY CHARLIE & 26R. THE TAXIWAY THEY HAD LANDED ON HAS A LOAD BEARING WEIGHT OF 700,000 LBS. THE RWY LIGHTS, TAXIWAY LIGHTS & ALL LIGHTING ASSOCIATED WITH THE RWYS & THE APPROACH, WITH THE EXCEPTION OF RWY 26R VASI LIGHTS, HAD BEEN TURNED OFF. THE CREW AGREED DURING FINAL THAT THEY WERE LINED UP WITH RWY 26R & COMMENTED THAT THE GLARE WAS "...REAL BAD..."

Brief of Incident (Continued)

File No. - 5043

11/09/83

DENVER, CO

A/C Reg. No. N3512T

Time (Lcl) - 0940 MST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
4. AIRPORT FACILITIES, INSTRUMENT APPROACH LIGHTS - NOT OPERATING
5. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
6. AIRPORT FACILITIES, TAXIWAY CONDITION - SNOW COVERED
7. AIRPORT FACILITIES, TAXIWAY CONDITION - SLUSH COVERED
8. AIRPORT FACILITIES, TAXIWAY LIGHTING - NOT OPERATING
9. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
10. IMPROPER DECISION, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

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

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

Factor(s) relating to this incident is/are finding(s) 1,2,3,4,5,6,7,8,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5072 12/09/83 DENVER, CO

A/C Reg. No. N613UA

Time (Lcl) - 1008 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -SCHEDULED, DOMESTIC, PASSENGER

NONE

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 121

NONE

Crew

0

0

0

7

Incident Occurred During -TAKEOFF

Pass

0

0

0

6

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

Make/Model - BOEING 767

Eng Make/Model - UN UN

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 350000

Engine Type - TURBOFAN

No. of Seats - UNK/NR

Rated Power - UNK/NR

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

Weather Data

Itinerary

Airport Proximity

Wx Briefing - COMPANY

Last Departure Point

ON AIRPORT

Method - IN PERSON

SAME AS ACC/INC

Completeness - WEATHER NOT PERTINENT

Destination

Airport Data

Basic Weather - VMC

SAN FRANCISCO, CA

STAPLETON INT'L

Wind Dir/Speed- 360/005 KTS

ATC/Airspace

Runway Ident - UNK/NR

Visibility - UNK/NR

Lowest Sky/Clouds - 25000 FT THIN OVC

Type of Flight Plan - IFR

Runway Lth/Wid - UNK/NR

Lowest Ceiling - NONE

Type of Clearance - IFR

Runway Surface - CONCRETE

Obstructions to Vision- NONE

Type Apch/Lndg - NONE

Runway Status - DRY

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)

ATP

Current - YES

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 - 767

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON TAKEOFF ROLL THE NO 3 WHEEL ON THE RIGHT MAIN LANDING GEAR FELL OFF THE ACFT. THE ACFT RETURNED AND LANDED WITHOUT FURTHER INCIDENT. THE WHEEL BEARING WAS FOUND FAILED DUE TO COSMOLINE CONTAMINATION.

Brief of Incident (Continued)

File No. - 5072

12/09/83

DENVER, CO

A/C Reg. No. N613UA

Time (Lcl) - 1008 MST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, WHEEL - FAILURE, TOTAL
 2. LANDING GEAR, WHEEL - CONTAMINATION
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5078

10/17/83

WASHINGTON, DC

A/C Reg. No. N2111J

Time (Lcl) - 1036 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

MINOR

Fatal

Injuries

Serious

Minor

None

Type of Operation -SCHEDULED, DOMESTIC, PASSENGER

Fire

Crew

0

0

0

4

Flight Conducted Under -14 CFR 121

NONE

Pass

0

0

0

47

Incident Occurred During -TAKEOFF

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

Make/Model - BAC 1-11/204/AF

Eng Make/Model - ROLLS ROYCE SPEY 506-14C

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - UNK/NR

Engine Type - TURBOJET

No. of Seats - 74

Rated Power - UNK/NR

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

Weather Data

Wx Briefing - COMPANY

Method - IN PERSON

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 180/001 KTS

Visibility - 9.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

UNK/NR

Destination

PROVIDENCE, RI

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

WASHINGTON INT'L

Runway Ident - 33

Runway Lth/Wid - 5212/ 200

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND

Age - 49

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - 200

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 17100

Last 24 Hrs - UNK/NR

Make/Model- 4700

Last 30 Days- UNK/NR

Instrument- 0

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON INITIAL CLIMB BUT THE FOWARD RIGHT GALLEY SERVICE DOOR BLEW OPEN FOR UNDETERMINED REASONS. THE ACFT RETURNED AND LANDED WITHOUT FURTHER INCIDENT. THE DOOR WARNING LIGHT DID NOT COME ON.

Brief of Incident (Continued)

File No. - 5078

10/17/83

WASHINGTON,DC

A/C Reg. No. N2111J

Time (Lc1) - 1036 EDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. DOOR,ENTRANCE STAIR - OPEN
2. WARNING SYSTEM(OTHER) - FAILURE,PARTIAL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5048 2/15/83 MIAMI, FL A/C Reg. No. N8831E Time (Lcl) - 2029 EST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-EASTERN AIRLINES	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	7
Incident Occurred During	-LANDING			0	0	0	67

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

Make/Model	- BOEING B-727-200	Eng Make/Model	- P & W JT8D-7	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 172700	Engine Type	- TURBOFAN		
No. of Seats	- 157	Rated Power	- 14000 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - TELETYPE	WEST PALM BEACH, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	JAMAICA, NY	MIAMI INTERNATIONAL
Wind Dir/Speed- 220/003 KTS	ATC/Airspace	Runway Ident - 09R
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 13002/ 150
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- NONE	STRAIGHT-IN	
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, FLT ENG	Current - YES	Total - 12353
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 3
	Aircraft Type - B-727	Make/Model- 2725
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 143
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING GEAR RETRACTION AFTER TAKEOFF, THE AIRCREW NOTED THAT THE LEFT MAIN LANDING GEAR (MLG) DOOR WARNING LIGHT REMAINED ILLUMINATED. THE LANDING GEAR CONTROL WAS CYCLED, BUT THE CONDITION WAS NOT CORRECTED. ATTEMPTS TO EXTEND THE LEFT MLG WERE ALSO UNSUCCESSFUL. DURING TOWER FLY-BY'S, THE AIRCREW WERE ADVISED THAT THE NOSE & RIGHT MLG WERE DOWN; HOWEVER, THE LEFT MLG WAS ONLY PARTIALLY EXTENDED & THE LEFT MLG DOOR WAS IN AN APRX 45 DEG POSITION. SUBSEQUENTLY A WHEELS UP LANDING WAS MADE. AFTER BEING HOISTED, THE LEFT MLG WAS FOUND HANGING DOWN & WEDGED ON THE DOOR. ALL GEAR WERE EXTENDED & THE ACFT WAS TOWED FROM THE RWY. AN EXAM REVEALED NO DISCREPANCIES EXCEPT THE LEFT MGL DOOR ACTUATOR MOUNTING BOLTS & A SERRATED FITTING WERE LOOSE. THE SYSTEM MALFUNCTION COULD NOT BE DUPLICATED. THE ACFT WAS EQUIPPED WITH AN ORIGINAL PRODUCTION MLG SAFETY BAR TO PREVENT INTERFERENCE BETWEEN THE DOOR & GEAR DURING EMERGENCY EXTENSION WITHOUT HYD PRESSURE. HOWEVER, IT WAS NOT DESIGNED TO WITHSTAND DOOR CLOSING PRESSURES (HYD & AIR).

Brief of Incident (Continued)

File No. - 5048

2/15/83

MIAMI, FL

A/C Reg. No. N8831E

Time (Lcl) - 2029 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - UNDETERMINED
 2. LANDING GEAR, MAIN GEAR - JAMMED
-

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

Finding(s)

3. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6006 2/21/83 ZEPHYRHILLS, FL A/C Reg. No. NCGNHL Time (Lcl) - 1140 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Acc/Inc Occurred During -CLIMB

Aircraft Damage

NONE
Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious	Minor	None
0	1	0
0	3	0

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

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

Eng Make/Model - CONTINENTAL O470
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
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- 110/014 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 12000 FT SCATTERED
Lowest Ceiling - 18000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ZEPHYRHILLS
Destination
WEST PALM BCH.

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ZEPHYRHILLS
Runway Ident - 40
Runway Lth/Wid - 5000/ 150
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 59

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

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

Instrument Rating(s) - NONE

-----Narrative-----

ON INITIAL CLIMB AT ABOUT 250 FT AGL THE ENGINE FAILED. WATER WAS FOUND IN THE GASCOLATOR AND IN THE FUEL TANKS.
A WRINKLED RIDGE WAS FOUND IN THE FUEL TANK BOTTOM WHICH TRAPPED WATER.

Brief of Accident/Incident (Continued)

File No. - 6006

2/21/83

ZEPHYRHILLS, FL

A/C Reg. No. NCGNHL

Time (Lcl) - 1140 EST

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

Finding(s)

1. FUEL SYSTEM, TANK - IMPROPER
2. PROCEDURES/DIRECTIVES - IMPROPER - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM, TANK - WATER

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5013 3/19/83 NEAR TAYLOR, FL A/C Reg. No. 65PB Time (Lcl) - 1245 EST

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

Type Operating Certificate-COMMUTER	Aircraft Damage		Injuries	
Name of Carrier -PROVINCETOWN BOSTON AIRLI	MINOR		Fatal	Serious
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0
Incident Occurred During -CRUISE				Minor
				None
				1
				4

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

Make/Model - CESSNA 402C	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 - 6850	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 10	Rated Power - 325 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	TALLAHASSEE, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	JACKSONVILLE, FL	
Wind Dir/Speed- 270/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- HAZE		
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)
ATP	Current - YES	Total - 3200
SE LAND, ME LAND	Months Since - 5	Make/Model- 600
	Aircraft Type - UNK/NR	Instrument- 25
		Multi-Eng - 1200
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 160

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PROPELLER BLADE SEPARATED DUE TO A FATIGUE FAILURE.

Brief of Incident (Continued)

File No. - 5013

3/19/83

NEAR TAYLOR, FL

A/C Reg. No. 65PB

Time (Lcl) - 1245 EST

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FAILURE, TOTAL
2. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE
3. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION

----Probable Cause-----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5016 4/04/83 NEAR ORLANDO, FL A/C Reg. No. N369XL Time (Lcl) - 2220 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Incident Occurred During -DESCENT

Aircraft Damage
MINOR
Fire
NONE

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

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

Make/Model - GATES LEARJET CORP. 35A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 17000
No. of Seats - 10

Eng Make/Model - GARRETT TFE 731-2
Number Engines - 2
Engine Type - TURBOFAN
Rated Power - 3500 LBS THRUST

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 - UNK/NR
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
LAS CRUCES, NM
Destination
SAME AS ACC/INC

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

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

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 35A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3412 Last 24 Hrs - 3
Make/Model - 2162 Last 30 Days - UNK/NR
Instrument - 118 Last 90 Days - 118
Multi-Eng - 2359

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING DESCENT THE PILOT IN COMMAND MAINTAINED RED LINE AIRSPEED. THE AIRCRAFT THEN ENCOUNTERED CLEAR AIR TURBULENCE, FOLLOWED BY A LOSS OF CONTROL. THE PILOT EXTENDED THE LANDING GEAR TO SLOW THE AIRCRAFT AND REGAIN CONTROL.

Brief of Incident (Continued)

File No. - 5016

4/04/83

NEAR ORLANDO, FL

A/C Reg. No. N369XL

Time (Lc1) - 2220 EST

Occurrence LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - NORMAL
1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. AIRSPEED - EXCEEDED - PILOT IN COMMAND

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

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

Updated AIB 87/02 p. 12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5041

5/05/83

MIAMI, FL

A/C Reg. No. N334EA

Time (Lc1) - 0915 EDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	✓ Aircraft Damage					
Name of Carrier	- EASTERN AIRLINES, INC.	MINOR					
Type of Operation	- SCHEDULED, INTL, PASSENGER	Fire					
Flight Conducted Under	- 14 CFR 121	NONE	Crew	0	0	0	10
Incident Occurred During	- DESCENT		Pass	0	0	0	162

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

Make/Model	- LOCKHEED L-1011	Eng Make/Model	- ROLLS-ROYCE RB-211-22B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 452000	Engine Type	- TURBOFAN		
No. of Seats	- 358	Rated Power	- 41030 LBS THRUST		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		OFF AIRPORT/STRIP	
Method	- IN PERSON	SAME AS ACC/INC			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	NASSAU, BH		MIAMI INTL	
Wind Dir/Speed	- 010/007 KTS			Runway Ident	- 27L
Visibility	- 7.0 SM	ATC/Airspace		Runway Lth/Wid	- 13002/ 150
Lowest Sky/Clouds	- 2300 FT SCATTERED	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 8000 FT BROKEN	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- PRECAUTIONARY LANDING		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 58	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 12045	Last 24 Hrs - UNK/NR
ME LAND	Months Since - 3	Make/Model - 13	Last 30 Days - UNK/NR
	Aircraft Type - L-1011	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DESCENDING THRU 15000 FT INTO NASSAU THE #2 ENG WAS SHUT DOWN DUE TO LOW OIL PRESS. AT 16000 FT RETURNING TO MIAMI THE #3 ENG FLAMED OUT, & 3 MIN LATER THE #1 ENG FLAMED OUT. THE ACFT BEGAN DESCENDING WITHOUT POWER FROM 13000 FT. AT ABOUT 10000 FT THE FLIGHTCREW ANNOUNCED THAT DITCHING WAS IMMINENT. THE #2 ENG WAS RESTARTED AT 4000 FT, & THE ACFT MADE A ONE-ENG LANDING AT MIAMI. ALL O-RING SEALS IN THE MASTER CHIP DETECTOR ASSY'S IN THE ENG LUBRICATION SYSTEM WERE MISSING CAUSING OIL LEAKS IN ALL ENGS. PROPER PROCEDURES TO REMOVE, REINSTALL & INSPECT THE DETECTORS FOR OIL LEAKS WERE AVAILABLE. THE FOREMAN KNEW THAT MECHANICS WERE NOT ROUTINELY REPLACING O-RING SEALS. ACCIDENT WAS 9TH CHIP DETECTOR OCCURRENCE SINCE PROCEDURES WERE REVISED 12/81. FAA AWARE OF PROBLEMS ON EAL ACFT BUT DID NOT ASSIGN SPECIAL SURVEILLANCE PRIORITY TO THEM. ATTENDANTS NOT AWARE OF TIME AVAILABLE TO PREPARE CABIN FOR DITCHING. PAX HAD DIFFICULTY LOCATING & DONNING LIFE VESTS.

Brief of Incident (Continued)

File No. - 5041

5/05/83

MIAMI, FL

A/C Reg. No. N334EA

Time (Lc1) - 0915 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation DESCENT - NORMAL

Finding(s)

1. LUBRICATING SYSTEM,OIL MAGNETIC PLUG - INCORRECT
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - COMPANY MAINTENANCE PSNL
 3. MAINTENANCE,INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
 4. SUPERVISION - INADEQUATE - COMPANY MAINTENANCE PSNL
 5. UNSAFE/HAZARDOUS CONDITION - NOT CORRECTED - COMPANY/OPERATOR MGMT
 6. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
 7. LUBRICATING SYSTEM,OIL MAGNETIC PLUG - LEAK
 8. FLUID,OIL - STARVATION
 9. ACCESSORY DRIVE ASSY,EXTENSION UNIT - OVERTEMPERATURE
 10. ACCESSORY DRIVE ASSY,EXTENSION UNIT - FAILURE,TOTAL
 11. ACCESSORY DRIVE ASSY,EXT SHAFT BEARING - NOT ENGAGED
 12. FUEL SYSTEM,PUMP - DISABLED
 13. FLUID,FUEL - STARVATION
 14. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - FAILURE,TOTAL
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2,3,4,5,7,8,9,10,11,12,13

Factor(s) relating to this incident is/are finding(s) 6,14

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5079

6/25/83

TAMPA, FL

A/C Reg. No. N405EA

Time (Lcl) - 2200 EDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-EASTERN AIRLINES	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	Fatal	0	Serious	0	Injuries
Flight Conducted Under	-14 CFR 121	IN FLIGHT	Pass	0	0	Minor	0	None
Incident Occurred During	-TAXI							5
								72

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

Make/Model	- MCDONNELL DOUGLAS DC-9-51	Eng Make/Model	- P/W JT8D-17	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 122000	Engine Type	- TURBOFAN		
No. of Seats	- UNK/NR	Rated Power	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NWS	OFF AIRPORT/STRIP	
Method	- TELETYPE		
Completeness	- WEATHER NOT PERTINENT	Airport Data	
Basic Weather	- VMC	TAMPA	
Wind Dir/Speed	- CALM	Runway Ident	- N/A
Visibility	- UNK/NR	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 2300 FT THIN BKN	Runway Surface	- N/A
Lowest Ceiling	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

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

Pilot-In-Command	Age - 48	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 9700	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - DC-9	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SMOKE WAS OBSERVED COMING FROM UNDER THE RIGHT REAR LAVATORY DOOR DURING THE TAXI FROM LANDING. THE FIRE WAS NOT CONTAINED WITHIN THE WASTE RECEPTACLE. SOURCE OF THE FIRE COULD NOT BE DETERMINED.

Brief of Incident (Continued)

File No. - 5079

6/25/83

TAMPA, FL

A/C Reg. No. N405EA

Time (Lc1) - 2200 EDT

Occurrence FIRE/EXPLOSION
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. MISC EQPT/FURNISHINGS, LAVATORIES - BURNED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5131 8/27/83 PALM BEACH, FL A/C Reg. No. N2052J Time (Lcl) - 1900 EDT

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

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

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

Make/Model - SEMCO CHALLENGER SEM 182	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - 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	PALM BEACH, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 040/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 16.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - YES	Total - 140
SE LAND	Months Since - 17	Last 24 Hrs - UNK/NR
FREE BALLOON	Aircraft Type - UNK/NR	Make/Model- 65
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE BEING GROUND HANDLED AFTER LANDING A BALLOON CONTACTED HIGH TENSION HIGH VOLTAGE WIRES.

Brief of Incident (Continued)

File No. - 5131

8/27/83

PALM BEACH, FL

A/C Reg. No. N2052J

Time (Lc1) - 1900 EDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation OTHER

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5054 9/01/83 MIAMI, FL A/C Reg. No. YV134 Time (Lcl) - 1100 EDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
		MINOR					
Type of Operation	-SCHEDULED,INTL,PASSENGER	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under	-14 CFR 129	NONE	Pass	0	0	0	13
Incident Occurred During	-APPROACH			0	0	0	188

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

Make/Model	- MCDONNELL DOUGLAS DC-10-30	Eng Make/Model	- N/A	ELT Installed/Activated	- UNK/NR
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- YES
Max Gross Wt	- UNK/NR	Engine Type	- N/A		
No. of Seats	- 268	Rated Power	- N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	CARACAS	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 12000	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 2000	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED THE SEPARATION OF A FLAP VANE WHILE ON FINAL APPROACH TO LAND. 50 INCHES OF THE RIGHT FLAP VANE SEPARATED AND CAUSED SLIGHT DAMAGE TO A PARKED AUTO ON THE STREET BELOW. THE ACFT CONTINUED ON TO AN UNEVENTLY LANDING. THE INCIDENT WAS NOT NOTICED UNTIL A LOCAL RESIDENT CALLED TO REPORT THE FALLEN ARTICLE. ALL DC-10 OPERATORS WERE NOTIFIED BY TELEX OF THE FAILURE DUE TO DELAMINATION OF THE VANE FROM MOISTURE INGESTION. A SKIN REPAIR HAD BEEN MADE IN THIS CASE AND A COLD BOND METHOD WITH INADEQUATE SURFACE PREPARATION AND INSUFFICIENT PRESSURE DURING BONDING WERE MAJOR FACTORS IN THE FAILURE OF THE BOND. THE IDENTITY OF THE FACILITY THAT MADE THE BOND REPAIR TO THE VANE WAS NOT DETERMINED.

Brief of Incident (Continued)

File No. - 5054

9/01/83

MIAMI, FL

A/C Reg. No. YV134

Time (Lc1) - 1100 EDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLIGHT CONTROL, FLAP ATTACHMENT - SEPARATION
2. MAINTENANCE, MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5080 9/22/83 OPA-LOCKA, FL A/C Reg. No. N967 Time (Lcl) - 1823 EDT

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-PRO AIR SERVICES	MINOR		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	0	5
Incident Occurred During	-LANDING						

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

Make/Model	- BEECH AIRCRAFT CORP. E18S	Eng Make/Model	- P/W R-985AN14B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 10100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 10	Rated Power	- 450 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	MIAMI, FL	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	FT. LAUDERDALE, FL	OPA-LOCKA
Wind Dir/Speed	- 110/009 KTS	ATC/Airspace	Runway Ident - 12
Visibility	- 7.0 SM	Type of Flight Plan	- 3331/ 244
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Clearance	- ASPHALT
Lowest Ceiling	- 2500 FT BROKEN	Type Apch/Lndg	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 16450	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 23	Make/Model - 4515	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 360	Last 90 Days - 180
		Multi-Eng - 10500	Rotorcraft - 450

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BOTH NORMAL AND EMERGENCY LANDING GEAR SYSTEMS FAILED DURING THE LANDING APCH. THE GEAR MOTOR CUTOUT SWITCH WAS STRUCK AND THE EMERGENCY INSTRUCTION PLATE IN THE COCKPIT WAS INSTALLED BACKWARDS. THE PILOT STATES THAT HE HAD TRIED TURNING THE HANDLE IN BOTH DIRECTIONS.

Brief of Incident (Continued)

File No. - 5080

9/22/83

OPA-LOCKA,FL

A/C Reg. No. N967

Time (Lcl) - 1823 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

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

2. LANDING GEAR,EMERGENCY EXTENSION ASSEMBLY - FAILURE,TOTAL

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 incident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5116

9/23/83

VERNA, FL

A/C Reg. No. N7032W

Time (Lcl) - 1830 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
MINOR

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Incident Occurred During -CRUISE

Crew

Pass

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

Make/Model - PIPER PA 28-180

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2400

No. of Seats - 4

Eng Make/Model - AVCO LYCOMING O-360-A3A

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- 060/012 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 10000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

VENICE, FL

Destination

ORLANDO, FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - ROUGH

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 SEA

Age - 58

Biennial Flight Review

Current - YES

Months Since - 24

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 894

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT MADE AN EMERGENCY DUE TO POWERPLANT FAILURE. ACCESS TO THE WRECKAGE WAS NEVER GAINED.

Brief of Incident (Continued)

File No. - 5116

9/23/83

VERNA, FL

A/C Reg. No. N7032W

Time (Lc1) - 1830 EDT

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

Finding(s)

1. MISCELLANEOUS - FAILURE, TOTAL
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE INITIAL TRAINING - 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 incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5111

9/25/83

ORLANDO, FL

A/C Reg. No. N301WA

Time (Lcl) - 1356 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

MINOR
Fire
NONE

Crew
Pass

Fatal
0
0

Serious
0
0

Minor
0
0

None
1
0

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

Make/Model - PIPER PA-32R-300
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 7

Eng Make/Model - AVCO LYCOMING IO540-R16T0
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP
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- 050/020 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WILKESBORO
Destination
ORLANDO, FL

Airport Proximity
ON AIRPORT

Airport Data

ORLANDO
Runway Ident - 07
Runway Lth/Wid - 5998/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 27

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3868
Make/Model- 850
Instrument- 26
Multi-Eng - 713
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 277
Rotorcraft - 116

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT MADE AN INTENTIONAL GEAR UP LANDING AFTER BOTH NORMAL & EMERGENCY PROCEDURES FAILED TO LOWER THE GEAR. IT WAS DETERMINED THAT THE HYDRAULIC PUMP MOTOR HAD FAILED. NORMAL & EMERGENCY SYSTEMS WERE INTERDEPENDENT. THE EMERGENCY GEAR DIAPHRAGM WAS BLOCKED BY MUD DAUBER MATERIAL.

Brief of Incident (Continued)

File No. - 5111

9/25/83

ORLANDO, FL

A/C Reg. No. N301WA

Time (Lc1) - 1356 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. HYDRAULIC SYSTEM, MOTOR - FAILURE, TOTAL
2. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - FAILURE, TOTAL
3. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - FOREIGN OBJECT DAMAGE

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6018 10/07/83 WEST PALM BEACH, FL A/C Reg. No. YV323 Time (Lcl) - 1916 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -FERRY
Flight Conducted Under -14 CFR 103
Acc/Inc Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - SIKORSKY S-61N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1900
No. of Seats - 8

Eng Make/Model - GE CT-58-140-1
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 1150 HP

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 100/007 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 3000 FT
Lowest Ceiling - 30000 FT
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
NASSAU
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PALM BEACH INTERNATIONAL
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - S-61N

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 7500 Last 24 Hrs - 16
Make/Model- 2200 Last 30 Days- UNK/NR
Instrument- 350 Last 90 Days- 150
Multi-Eng - 150 Rotorcraft - 7350

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHILE DESCENDING FOR A LANDING THERE WAS A SEPARATION OF AN OUTBOARD SECTION OF THE MAIN RED ROTOR BLADE. AN OLD CRACK WAS NOTED & THE FRACTURE WAS ATTRIBUTED TO HIGH STRESS LOW CYCLE FATIGUE DAMAGE INITIATING FROM CORROSION PITTING.

Brief of Accident/Incident (Continued)

File No. - 6018

10/07/83

WEST PALM BEACH, FL

A/C Reg. No. YV323

Time (Lc1) - 1916 EDT

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

Finding(s)

1. ROTOR SYSTEM, MAIN ROTOR BLADE - SEPARATION
 2. INSUFFICIENT STANDARDS/REQUIREMENTS, AIRCRAFT - FAA(ORGANIZATION)
 3. ROTOR SYSTEM, MAIN ROTOR BLADE - STRESS CORROSION
 4. ROTOR SYSTEM, MAIN ROTOR BLADE - FATIGUE
-

Occurrence #2 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation DESCENT - NORMAL

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5083 10/13/83 DAYTONA, FL A/C Reg. No. N2864W Time (Lcl) - 0930 EDT

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

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

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

Make/Model - BEECHCRAFT A-36	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	ORLANDO, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - IMC	DAYTONA BEACH, FL	DAYTONA BEACH REGIONAL
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3200/ 100
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1852
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 1500
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 159

Instrument Rating(s) - NONE

-----Narrative-----

THE LEFT MAIN LANDING GEAR COLLAPSED ON LANDING ROLLOUT. THE GEAR ARM WAS DETERMINED TO HAVE BEEN BENT AND CRACKED AFTER THE GEAR COLLAPSED POSSIBLY DUE TO LOW GEAR DOWN TENSION. A NEW LEFT LEFT GEAR UP BRACKET HAD NOT BEEN INSTALLED. AN ANNUAL INSPECTION SIGNOFF WAS PENDING THIS INSTALLATION.

Brief of Incident (Continued)

File No. - 5083

10/13/83

DAYTONA, FL

A/C Reg. No. N2864W

Time (Lc1) - 0930 EDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - CRACKED
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5065 10/19/83 MIAMI, FL A/C Reg. No. N357PA Time (Lc1) - 1430 EDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-NORTHEASTER INTER. AIRWAY	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire						
Flight Conducted Under	-14 CFR 121	NONE	Crew	0	0	0	0	6
Incident Occurred During	-LANDING		Pass	0	0	0	0	67

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

Make/Model	- BOEING 727-21	Eng Make/Model	- P & W JT8D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- UNK/NR	Engine Type	- TURBOFAN		
No. of Seats	- 135	Rated Power	- UNK/NR		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	FT. LAUDERDALE, FL			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	ST. PETERSBURG, FL		MIAMI INT'L.	
Wind Dir/Speed	- 070/010 KTS			Runway Ident	- 09R
Visibility	- UNK/NR	ATC/Airspace		Runway Lth/Wid	- 13000/ 150
Lowest Sky/Clouds	- 2300 FT SCATTERED	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- STRAIGHT-IN		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE NOSE GEAR FAILED TO EXTEND DUE TO IMPAIRMENT OF THE RETRACTION/EXTENSION MECHANISM BY THE COMPLETE BLOCKAGE OF A HYDRAULIC PASSAGWAY WITH FOREIGN MATTER SIMILAR TO RUBBER.

Brief of Incident (Continued)

File No. - 5065

10/19/83

MIAMI, FL

A/C Reg. No. N357PA

Time (Lc1) - 1430 EDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, TOTAL
 2. FLUID, HYDRAULIC - BLOCKED (TOTAL)
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5087 11/05/83 NEAR AVON PARK, FL A/C Reg. No. N5483U Time (Lcl) - 1625 EST

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

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

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

Make/Model - BEECH BE-33A	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAVANA, GA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	FT. MYERS, FL	AVON PARK
Wind Dir/Speed- 260/006 KTS	ATC/Airspace	Runway Ident - 09
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 3825/ 75
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 2100
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 2100
		Last 30 Days- UNK/NR
		Instrument- 20
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN CRUISE FLIGHT THE ENGINE FAILED DUE TO A FAILURE OF THE CRANKSHAFT. THE CRANKSHAFT WAS NOT EXAMINED TO DETERMINE WHY IT FAILED. THE PILOT EXECUTED A FORCED LANDING TO AN OPEN FIELD.

Brief of Incident (Continued)

File No. - 5087

11/05/83

NEAR AVON PARK, FL

A/C Reg. No. N5483U

Time (Lcl) - 1625 EST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation CRUISE - NORMAL

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5112 11/06/83 MIAMI, FL

A/C Reg. No. N203EA

Time (Lc1) - 1908 EST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-EASTERN AIRLINES INC.	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	10	
Incident Occurred During	-TAKEOFF - GROUND RUN			0	0	0	240	

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

Make/Model	- AIRBUS INDUSTRIE A300B4-2C	Eng Make/Model	- GENERAL ELECT CF6-J0C	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 847222	Engine Type	- TURBOFAN		
No. of Seats	- 348	Rated Power	- 50400 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CHICAGO, IL	MIAMI INT'L
Wind Dir/Speed- 110/004 KTS	ATC/Airspace	Runway Ident - 09L
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 10500/ 200
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, FLT ENG	Current - YES	Total - 20114
SE LAND, ME LAND, ME SEA	Months Since - UNK/NR	Make/Model- 1480
	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-----

DURING TAKEOFF GROUND ROLL THE NO-4 TIRE FAILED FOLLOWED BY FAILURES OF THE OTHER SURROUNDING TIRES. THE TAKEOFF WAS ABORTED AND THERE WAS NO FIRE. THE FUSE PLUG IN THE NO-4 TIRE WAS FOUND PARTIALLY MELTED.

Brief of Incident (Continued)

File No. - 5112

11/06/83

MIAMI, FL

A/C Reg. No. N203EA

Time (Lcl) - 1908 EST

Occurrence

MISCELLANEOUS/OTHER

Phase of Operation

TAKEOFF - GROUND RUN

Finding(s)

1. SAFETY SYSTEM(OTHER) - FAILURE, PARTIAL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5113 11/28/83 JACKSONVILLE,FL A/C Reg. No. N61125 Time (Lc1) - 1431 EST

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

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

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

Make/Model - CESSNA 182-RG	Eng Make/Model - LYCOMING O-540-J3C5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	ORLANDO,FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CRAIG MUNICIPAL
Wind Dir/Speed- 240/008 KTS	ATC/Airspace	Runway Ident - 22
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - 4001/ 100
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 1200 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3261
SE LAND,ME LAND	Months Since - 11	Last 24 Hrs - 4
GLIDER	Aircraft Type - UNK/NR	Make/Model- 45
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 179

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON LANDING TOUCHDOWN THE NOSEGEAR COLLAPSED AND THE ACFT SLID TO A STOP. ONE OF THE NOSE GEAR LOCK PINS WAS FOUND FAILED.

Brief of Incident (Continued)

File No. - 5113

11/28/83

JACKSONVILLE, FL

A/C Reg. No. N61125

Time (Lcl) - 1431 EST

Occurrence

NOSE GEAR COLLAPSED

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - FAILURE, PARTIAL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5117 12/14/83 WEST PALM BEACH,FL A/C Reg. No. N61NA Time (Lcl) - 1757 EST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-PAN AMERICAN WORLD AIRWAY	MINOR						
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	5	8	
Incident Occurred During	-TAXI			0	0	1	104	

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

Make/Model	- DOUGLAS DC-10-10	Eng Make/Model	- GENERAL ELECT CF6-6	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 430000	Engine Type	- TURBOFAN		
No. of Seats	- 350	Rated Power	- 40000 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	NEW YORK CITY,NY	PALM BEACH INT'L
Wind Dir/Speed- 200/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling -	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 21000
SE LAND,ME LAND	Months Since - 4	Make/Model- 1800
	Aircraft Type - DC-10	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 65
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED A FAILURE OF THE RIGHT MAIN LANDING GEAR TRUCK WHILE TAXIING FOR TAKEOFF. METALLURGICAL EXAMINATION REVEALED STRESS CORROSION WHICH ORIGINATED ADJACENT TO THE FORWARD OUTBOARD LONGITUDINAL BEAM LUBRICATION ON HOLE.

Brief of Incident (Continued)

File No. - 5117

12/14/83

WEST PALM BEACH, FL

A/C Reg. No. N61NA

Time (Lc1) - 1757 EST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR, MAIN GEAR - CORRODED
2. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6008 4/01/83 JEKYL ISLAND,GA A/C Reg. No. NCGYCY Time (Lcl) - 1030 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Acc/Inc Occurred During -TAKEOFF

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 0
0 0

None
2
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 - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 010/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

JEKYL ISLAND
Runway Ident - 35
Runway Lth/Wid - 3700/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 21
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 - 245 Last 24 Hrs - 6
Make/Model- 156 Last 30 Days- UNK/NR
Instrument- 11 Last 90 Days- 142

Instrument Rating(s) - NONE

-----Narrative-----

THE INSTRUCTOR, A CANADIAN CFI, REPORTED THAT THE CANADIAN STUDENT WAS OPERATING THE RUDDER PEDDLES WHILE HE, THE CFI, WAS HANDLING THE REMAINING ACFT CONTROLS. A SECOND STUDENT PLT WAS ALSO ON BOARD, OBSERVING FROM A REAR SEAT. AFTER TRAVELING APRX 800 FT ON THE TAKEOFF ROLL, THE ACFT BEGAN TO DEVIATE TO THE LEFT. THE STUDENT INADVERTENTLY APPLIED LEFT RUDDER. THE CFI STATED THAT HE WAS UNABLE TO APPLY RIGHT RUDDER IN SUFFICIENT TIME TO AVOID STRIKING TREES APRX 200 FT LEFT OF THE RWY. AFTER DEPARTING THE RUNWAY, THE ACFT ENCOUNTERED ROUGH TERRAIN, WHICH CAUSED THE PLANE TO BOUNCE WHILE THE CFI WAS ATTEMPTING TO STEER BACK TO THE RIGHT. THE CFI ATTEMPTED TO BECOME AIRBORNE, BUT WAS UNABLE TO OBTAIN SUFFICIENT AIRSPEED. HE THEN PULLED THE POWER OFF TO IDLE BEFORE THE ACFT CONTACTED THE TREES.

Brief of Accident/Incident (Continued)

File No. - 6008

4/01/83

JEKYLL ISLAND,GA

A/C Reg. No. NCGYCY

Time (Lcl) - 1030 EST

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

Finding(s)

1. RUDDER - IMPROPER USE OF - DUAL STUDENT
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - DUAL STUDENT
3. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
4. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. OBJECT - TREE(S)

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

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

Factor(s) relating to this incident is/are finding(s) 2,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6004 4/17/83 ST. MARYS,GA A/C Reg. No. CGB0A Time (Lcl) - 1330 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Acc/Inc Occurred During -LANDING

Fire
NONE

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

Make/Model - PIPER PA-28
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/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 290/009 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

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

ST. MARYS
Runway Ident - 22
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 24

Biennial Flight Review

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

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

Total	- 595	Last 24 Hrs	- 2
Make/Model-	62	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	100
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE CANADIAN PRIVATE PILOT (PLT) & HIS CANADIAN INSTRUCTOR (CFI) WERE ON A TRAINING FLT, PRACTICING A SOFT FIELD, TOUCH-AND-GO LANDING. (THE PLT WAS IN TRAINING FOR A COMMERCIAL CERTIFICATE.) WHILE LANDING IN A X-WIND, THE PLT ALLOWED THE ACFT TO CONTACT THE RWY 3 TIMES, WITH THE LAST TOUCHDOWN BEING HARDER THAN INTENDED. THE PLT SAW TREES AT THE END OF THE RWY & ELECTED TO ABORT THE TAKEOFF PORTION OF THE TOUCH-AND-GO. HE APPLIED BRAKES, AND WHEN THE CFI REALIZED THE SITUATION, THERE WAS INSUFFICIENT RWY REMAINING TO TAKEOFF OR TO STOP WITHOUT OVERRUNNING. THE ACFT CONTINUED OFF THE RWY & HIT A DITCH.

Brief of Accident/Incident (Continued)

File No. - 6004

4/17/83

ST. MARYS,GA

A/C Reg. No. CGB0A

Time (Lcl) - 1330 EST

Occurrence #1 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. FLARE - IMPROPER - DUAL STUDENT
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - DUAL STUDENT
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

5. ABORT - DELAYED - DUAL STUDENT
-

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

Finding(s)

6. TERRAIN CONDITION - DITCH
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5007

5/15/83

HINESVILLE,GA

A/C Reg. No. N2594W

Time (Lcl) - 1715 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

MINOR

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

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Incident Occurred During -LANDING

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

Make/Model - MOONEY AIRCRAFT CORPORAT M20E

Eng Make/Model - LYCOMING IO-360-A1A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2575

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 4

Rated Power - 200 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 140/013 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 5000 FT

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

HINESVILLE

Runway Ident - 14

Runway Lth/Wid - 3700/ 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

Age - 54

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 1917

Last 24 Hrs - UNK/NR

SE LAND,SE SEA

Months Since - 9

Make/Model- 1289

Last 30 Days- UNK/NR

Aircraft Type - M20E

Instrument- 25

Last 90 Days- 3

Multi-Eng - 6

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FAILED TO LOWER LANDING GEAR. THE SUBSEQUENT LANDING WAS EXECUTED NON-INTENTIONAL GEAR UP. THE PILOT STATED THAT SHE WAS PREOCCUPIED WITH A NOISE IN THE VICINITY OF THE DOOR.

Brief of Incident (Continued)

File No. - 5007

5/15/83

HINESVILLE,GA

A/C Reg. No. N2594W

Time (Lc1) - 1715 EDT

Occurrence

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5110 7/28/83 ST.SIMONSISLAND,GA A/C Reg. No. N9244V Time (Lcl) - 1640 EDT

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

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

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

Make/Model - MOONEY M20C	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 - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	HINESVILLE,GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MALCOLM MCKINNON
Wind Dir/Speed- 350/004 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3313/ 150
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3500 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2469
SE LAND	Months Since - 5	Last 24 Hrs - 3
	Aircraft Type - M20C	Make/Model- 1906
		Last 30 Days- UNK/NR
		Instrument- 24
		Last 90 Days- 118
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT HAD NEITHER A GREEN LIGHT NOR MECHANICAL INDICATION OF SAFE GEAR CONFIRMED BY THE TOWER. ALL LANDING GEAR COLLAPSED ON TOUCHDOWN. THE MOTOR TO ACTUATOR COUPLING WHICH IS COMMON TO BOTH ELECTRIC & MANUAL LANDING GEAR SYSTEMS FAILED.

Brief of Incident (Continued)

File No. - 5110

7/28/83

ST.SIMONSISLAND,GA

A/C Reg. No. N9244V

Time (Lcl) - 1640 EDT

Occurrence

GEAR COLLAPSED

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5130 3/01/83 E. CAMERON,GM A/C Reg. No. N3593D Time (Lcl) - 1000 CST

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-PETROLEUM HELICOPTERS, IN	MINOR		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	0	3
Incident Occurred During	-LANDING						

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

Make/Model	- AEROSPATIALE AS-350D	Eng Make/Model	- LYCOMING LTS-101	ELT Installed/Activated	- NO	-N/A
Landing Gear	- EMERGENCY FLOAT	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 4300	Engine Type	- TURBOSHAFT			
No. of Seats	- 6	Rated Power	- 531 HP			

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	E. CAMERON 33A,GM	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	E. CAMERON 42B,GM	
Wind Dir/Speed- 120/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WATER-CALM
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2286
SE LAND	Months Since - 9	Make/Model- 393
HELICOPTER	Aircraft Type - AS-350D	Instrument- 109
		Multi-Eng - 25
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 122
		Rotorcraft - 1926

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING AN APPROACH TO AN OIL DRILLING RIG PLATFORM, THE ENGINE DECELERATED AS THE PILOT STARTED TO ALL POWER. WITH THE ACFT BELOW THE LANDING AREA, HE MANEUVERED TO MISS THE PLATFORM & INITIATED AN AUTOROTATIVE LANDING. HE MADE A MAYDAY CALL & TRIED TO ELECTRICALLY DEPLOY THE EMERGENCY FLOATS; HOWEVER, THE RIGHT FLOAT FAILED TO INFLATE & THERE WAS INSUFFICIENT TIME FOR MANUAL DEPLOYMENT. IMMEDIATELY ON TOUCHDOWN, THE HELICOPTER ROLLED OVER & BEGAN TO FILL WITH WATER. REPORTEDLY, THERE WAS ONLY MINOR DAMAGE FROM WATER IMMERSION. NO PREIMPACT DISCREPANCIES WERE FOUND THAT WOULD HAVE CAUSED THE POWER LOSS. THE WIRES TO THE RIGHT FLOAT (FOR ELECTRICAL DEPLOYMENT) WERE WORN IN TWO AT A CENTER HEX HEAD SCREW. A FLEET INSPECTION OF 37 ACFT REVEALED THAT 60% WERE WORN THRU IN THE SAME AREA.

Brief of Incident (Continued)

File No. - 5130

3/01/83

E. CAMERON,GM

A/C Reg. No. N3593D

Time (Lcl) - 1000 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 - FLARE/TOUCHDOWN

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

Occurrence #3 NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. ELECTRICAL SYSTEM,ELECTRIC WIRING - CHAFED
4. ELECTRICAL SYSTEM,ELECTRIC WIRING - OPEN
5. LANDING GEAR,FLOAT ASSEMBLY - INOPERATIVE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5061 6/12/83 HIGH ISLAND 582,GM A/C Reg. No. N5796A Time (Lcl) - 1740 CDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-RETROLEUM HELICOPTERS, IN	NONE		Fatal	0	0	0
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Incident Occurred During	-CRUISE						

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

Make/Model	- AEROSPATIALE AS 355 F	Eng Make/Model	- ALLISON 250-C20F	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 5070	Engine Type	- TURBOSHAFT		
No. of Seats	- 6	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	HIGH ISLAND 264,GM			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- VARIABLE/010 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- VFR	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- SPECIAL VFR	Runway Status	- DRY
Lowest Ceiling	- NONE	Type Apch/Lndg	- STRAIGHT-IN		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 6133	Last 24 Hrs - 6
SE LAND, ME LAND	Months Since - 1	Make/Model - 381	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 370	Last 90 Days - 178
		Multi-Eng - 77	Rotorcraft - 5899

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

ACFT DEVELOPED A SEVERE VERTICAL VIBRATION AND MADE A PRECAUTIONARY LANDING. FATIGUE CRACKS WERE FOUND WHICH ORIGINATED IN A CORROSION PIT LOCATED IN AN AREA OF CHIPPED PAINT WHICH HAD BEEN COVERED WITH A COAT OF PRIMER CONTRARY TO AEROSPATIALE SERVICE BULLETINS.

Brief of Incident (Continued)

File No. - 5061

6/12/83

HIGH ISLAND 582,GM

A/C Reg. No. N5796A

Time (Lc1) - 1740 CDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. ROTOR DRIVE SYSTEM,MAIN ROTOR MAST(DRIVE SHAFT) - FATIGUE
 2. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - COMPANY MAINTENANCE PSNL
 3. ROTOR DRIVE SYSTEM,MAIN ROTOR MAST(DRIVE SHAFT) - CRACKED
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6011 9/06/83 GREEN CANYON172,GM A/C Reg. No. YS17C Time (Lc1) - 1314 CDT

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

Type Operating Certificate-AIR TRAVEL CLUB	Aircraft Damage					
	NONE					
Type of Operation -SCHEDULED,INTL,PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 129	NONE	Pass	0	1	2	63
Acc/Inc Occurred During -CRUISE						

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

Make/Model - BRITISH AIRCRAFT BAC 1-11	Eng Make/Model - ROLLS ROYCE UNKNOWN	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - TURBOJET	
No. of Seats - UNK/NR	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	BELIZECTYBELIZE	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	NEW ORLEANS,LA	MOISANT
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 25000
SE LAND,ME LAND	Months Since - 12	Make/Model- 4500
	Aircraft Type - BAC1-11	Instrument- 400
		Multi-Eng - 18000
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ESTABLISHED IN CRUISE FLIGHT DEVIATING AROUND AN AREA OF THUNDERSTORMS THE AIRCRAFT EXPERIENCED AN ENCOUNTER WITH TURBULENCE THAT CAUSED 1 SERIOUS AND 2 MINOR INJURIES

Brief of Accident/Incident (Continued)

File No. - 6011

9/06/83

GREEN CANYON172,GM

A/C Reg. No. YS17C

Time (Lc1) - 1314 CDT

Occurrence ALTITUDE DEVIATION,UNCONTROLLED
Phase of Operation CRUISE - NORMAL

Finding(s)

1. OBJECT - TURBULENCE,CLEAR AIR

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5027 3/30/83 DES MOINES, IA A/C Reg. No. N7441U Time (Lcl) - 0650 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	MINOR				
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	Serious
Incident Occurred During	-TAXI			0	Minor
				0	None
				0	6
				0	38

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

Make/Model	- BOEING 727-222	Eng Make/Model	- PRATT/WHITNEY JT-8D-15	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 192000	Engine Type	- TURBOFAN		
No. of Seats	- 159	Rated Power	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	ON AIRPORT	
Method	- TELETYPE		
Completeness	- WEATHER NOT PERTINENT	Airport Data	
Basic Weather	- IMC	DES MOINES	
Wind Dir/Speed	- CALM	Runway Ident	- UNK/NR
Visibility	- .500 SM	Runway Lth/Wid	- 9001/ 150
Lowest Sky/Clouds	- UNK/NR	Runway Surface	- ASPHALT
Lowest Ceiling	- 300 FT OBSCURED	Runway Status	- DRY
Obstructions to Vision	- FOG		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 16931	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 2332	Last 30 Days - 68
	Aircraft Type - 727	Instrument - 0	Last 90 Days - 138
		Multi-Eng - 15377	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RIGHT LEADING EDGE SLAT WAS DAMAGED WHEN THE ACFT TAXIED ONTO A CLOSED & THUSLY MARKED TAXIWAY. THE CLOSED TAXIWAY WAS NOT SHOWN AS CLOSED ON THE CHARTS AND NO NOTAM WAS ISSUED. THE SKY WS OBSCURED & VISIBILITY WAS 1/2 MILE IN FOG.

Brief of Incident (Continued)

File No. - 5027

3/30/83

DES MOINES, IA

A/C Reg. No. N7441U

Time (Lc1) - 0650 CST

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

Finding(s)

1. RADAR SEPARATION - IMPROPER - PILOT IN COMMAND
2. INFORMATION - INACCURATE - AIRPORT PERSONNEL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5046 7/11/83 CEDAR RAPIDS, IA A/C Reg. No. N5600D Time (Lcl) - 0600 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier -Dwyer ACFT. SERVICE	MINOR						
Type of Operation -NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0	1	
Incident Occurred During -LANDING			0	0	0	0	

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

Make/Model - BEECH E18S	Eng Make/Model - P & W R-985 JR	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 9300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 450 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - ACFT RADIO</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/004 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point DES MOINES, IA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>MUNICIPAL</p> <p>Runway Ident - 13</p> <p>Runway Lth/Wid - 5450/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 24</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2250</p> <p>Make/Model - 60</p> <p>Instrument - 186</p> <p>Multi-Eng - 400</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days - UNK/NR</p> <p>Last 90 Days - 220</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TAILWHEEL FAILED TO EXTEND FULLY DUE TO A LACK OF LUBRICATION. THE ACFT WAS LANDED NORMALLY AND THE TAILWHEEL COLLAPSED.

Brief of Incident (Continued)

File No. - 5046

7/11/83

CEDAR RAPIDS, IA

A/C Reg. No. N5600D

Time (Lc1) - 0600 CDT

Occurrence GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - JAMMED
2. MAINTENANCE - IMPROPER - COMPANY MAINTENANCE PSNL
3. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - JAMMED
4. MAINTENANCE, LUBRICATION - INADEQUATE - COMPANY MAINTENANCE PSNL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5005 1/13/83 CHICAGO, IL A/C Reg. No. N115AA Time (Lcl) - 2104 CST

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -AMERICAN AIRLINES	MINOR	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew 0	0	0	6
Flight Conducted Under -14 CFR 121	NONE	Pass 0	0	0	195
Incident Occurred During -TAKEOFF					

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

Make/Model - MCDONALD/DOUGLAS DC10-10	Eng Make/Model - GEN. ELECTRIC CF-6K	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 115000	Engine Type - TURBOJET	
No. of Seats - 269	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	DALLAS, TX	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	O'HARE
Wind Dir/Speed- 040/008 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 9.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 11600/ 150
Lowest Sky/Clouds - 1900 FT	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 1900 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 53	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 19200
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 700
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

TOO HIGH A DECK ANGLE WAS ATTAINED DURING THE FLARE & THE ACFT FLOATED DRAGGING ITS TAIL ON TOUCHDOWN & LEAVING A 2 FT PIECE OF METAL ON THE RWY. THE FIRST OFFICER WAS AT THE CONTROLS.

Brief of Incident (Continued)

File No. - 5005

1/13/83

CHICAGO, IL

A/C Reg. No. N115AA

Time (Lc1) - 2104 CST

Occurrence MISCELLANEOUS/OTHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s):

1. LIGHT CONDITION - DARK NIGHT
 2. FLARE - EXCESSIVE - COPILOT
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT - COPILOT
 4. PROPER ASSISTANCE - NOT PERFORMED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND
-

----Probable Cause----

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

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

Brief of Incident

Time (Lc1) - 1129 CDT

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	17
Pass	0	0	0	410
Other	0	0	0	13

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

CONSTITUTION OF LIGHT

type: open, imag none

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

THE UNITED AIRLINES B747 WAS STANDING IN THE RUN UP AREA ADJACENT TO THE RUNWAY. A FLYING TIGERS B747 WAS PASSING TO HIS LEFT. THE CREW OF THE PARKED B747 OPENED THEIR OVERHEAD ESCAPE HATCH AND INDICATED TO THE TAXIING B747 WITH A THUMBS UP SIGN THAT THERE WAS ADEQUATE CLEARANCE. THE TAXIING B747 THEN PROCEEDED FORWARD AND HIT THE NOSE AREA OF THE PARKED B747 WITH THEIR RIGHT WING TIP. BOTH ACFT THEN TAXIED BACK TO THE RAMP WITHOUT FURTHER INCIDENT.

Brief of Incident (Continued)

File No. - 5103

6/20/83

CHICAGO,IL

A/C Reg. No. N4717U

Time (Lc1) - 1129 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
 2. CLEARANCE - MISJUDGED - FLIGHT ENGINEER
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5103 6/20/83 CHICAGO, IL A/C Reg. No. N808FT Time (Lcl) - 1129 CDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier - FLYING TIGERS	MINOR	Fatal	Serious	Minor	None
Type of Operation -NON SCHED,INTL,CARGO	Fire	Crew 0	0	0	13
Flight Conducted Under -14 CFR 121	NONE	Pass 0	0	0	0
Incident Occurred During -TAXI		Other 0	0	0	427

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

Make/Model - BOEING B-747	Eng Make/Model - P & W JT9D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 4	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - TURBOFAN	
No. of Seats - 13	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	UNK/NR	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE, AK	O'HARE
Wind Dir/Speed- 120/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 7606
ME LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 1330
		Last 30 Days- 19
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE UNITED AIRLINES B747 WAS STANDING IN THE RUN UP AREA ADJACENT TO THE RUNWAY. A FLYING TIGERS B747 WAS PASSING TO HIS LEFT. THE CREW OF THE PARKED B747 OPENED THEIR OVERHEAD ESCAPE HATCH AND INDICATED TO THE TAXIING B747 WITH A THUMBS UP SIGN THAT THERE WAS ADEQUATE CLEARANCE. THE TAXIING B747 THEN PROCEEDED FORWARD AND HIT THE NOSE AREA OF THE PARKED B747 WITH THEIR RIGHT WING TIP. BOTH ACFT THEN TAXIED BACK TO THE RAMP WITHOUT FURTHER INCIDENT.

Brief of Incident (Continued)

File No. - 5103

6/20/83

CHICAGO,IL

A/C Reg. No. N808FT

Time (Lcl) - 1129 CDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRCRAFT PARKED

2. CLEARANCE - MISJUDGED - OTHER PERSON

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5033

7/05/83

CHICAGO, IL

A/C Reg. No. N8091U

Time (Lc1) - 0730 CDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				Injuries			
Name of Carrier	-UNITED AIRLINES	NONE				Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire			Crew	0	0	0	10
Flight Conducted Under	-14 CFR 121	NONE			Pass	0	0	0	112
Incident Occurred During	-TAKEOFF								

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

Make/Model	- DOUGLAS DC-8	Eng Make/Model	- GE CFM-56	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- UNK/NR	Engine Type	- TURBOJET		
No. of Seats	- UNK/NR	Rated Power	- UNK/NR		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		ON AIRPORT	
Method	- IN PERSON	CHICAGO, IL			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	CLEVELAND, OH		O'HARE	
Wind Dir/Speed	- 010/011 KTS	ATC/Airspace		Runway Ident	- 04L
Visibility	- 15.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 7500/ 150
Lowest Sky/Clouds	- 12000 FT SCATTERED	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 380 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 - UNK/NR	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - NO	Total - 12500	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 2500	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF DURING INITIAL CLIMB THE NO 1 ENGINE FAILED AND AN ENGINE FIRE ERUPTED. THE CREW DISCHARGED 2 FIRE BOTTLES AND EXTINGUISHED THE FIRE. THE ACFT RETURNED TO THE FIELD AND LANDED WITHOUT FURTHER INCIDENT. THE NO 1 ENGINE 1ST STAGE COMPRESSOR DISC FAILED DUE TO A SUBSURFACE MANUFACTURING DEFECT.

Brief of Incident (Continued)

File No. - 5033

7/05/83

CHICAGO,IL

A/C Reg. No. N8091U

Time (Lcl) - 0730 CDT

Occurrence LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. COMPRESSOR ASSEMBLY, ROTOR DISC - FAILURE, TOTAL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5114

7/20/83

CHICAGO, IL

A/C Reg. No. N8090U

Time (Lcl) - 1911 CDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier -UNITED AIRLINES INC.	NONE		Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,DOMESTIC,PAX/CARGO	Fire	Crew	0	0	0	8
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0	94
Incident Occurred During -LANDING						

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

Make/Model - DOUGLAS DC-8-71	Eng Make/Model - P&W CFM-56	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 4	Stall Warning System - YES
Max Gross Wt - 199500	Engine Type - TURBOJET	
No. of Seats - 190	Rated Power - 22500 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	ANCHORAGE, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CHICAGO, IL	OHARE INTERNATIONAL
Wind Dir/Speed- 012/012 KTS	ATC/Airspace	Runway Ident - 27
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 7416/ 150
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - BROKEN	Type Apch/Lndg - ILS-LOCALIZER	Runway Status - WET
Obstructions to Vision- UNK/NR	STRAIGHT-IN	
Precipitation - RAIN SHOWERS	FULL STOP	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - UNK/NR	Total - 15000
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 12
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON LANDING ROLL THE ACFT ROLLED FORWARD OFF THE DEPARTURE END OF THE LANDING RUNWAY. THE CREW STATED THAT MAXIMUM BRAKING, REVERS, & SPOILERS WERE UTILIZED. THE RUNWAY WAS COVERED WTH STANDING WATER.

Brief of Incident (Continued)

File No. - 5114

7/20/83

CHICAGO,IL

A/C Reg. No. N8090U

Time (Lc1) - 1911 CDT

Occurrence OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - FOREIGN SUBSTANCE COVERED
2. WEATHER CONDITION - WET

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5069

9/07/83

CHICAGO, IL

A/C Reg. No. N1984

Time (Lcl) - 1600 CDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-AMERICAN AIRLINES	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire						
Flight Conducted Under	-14 CFR 121	NONE	Crew	0	Fatal	0	Serious	0
Incident Occurred During	-APPROACH		Pass	0		0	Minor	0
								None
								7
								109

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

Make/Model	- BOEING 727-200	Eng Make/Model	- N/A	ELT Installed/Activated	- YES/NO
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- YES
Max Gross Wt	- UNK/NR	Engine Type	- UNK/NR		
No. of Seats	- UNK/NR	Rated Power	- N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SACRAMENTO, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	O'HARE
Wind Dir/Speed- 290/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan -	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - UNK/NR
SE LAND, ME LAND	Months Since - 10	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 EXPERIENCED A LEFT WALKING BEAM FAILURE WHEN THE LANDING GEAR WAS EXTENDED DURING APPROACH. THE ACFT LOG WAS NOTED "DURING GEAR EXTENSION AT 230 KTS TREMENDOUS BANG OCCURRED WHICH DROPPED PANELS AT ROWS 15-7 O2 MASKS AT ROW 18. THREE GREEN NORMAL GEAR INDICATION. ON TAXI IN--NO ABNORMALITIES NOTED." THE FAILED WALKING BEAM WAS MADE OF ALUMINUM. THREE IS AN AD FOR THIS PART CALLING FOR ULTRASONIC INSPECTION EVERY 1500 HOURS. DURING AN INSPECTION A MECHANIC MISTOOK THE BEAM FOR A STEEL ONE AND THE INSPECTION WAS NOT COMPLIED WITH AT THE PROPER TIME. AAL HAS TAKEN CORRECTIVE ACTION AND AT LAST COUNT ALL ALUMINUM BEAMS HAD BEEN REPLACED.

Brief of Incident (Continued)

File No. - 5069

9/07/83

CHICAGO, IL

A/C Reg. No. N1984

Time (Lcl) - 1600 CDT

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

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - IMPROPER
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
3. LANDING GEAR, MAIN GEAR ATTACHMENT - FAILURE, TOTAL
4. MAINTENANCE, COMPLIANCE WITH AD - NOT PERFORMED - COMPANY MAINTENANCE PSNL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5042

9/13/83

CHICAGO, IL

A/C Reg. No. N377NE

Time (Lcl) - 1342 CDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-BRITT AIRWAYS, INC.	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire						
Flight Conducted Under	-14 CFR 121	NONE	Crew	0	Fatal	0	Injuries	
Incident Occurred During	-LANDING		Pass	0		0	Serious	0
						0	Minor	0
								3
								22

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

Make/Model	- FAIRCHILD FH-227	Eng Make/Model	- ROLLS ROYCE DART 532-7	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 43500	Engine Type	- TURBOPROP		
No. of Seats	- 48	Rated Power	- 1835 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SPRINGFIELD, IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	O'HARE
Wind Dir/Speed - 020/014 KTS		Runway Ident - 09L
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 7416/ 150
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 3800 FT BROKEN	Type of Clearance - IFR	Runway Status - DRY
Obstructions to Vision - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, FLT ENG	Current - YES	Total - 5613
SE LAND, ME LAND	Months Since - 6	Make/Model - 2087
	Aircraft Type - FH-227	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days - 63
		Last 90 Days - 175
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKING OFF, THE LANDING GEAR HANDLE REMAINED LATCHED "DOWN" WHEN THE NOSEWHEEL DID NOT CENTER. THE FLIGHTCREW THEN USED THE NOSE GEAR STEERING OVERRIDE SW & TURNED THE NOSEWHEEL UNTIL THE "OFF CENTER LIGHT" EXTINGUISHED. THE OVERRIDE SW WAS PLACED "OFF" & THE LANDING GEAR LATCH RETRACTED, BUT WHEN THE GEAR HANDLE WAS RAISED, THE LANDING GEAR REMAINED DOWN. THE OVERRIDE SW WAS TRIED AGAIN, BUT TO NO AVAIL. APRX 5 TO 10 SECONDS LATER, THE LANDING GEAR RETRACTED. DURING ARRIVAL AT THE DESTINATION, THE NOSE GEAR CAME OUT OF THE "UP POSITION" WHEN THE GEAR HANDLE WAS LOWERED, BUT A "DOWN & LOCKED" INDICATION WAS NOT ATTAINED. THE "OFF CENTER LIGHT" ILLUMINATED AGAIN & THE GEAR HANDLE LATCHED DOWN. THE NOSE GEAR STEERING WAS TURNED 90 DEG LEFT & THE GEAR BECAME STUCK. ATTEMPTS TO RECENTER THE NOSEWHEEL AND/OR GET A SAFE INDICATION WERE UNSUCCESSFUL. DURING THE LANDING, THE NOSE GEAR COLLAPSED. AN EXAM OF THE NOSE GEAR REVEALED THAT THE STEERING SLIDE ASSEMBLY, PN 27-423031-17, WAS BENT.

Brief of Incident (Continued)

File No. - 5042

9/13/83

CHICAGO,IL

A/C Reg. No. N377NE

Time (Lc1) - 1342 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LANDING GEAR,NOSE GEAR - UNDETERMINED
 2. LANDING GEAR,NOSEWHEEL STEERING - BENT
 3. LANDING GEAR,NOSE GEAR - UNLOCKED
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5132 9/30/83 FRANKFORT, IL A/C Reg. No. N6208Q Time (Lcl) - 0715 CDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-BOWMAN AVIATION	MINOR					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Incident Occurred During	-LANDING						

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

Make/Model	- CESSNA 401A	Eng Make/Model	- CONTINENTAL TS10-520-E	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	FT. WAYNE, IN			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		FRANKFORT	
Wind Dir/Speed	- CALM			Runway Ident	- 27
Visibility	- 10.0 SM	ATC/Airspace		Runway Lth/Wid	- 3200/ 50
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- FULL STOP		
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, CFI	Current - YES	Total - 2334	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 8	Make/Model - 65	Last 30 Days - UNK/NR
	Aircraft Type - 401A	Instrument - 85	Last 90 Days - 75
		Multi-Eng - 758	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RIGHT MAIN LANDING GEAR COLLAPSED DURING LANDING ROLL-THE RIGHT MAIN LANDING GEAR BELLCRANK WAS FOUND TO HAVE FAILED IN INSTANTANEOUS OVERLOAD. THE RIGGING OF MAIN GEAR WAS IMPROPER.

Brief of Incident (Continued)

File No. - 5132

9/30/83

FRANKFORT, IL

A/C Reg. No. N6208Q

Time (Lc1) - 0715 CDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - FAILURE, TOTAL
 2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - COMPANY MAINTENANCE PSNL
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5062 11/08/83 CHICAGO,IL A/C Reg. No. N898 Time (Lc1) - 1258 CST

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

Type Operating Certificate	-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-AMERICAN AIRLINES	MINOR						
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire						
Flight Conducted Under	-14 CFR 121	NONE	Crew	Fatal	Injuries			
Incident Occurred During	-TAXI		Pass	0	Serious	Minor	None	
				0	0	0	7	
				0	0	0	93	

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

Make/Model	- BOEING 727-200	Eng Make/Model	- P & W JT8D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- UNK/NR	Engine Type	- TURBOFAN		
No. of Seats	- UNK/NR	Rated Power	- 6 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	ALBUQUERQUE,NM	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	O'HARE
Wind Dir/Speed- 220/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 3800 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 - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - UNK/NR
ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAXI FROM LANDING THE LEFT OUTBOARD WHEEL RIM FAILED AND BOUNCED ONTO A HIGHWAY CAUSING DAMAGE TO A VEHICLE
THE RIM FAILED DUE TO A PER-EXISTING FATIGUE CRACK.

Brief of Incident (Continued)

File No. - 5062

11/08/83

CHICAGO, IL

A/C Reg. No. N898

Time (Lc1) - 1258 CST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR, WHEEL - FAILURE, TOTAL
2. LANDING GEAR, WHEEL - FATIGUE

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5120

12/14/83

CHICAGO, IL

A/C Reg. No. N914CL

Time (Lcl) - 1406 CST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage									
Name of Carrier	-CAPITOL AIR, INC.	MINOR									
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	Serious	0	Minor	0	None	10
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	0	250			
Incident Occurred During	-LANDING										

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

Make/Model	- MCDONNELL DOUGLAS DC-8-61	Eng Make/Model	- P & W JT3D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 328000	Engine Type	- TURBOFAN		
No. of Seats	- UNK/NR	Rated Power	- UNK/NR		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	LOS ANGELES, CA			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- IMC	SAME AS ACC/INC		O'HARE IAP	
Wind Dir/Speed	- 080/006 KTS	ATC/Airspace		Runway Ident	- 09R
Visibility	- 3.000 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 10141/ 150
Lowest Sky/Clouds	-	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 600 FT OVERCAST	Type Apch/Lndg	- FULL STOP	Runway Status	- WET
Obstructions to Vision	- FOG				
Precipitation	- RAIN				
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)	
UNK/NR	Current	- UNK/NR	Last 24 Hrs - UNK/NR
	Months Since	- UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type	- UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A DC-8-61 OPERATED BY CAPITOL AIR INC EXPERIENCED A PARTIAL FAILURE OF THE LEFT MAIN GEAR ON THE LANDING ROLL. THE REAR PORTION OF THE LEFT MAIN LANDING GEAR BOGIE & BOTH REAR TIRES WERE SEPARATED. COMPONENTS OF THE LEFT LANDING GEAR WERE SUBMITTED TO MCDONNELL DOUGLAS FOR EXAMINATION.

Brief of Incident (Continued)

File No. - 5120

12/14/83

CHICAGO, IL

A/C Reg. No. N914CL

Time (Lcl) - 1406 CST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR - FAILURE, PARTIAL
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5049

2/04/83

SALINA,KS

A/C Reg. No. N709US

Time (Lcl) - 2115 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

MINOR

Fatal

Injuries

Serious

Minor

None

Type of Operation -BUSINESS

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

6

Incident Occurred During -LANDING

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

Make/Model - MITSUBISHI MU-2B-36

Eng Make/Model - AIRESEARCH TPE331-625M

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 11575

Engine Type - TURBOPROP

No. of Seats - 11

Rated Power - 776 HP

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

Weather Data

Wx Briefing - FSS

Method - ACFT RADIO

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 170/013 KTS

Visibility - 3.000 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 1000 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - SNOW

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

ST. LOUIS,MO

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

SALINA MUNI.

Runway Ident - 17

Runway Lth/Wid - 13332/ 300

Runway Surface - ASPHALT

Runway Status - SNOW - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - MU-2

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 7500

Last 24 Hrs - 7

Make/Model- 310

Last 30 Days- UNK/NR

Instrument- 80

Last 90 Days- 91

Multi-Eng - 6800

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON A FLT FROM PITTSBURG, PA TO SALINA, KS WITH AN EN ROUTE STOP AT ST LOUIS, MO. DURING A BRIEFING AT PITTSBURG, THE PLT WAS ADVISED OF A NOTAM THAT THE NORTH 6800 FT OF RWY 17/35 WAS CLOSED, RWY LIGHTS OBSCURED, 10 FT SNOWBANKS. HE DID NOT GET A BRIEFING DURING THE STOP-OVER AT ST LOUIS. DURING AN INSTRUMENT APPROACH TO SALINA, HE CONTACTED THE FSS AND REQUESTED AN ARPT ADVISORY. AN ADVISORY WAS GIVEN, BUT IT DID NOT INCLUDE THE NOTAM CONCERNING THE CLOSED PORTION OF RWY 17/35. AFTER BREAKING OUT OF THE OVERCAST, HE CANCELED HIS IFR FLT PLAN SO THAT ANOTHER PLT COULD BEGIN HIS DESCENT. THE PLT STATED THAT HE MADE A NIGHT APPROACH TO RWY 17 USING THE VASI AND APPROACH LIGHTS. DURING THE LANDING, THE ACFT TOUCHED DOWN ON THE CLOSED PORTION OF THE RWY IN APRX 18 INCHES OF SNOW. WHEN THE NOSE WAS LOWERED, THE NOSE GEAR FAILED, BUT THE DAMAGE WAS CONSIDERED TO BE MINOR.

Brief of Incident (Continued)

File No. - 5049

2/04/83

SALINA,KS

A/C Reg. No. N709US

Time (Lcl) - 2115 CST

Occurrence NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. TERRAIN CONDITION - SNOW COVERED
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - FOREIGN SUBSTANCE COVERED
4. NOTAMS - DISREGARDED - PILOT IN COMMAND
5. FLIGHT ADVISORIES - INADEQUATE - ATC PERSONNEL(FSS)
6. LANDING GEAR, NOSE GEAR - OVERLOAD

---Probable Cause---

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5128 3/16/83 KANSAS CITY,KS A/C Reg. No. N200DT Time (Lc1) - 1105 CST

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

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

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

Make/Model - AERO COMMANDER 680W	Eng Make/Model - GARRETT TPE-331-151K	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9400	Engine Type - TURBOPROP	
No. of Seats - 11	Rated Power - 575 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	CHICAGO,IL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FAIRFAX MUNI
Wind Dir/Speed- 320/010 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 3.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7300/ 150
Lowest Sky/Clouds -	Type of Clearance -	Runway Surface - GRASS/TURF
Lowest Ceiling - 15000 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- NONE	TRAFFIC PATTERN	
Precipitation - UNK/NR	FULL STOP	
Condition of Light - DAWN		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 9195
SE LAND,ME LAND	Months Since - 2	Last 24 Hrs - 8
	Aircraft Type - 680W	Make/Model- 71
		Last 30 Days- 74
		Instrument- 1578
		Last 90 Days- 314
		Multi-Eng - 4300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE NUMBER 2 ENGINE FAILED IN CRUISE FLIGHT. DURNG DESCENT THE LANDING GEAR FAILED TO EXTEND. THE PILOT LANDED INTENTIONAL GEAR UP IN THE SOD AREA ADJACENT TO THE RUNWAY.

Brief of Incident (Continued)

File No. - 5128

3/16/83

KANSAS CITY,KS

A/C Reg. No. N200DT

Time (Lc1) - 1105 CST

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

Finding(s)

1. FUEL SYSTEM,PUMP - LOSS,TOTAL
 2. MAINTENANCE,SERVICE BULLETINS - DELAYED - MANUFACTURER
 3. FUEL SYSTEM,FUEL CONTROL - LOSS,TOTAL
 4. REDUCTION GEAR ASSY,ACCESSORY DRIVE GEAR - FATIGUE
-

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

Finding(s)

5. HYDRAULIC SYSTEM - PRESSURE TOO LOW
 6. MAINTENANCE,SERVICE BULLETINS - NOT PERFORMED - COMPANY MAINTENANCE PSNL
 7. HYDRAULIC SYSTEM,PUMP - FOREIGN OBJECT DAMAGE
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5011 5/12/83 ARKANSAS CITY,KS A/C Reg. No. N36962 Time (Lcl) - 1442 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	MINOR					
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91D	NONE	Pass	0	0	0	1
Incident Occurred During -CLIMB			0	0	0	0

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

Make/Model - CESSNA 441	Eng Make/Model - GARRETT TPE3318401S	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9925	Engine Type - TURBOPROP	
No. of Seats - 9	Rated Power - 636 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	PONCA CITY,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WICHITA,KS	
Wind Dir/Speed- 180/018 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT	FULL STOP	

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4450
SE LAND,ME LAND	Months Since - 18	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 1105
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - 4320
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT EXPERIENCED ELEVATOR CONTROL PROBLEMS AND MADE AN EMERGENCY LANDING ON AN ABANDONED AIRSTRIP. THE ELEVATOR TRIM CABLE HAD COME OFF OF THE ELECTRIC TRIM SERVO DRUM AND WAS TANGLED IN THE AUTO PILOT. AN UNRELATED FIRE DESTROYED THE AIRCRAFT. POST FIRE TESTS SUGGEST THAT THE CABLE DRUM HAD BEEN SUBJECT TO TAMPERING.

Brief of Incident (Continued)

File No. - 5011

5/12/83

ARKANSAS CITY,KS

A/C Reg. No. N36962

Time (Lc1) - 1442 CDT

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

Finding(s)

1. FLT CONTROL SYST,ELEVATOR CONTROL - MOVEMENT RESTRICTED
 2. SABOTAGE
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5082 12/18/83 WICHITA,KS A/C Reg. No. N968E Time (Lcl) - 1141 CST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-CONTINENTAL AIRLINES, INC	NONE					
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 121	ON GROUND	Pass	0	0	0	5
Incident Occurred During	-TAKEOFF						42

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

Make/Model	- DOUGLAS DC-9-15	Eng Make/Model	- P & W JT8D-7B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 91500	Engine Type	- TURBOJET		
No. of Seats	- 88	Rated Power	- 14000 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - TELETYPE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	DENVER,CO	MID-CONTINENT
Wind Dir/Speed- 010/016 KTS	ATC/Airspace	Runway Ident - 01R
Visibility - 12.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7302/ 150
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

FULL STOP

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 10500
SE LAND,ME LAND	Months Since - 1	Make/Model- 340
HELICOPTER	Aircraft Type - DC-9	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CATASTROPHIC FAILURE OF THE LEFT ENGINE OCCURRED AT THE BEGINNING OF THE TAKEOFF ROLL. THE TAKEOFF WAS ABORTED & FIRE ERUPTED ON THE TAXI BACK TO THE GATE. INVESTIGATION REVEALED A BROKEN TURBINE LONG SHAFT.

Brief of Incident (Continued)

File No. - 5082

12/18/83

WICHITA,KS

A/C Reg. No. N968E

Time (Lcl) - 1141 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TURBINE ASSEMBLY, SHAFT - FAILURE, TOTAL
 2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FIRE

Phase of Operation TAXI

Finding(s)

3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6024 6/02/83 COVINGTON,KY A/C Reg. No. CFTLU Time (Lcl) - 1920 EDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -AIR CANADA	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,INTL,PASSENGER	Fire	Crew 0	0	0	5
Flight Conducted Under -14 CFR 121	IN FLIGHT	Pass 23	3	13	2
Acc/Inc Occurred During -OTHER					

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

Make/Model - DOUGLAS DC-9-32	Eng Make/Model - P&W JT8D1-7B	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - TURBOFAN	
No. of Seats - UNK/NR	Rated Power - 14000 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	DALLAS, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	TORONTO, CD	CINCINNATI MUNI
Wind Dir/Speed- 230/004 KTS	ATC/Airspace	Runway Ident - 27L
Visibility - 12.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7800/ 150
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - OVERCAST	Type Apch/Lndg - ASR	Runway Status - WET
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, FOREIGN	Current - YES	Total - 13000
SE LAND, ME LAND	Months Since - 4	Make/Model - 4939
	Aircraft Type - DC-9	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 9
		Last 30 Days - 39
		Last 90 Days - 111
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ABOUT 1903 EDT, WHILE ENROUTE AT FL 330, THE CABIN CREW DISCOVERED A FIRE IN THE AFT LAVATORY. AFTER CONTACTING ATC & DECLARING AN EMERGENCY, THE FLT CREW MADE AN EMERGENCY DESCENT & ATC VECTORED THE ACFT TO THE GREATER CINCINNATI INTL ARPT. AT 1920, THE ACFT WAS LANDED ON RWY 27L. AS THE AIRCREW STOPPED THE PLANE, FIRE DEPT PERSONNEL MOVED IN PLACE & BEGAN FIREFIGHTING OPERATIONS. ALSO, AS THE PLANE STOPPED, THE OCCUPANTS BEGAN EVACUATIONS THE ACFT. ABOUT 60 TO 90 SEC AFTER THE EXITS WERE OPENED, A FLASH FIRE ENVELOPED THE INTERIOR OF THE ACFT. 23 PASSENGERS WERE UNABLE TO EXIT THE ACFT & DIED IN THE FIRE. AN INVESTIGATION REVEALED THAT 3 FLUSH MOTOR CIRCUIT BREAKERS HAD POPPED ABOUT 11 MIN BEFORE SMOKE WAS DETECTED. THE CAPTAIN MISCONSTRUED REPORTS THAT THE FIRE WAS ABATING WHEN HE RECEIVED CONFLICTING FIRE PROGRESS REPORTS. SUBSEQUENTLY, HE LANDED AT THE CINCINNATI INTL ARPT RATHER THAN AT LOUISVILLE WHICH WOULD HAVE ALLOWED HIM TO LAND 3 TO 5 MIN SOONER. WET TOWELS & BREATHING THRU CLOTHING AIDED SURVIVAL. FIRE SOURCE UNK.

Brief of Accident/Incident (Continued)

File No. - 6024

6/02/83

COVINGTON, KY

A/C Reg. No. CFTLU

Time (Lcl) - 1920 EDT

Occurrence #1 FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)

1. MISC EQPT/FURNISHINGS, LAVATORIES - FIRE
 2. FUSELAGE, CABIN - SMOKE
 3. FUSELAGE, CREW COMPARTMENT - SMOKE
 4. SAFETY ADVISORY - CONFLICTING - OTHER CREW MEMBER
 5. UNSAFE/HAZARDOUS CONDITION - NOT UNDERSTOOD - PILOT IN COMMAND
 6. FLIGHT TO ALTERNATE DESTINATION - DELAYED -
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 FIRE
Phase of Operation STANDING

Finding(s)

7. FUSELAGE, CABIN - FIRE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5047 10/03/83 KENNER, LA A/C Reg. No. N817EA Time (Lcl) - 1306 CDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier -EASTERN AIRLINES INC.	NONE		Fatal	0	Serious	0	Minor
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	0	None
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0	0	7
Incident Occurred During -TAKEOFF		Other	0	0	0	0	105
							2

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

Make/Model - BOEING 727-225A	Eng Make/Model - PRATT&WHITNEY JT8D-15	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 172700	Engine Type - TURBOJET	
No. of Seats - 170	Rated Power - 15500 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	UNK/NR
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CANCUN, MX	MOISANT
Wind Dir/Speed- 340/003 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7000/ 150
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - UNK/NR
SE LAND, ME LAND	Months Since - 4	Make/Model- UNK/NR
GLIDER	Aircraft Type - B-727	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 DEPARTED WITH A TAIL WIND WHICH EXCEEDED THE ALLOWABLE COMPONENT. ROTATION WAS OBSERVED TO HAVE OCCURRED AT THE DEPARTURE THRESHOLD. THE ACFT WAS ESTIMATED TO BE AT 25 TO 30 FT AGL WHEN IT WAS 1330 FT BEYOND THE DEPARTURE END OF THE RUNWAY. TWO PERSONS IN A PARKING LOT WERE KNOCKED TO THE GROUND.

Brief of Incident (Continued)

File No. - 5047

10/03/83

KENNER, LA

A/C Reg. No. N817EA

Time (Lc1) - 1306 CDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MISCELLANEOUS

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5097 11/08/83 CAMERON, LA A/C Reg. No. N5444X Time (Lcl) - 2000 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
MINOR

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

Type of Operation -FERRY

Fire
IN FLIGHT

Crew
Pass

Flight Conducted Under -14 CFR 91

Incident Occurred During -TAKEOFF - INITIAL CLIMB

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

Make/Model - SIKORSKY S76A

Eng Make/Model - N/A

ELT Installed/Activated - NO -N/A

Landing Gear - N/A

Number Engines - N/A

Stall Warning System - UNK/NR

Max Gross Wt - 10000

Engine Type - N/A

No. of Seats - 14

Rated Power - N/A

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 040/005 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity
ON AIRSTRIP

Airport Data

PETROLEUM HELT

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - CONCRETE

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 46

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - S 76

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 11062

Make/Model- 1574

Instrument- 130

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 132

Rotorcraft - 11007

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER WAS ON INITIAL CLIMB WHEN THE #1 ENGINE FAILED EXPLOSIVLY. A POST EXPLOSION FIRE ENSUED AND BOTH FIRE BOTTLES WERE UTILIZED TO NO AVAIL. DURING LANDING THE GEAR COLLAPSED AND THE ACFT SETTLED ON ITS BELLY. THE CAUSE OF THE ENGINE FAILURE IS UNDETERMINED.

Brief of Incident (Continued)

File No. - 5097

11/08/83

CAMERON, LA

A/C Reg. No. N5444X

Time (Lc1) - 2000 CST

Occurrence #1 OTHER GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - NOT ENGAGED
-

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. ENGINE ASSEMBLY - FAILURE, TOTAL
 3. ENGINE ASSEMBLY - FIRE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5107

5/13/83

BOSTON,MA

A/C Reg. No. N6791Y

Time (Lc1) - 2106 EDT

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

Type Operating Certificate	COMMUTER	Aircraft Damage									
Name of Carrier	-PROVINCETOWN BOSTON AIRLI	NONE		Fatal	0	Serious	0	Minor	0	None	1
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire		Crew	0		0		0		1
Flight Conducted Under	-14 CFR 135	NONE		Pass	0		0		0		3
Incident Occurred During	-CRUISE										

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

Make/Model	- CESSNA 402C	Eng Make/Model	- CONTINENTAL TS10520VB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6885	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	Rated Power	- 325 HP		

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

Weather Data

Wx Briefing - NWS
Method - TELETYPE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 050/004 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - THIN BKN
Lowest Ceiling - OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
HYANNIS,MA
Destination
BOSTON

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 42
Runway Lth/Wid - 10001/ 150
Runway Surface - ASPHALT
Runway Status - WET

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE

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

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

Age - 26
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - 402C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3767
Last 24 Hrs - 3
Make/Model- 556
Last 30 Days- UNK/NR
Instrument- 108
Last 90 Days- 243
Multi-Eng - 2838

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN LEVEL FLIGHT A CESSNA 402 PASSED BEHIND AN AIRBUS A-300 IN DESCENT FOR LANDING. THE CESSNA 402 ROLLED INVERTED. THE PILOT REGAINED CONTROL AND LANDED WITHOUT FURTHER INCIDENT AT HIS DESTINATION. BOTH ACFT WERE ON INSTRUMENT FLIGHT PLANS, IN INSTRUMENT CONDITIONS, BEING VECTORED FOR APPROACH. CURRENT FAA ATC PROCEDURES DO NOT STIPULATE CRITERIA FOR APPROPRIATE VERTICAL AND HORIZONTAL CLEARANCE WHEN ON OR OTHER ACFT IS NOT EXECUTING THE SAME FLIGHT PROFILE AS THE OTHER.

Brief of Incident (Continued)

File No. - 5107

5/13/83

BOSTON, MA

A/C Reg. No. N6791Y

Time (Lc1) - 2106 EDT

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

Finding(s)

1. APPROACH CONTROL PROCEDURE - INADEQUATE
-

Occurrence #2 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation CRUISE - NORMAL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5124

9/20/83

BOSTON,MA

A/C Reg. No. N50RP

Time (Lcl) - 2025 EDT

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

Type Operating Certificate	COMMUTER	Aircraft Damage									
Name of Carrier	-PRECISION AIRLINE	MINOR		Fatal	0	Serious	0	Injuries Minor	0	None	2
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire		Crew	0		0		0		10
Flight Conducted Under	-14 CFR 135	NONE		Pass	0		0		0		
Incident Occurred During	-TAXI										

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

Make/Model	- DEHAVILLAND DHC-6	Eng Make/Model	- PRATT & WHITN PT6A-27	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 12300	Engine Type	- TURBOPROP		
No. of Seats	- 19	Rated Power	- 620 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	UNK/NR	LOGAN INT 1.
Wind Dir/Speed- 200/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - UNK/NR	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 29	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP	Current - UNK/NR	Total - 4200	Last 24 Hrs - UNK/NR
ME LAND	Months Since - UNK/NR	Make/Model- 2030	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT ENCOUNTERED JET BLAST WHILE TAXIING BEHIND A L-1011 ACFT WHICH HAD NOT YET RECEIVED TAXI CLEARANCE & WAS STILL ATTACHED TO THE TUG WHEN THE PASS BEGAN.

Brief of Incident (Continued)

File No. - 5124

9/20/83

BOSTON, MA

A/C Reg. No. N5ORP

Time (Lcl) - 2025 EDT

Occurrence PROPELLER BLAST OR JET EXHAUST/SUCTION
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WING, WINGTIP - BUCKLED
 2. VISUAL LOOKOUT - INADEQUATE - GROUND PERSONNEL
 3. LANDING GEAR, WHEEL - SEPARATION
 4. ATC CLEARANCE - NOT OBTAINED - PILOT OF OTHER AIRCRAFT
 5. WING - BUCKLED
 6. MISCELLANEOUS - PREMATURE - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5010

6/02/83

CLINTON,MD

A/C Reg. No. N9542L

Time (Lc1) - 1500 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -INSTRUCTIONAL

MINOR

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 91

Fire

Crew

0

0

0

1

Incident Occurred During -LANDING

NONE

Pass

0

0

0

0

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

Make/Model - GRUMMAN AA-5

Eng Make/Model - LYCOMING O-320-E2G

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2200

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 150 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

HYDE

Runway Ident - 31

Runway Lth/Wid - 2000/ 40

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 - 30

Last 24 Hrs - UNK/NR

Make/Model- 30

Last 30 Days- UNK/NR

Instrument- 0

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT BALLOONED DURING THE FLARE, THEN LANDED HARED ON RUNWAY. THE NOSEGEAR FAILED AND THE ACFT SLID DOWN THE RUNWAY.

Brief of Incident (Continued)

File No. - 5010

6/02/83

CLINTON, MD

A/C Reg. No. N9542L

Time (Lc1) - 1500 EDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER USE OF - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5135 9/12/83 POTOMAC, MD A/C Reg. No. N9196S Time (Lcl) - 1645 EDT

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

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

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

Make/Model	- BEECHCRAFT B-24R	Eng Make/Model	- LYCOMING IO-360-A1B6	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 200 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	UNK/NR
Method - TELEPHONE	HERNDON, VA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	EASTON, MD	
Wind Dir/Speed - CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	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 - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3250
ME LAND	Months Since - UNK/NR	Make/Model - 650
	Aircraft Type - UNK/NR	Instrument - UNK/NR
		Multi-Eng - 750
		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 MADE A FORCED LANDING IN A FIELD OF RYE GRASS AFTER THE ENGINE LOST POWER. INVESTIGATION REVEALED THAT A CONNECTING ROD HAD FAILED. AN FAA INSPECTION REVEALED THAT THE CONNECTING ROD RETAINING BOLTS WERE NOT PROPERLY TORQUED DURING A RECENT MAJOR OVERHAUL. THE OWNER DID NOT FILE A 6120.1 REPORT BECAUSE THIS WAS NOT AN "ACCIDENT".

Brief of Incident (Continued)

File No. - 5135

9/12/83

POTOMAC, MD

A/C Reg. No. N9196S

Time (Lcl) - 1645 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - INCORRECT
 2. MAINTENANCE,MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL
 3. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
-

Occurrence #2 FORCED LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6001 8/05/83 BAXTER STATE PK,ME A/C Reg. No. CGPJX Time (Lc1) - 2130 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Acc/Inc Occurred During -CRUISE

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - PIPER PA 28 181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 4

Eng Make/Model - LYCOMING 10360A4
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 4.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MONTREAL,CA
Destination
FREDERICTON,CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - UNK/NR

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 150	Last 24 Hrs	- 11
Make/Model-	176	Last 30 Days-	11
Instrument-	9	Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DOES NOT RECALL ANY DETAILS OF THE FLIGHT AFTER DEPARTING MONTREAL. THE WRECKAGE WAS NOT RECOVERED NOR EXAMINED.

Brief of Accident/Incident (Continued)

File No. - 6001

8/05/83

BAXTER STATE PK,ME

A/C Reg. No. CGPJX

Time (Lc1) - 2130 EDT

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

Finding(s)
1. UNDETERMINED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6002 8/01/83 NAUBINWAY,MI A/C Reg. No. CGQNM Time (Lcl) - 1735 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Acc/Inc Occurred During -LANDING

Fire Crew
NONE Pass

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

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2220
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 340/017 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
OSHKOSH,WI
Destination
ST.IGNACE,MI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 43

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 682	Last 24 Hrs	- UNK/NR
Make/Model-	370	Last 30 Days-	UNK/NR
Instrument-	12	Last 90 Days-	12
Multi-Eng	- 26		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STRUCK A STOP SIGN AND NOSED OVER WHILE ATTEMPTING TO MAKE AN EMERGENCY LANDING FOLLOWING FUEL EXHAUSTION.

Brief of Accident/Incident (Continued)

File No. - 6002

8/01/83

NAUBINWAY,MI

A/C Reg. No. CGQNM

Time (Lc1) - 1735 EDT

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

Finding(s)

1. FLUID - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. REFUELING - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - OBJECT

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6013

8/05/83

BAY CITY, MI

A/C Reg. No. CFWQV

Time (Lc1) - 1440 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Acc/Inc Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - PIPER PA-28-180D
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 - NO -N/A
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- 310/004 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - 2000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAGINAW, MI
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

CLEMENTS
Runway Ident - 05
Runway Lth/Wid - 2630/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 48

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2450	Last 24 Hrs -	1
Make/Model-	450	Last 30 Days-	19
Instrument-	0	Last 90 Days-	50
Multi-Eng -	2		

Instrument Rating(s) - NONE

-----Narrative-----

AFTER AN OVERSHOOT LANDING ATTEMPT THE PILOT INITIATED A GO-AROUND THE ACFT OVERAN THE END OF THE RUNWAY, TRAVELED FOR ABOUT 330 FT AND COLIDED WITH A AUTO MOBILE. THE ROOF OFTHE AUTO WAS SHEARED OFF CAUSING 2 FATAL AND 4 SERIOUS INJURIES.

Brief of Accident/Incident (Continued)

File No. - 6013

8/05/83

BAY CITY, MI

A/C Reg. No. CFWQV

Time (Lc1) - 1440 EDT

Occurrence

OVERRUN

Phase of Operation

TAKEDFF - INITIAL CLIMB

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5026

4/10/83

MINNEAPOLIS, MN

A/C Reg. No. N8085U

Time (Lcl) - 1958 CST

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				
Name of Carrier -UNITED AIRLINES, INC	MINOR		Fatal	Injuries	
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	Serious	Minor
Flight Conducted Under -14 CFR 121	ON GROUND	Pass	0	0	0
Incident Occurred During -LANDING					None
					8
					237

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

Make/Model - DOUGLAS DC-8-71	Eng Make/Model - N/A	ELT Installed/Activated - YES/NO
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - N/A	
No. of Seats - UNK/NR	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	DENVER, CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MINNEAPOLIS
Wind Dir/Speed- 005/005 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8256/ 500
Lowest Sky/Clouds - 8000 FT	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 53	Medical Certificate - UNK/NR
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	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-----

WHILE IN CURISE FLIGHT A TIRE ON THELEFT MAIN LANDING GEAR BLEW OUT. ON LANDING ROLL A FIRE ERUPTED IN THE AREA OF THE LEFT MAIN LANDING GEAR, WHICH WAS EXTINGUISHED BY AIRPORT CRASH RESCUE PERSONAL.

Brief of Incident (Continued)

File No. - 5026

4/10/83

MINNEAPOLIS, MN

A/C Reg. No. N8085U

Time (Lc1) - 1958 CST

Occurrence OTHER GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, TIRE - BURST
2. LANDING GEAR, MAIN GEAR - BURNED
3. LANDING GEAR, WHEEL - FIRE

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5098

6/23/83

GRACEVILLE, MN

A/C Reg. No. N5HK

Time (Lcl) - 2130 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
MINOR

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

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

Fire
NONE

Crew
Pass

Incident Occurred During - LANDING - ROLL

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

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

Eng Make/Model - CONTINENTAL O-470-6
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 - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 180/007 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
KANSAS CITY, MO
Destination
SAME AS ACC/INC

Airport Proximity
UNK/NR

Airport Data

Runway Ident - 27
Runway Lth/Wid - 2500/ 200
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 50

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	436	Last 24 Hrs	-	8
Make/Model	-	166	Last 30 Days	-	UNK/NR
Instrument	-	116	Last 90 Days	-	25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON LANDING ROLL ON SLICK GRASS WITH A CROSSWIND THE ACFT SLID TO THE RIGHT AND THE RIGHT WING TIP STRUCK A TREE.

Brief of Incident (Continued)

File No. - 5098

6/23/83

GRACEVILLE, MN

A/C Reg. No. N5HK

Time (Lc1) - 2130 CDT

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

Finding(s)

1. TERRAIN CONDITION - RUNWAY
 2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
 3. WEATHER CONDITION - CROSSWIND
 4. COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5133 1/10/83 ST. LOUIS,MO A/C Reg. No. N8200Q Time (Lcl) - 1205 CST

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-TRANS-MO AIRLINES, INC.	MINOR		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	3
Incident Occurred During	-STANDING						

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

Make/Model	- CESSNA 402B	Eng Make/Model	- CONTINENTAL TSIO-520-E8	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	SAME AS ACC/INC			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	JEFFERSON CITY,MO		LAMBERT-ST. LOUIS	
Wind Dir/Speed	- 240/017 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 7.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Surface	- UNK/NR
Lowest Ceiling	- 1800 FT BROKEN	Type Apch/Lndg	- UNK/NR	Runway Status	- UNK/NR
Obstructions to Vision	- NONE				
Precipitation	- RAIN				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total - 8557	Last 24 Hrs - 4
SE LAND,ME LAND	Months Since - 5	Make/Model - 2992	Last 30 Days - 34
	Aircraft Type - C-172	Instrument - 138	Last 90 Days - 109
		Multi-Eng - 3032	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RIGHT ENGINE OF THE ACFT STARTED TO BURN WHILE THE ACFT WAS BEING STARTED. THE PILOT NOTICED FLAMES COMING OUT OF THE TOP OF THE RIGHT ENGINE AFTER THE LEFT ENGINE WAS STARTED. THE PILOT INITIATED SHUT DOWN OF BOTH ENGINES AND EVACUATION OF THE PASSENGERS. THE FIRE CONTINUED TO BURN AND WAS EXTINGUISHED BY THE FIRE DEPT. EXAMINATION SHOWED A FUEL LINE RUPTURED AND METAL PARTICLES BLOCKING THE SHUT-OFF VALVE SO THAT FUEL CONTINUED TO FLOW.

Brief of Incident (Continued)

File No. - 5133

1/10/83

ST. LOUIS, MO

A/C Reg. No. N8200Q

Time (Lc1) - 1205 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. FUEL SYSTEM, LINE - LEAK

Occurrence #2 FIRE

Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

2. FLUID, FUEL - FIRE

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5074 3/24/83 SPRINGFIELD,MO A/C Reg. No. N38941 Time (Lcl) - 1650 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	MINOR					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor
Incident Occurred During	-TAXI			0	0	0
						3
						26

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

Make/Model	- DOUGLAS DC-3	Eng Make/Model	- P & W R-1820G202A	ELT Installed/Activated	- YES/NO
Landing Gear	- UNK/NR	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 25200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 26	Rated Power	- 1250 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	- 240/005 KTS	SPRINGFIELD REG.	
Visibility	- UNK/NR	Runway Ident	- UNK/NR
Lowest Sky/Clouds	- 4000 FT SCATTERED	Runway Lth/Wid	- UNK/NR
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 - 60	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)				
ATP	Current	- UNK/NR	Total	- 9060	Last 24 Hrs	- 6
SE LAND	Months Since	- UNK/NR	Make/Model	- 1750	Last 30 Days	- 35
	Aircraft Type	- UNK/NR	Instrument	- 0	Last 90 Days	- 300
			Multi-Eng	- 4060		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON TAXI FOR TAKEOFF THE ACFT LEFT PROPELLER STRUCK A PARKED UNOCCUPIED ACFT.

Brief of Incident (Continued)

File No. - 5074

3/24/83

SPRINGFIELD,MO

A/C Reg. No. N38941

Time (Lc1) - 1650 CDT

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

Finding(s)
1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5108 5/24/83 ST. LOUIS, MO A/C Reg. No. N31013 Time (Lc1) - 1905 CDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-TRANSWORLD AIRLINES	MINOR		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	0	0	0	12
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	119
Incident Occurred During	-TAXI						

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

Make/Model	- LOCKHEED L-1011-385-1	Eng Make/Model	- ROLLS ROYCE RB-211-22B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 328300	Engine Type	- TURBOFAN		
No. of Seats	- 270	Rated Power	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	PHOENIX, AZ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LAMBERT-ST. LOUIS
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 14000 FT SCATTERED	Type of Clearance - IFR	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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 7705
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - 6
	Aircraft Type - L-1011	Make/Model - 467
		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-----

WHILE TAXIING TO THE GATE THE NUMBER 1 ENGINE STRUCK A BAGGAGE CART IN AN AREA NORMALLY OCCUPIED BY AIRCRAFT. THE PILOTS UNDIVIDED ATTENTION WAS TO THE SIGNALMAN.

Brief of Incident (Continued)

File No. - 5108

5/24/83

ST. LOUIS, MO

A/C Reg. No. N31013

Time (Lcl) - 1905 CDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. AIRPORT FACILITIES, RAMP FACILITIES - CONGESTED
2. OBJECT - VEHICLE
3. CLEARANCE - NOT MAINTAINED - COMPANY MAINTENANCE PSNL
4. VISUAL LOOKOUT - NOT MAINTAINED - DRIVER OF VEHICLE
5. UNSAFE/HAZARDOUS CONDITION - DISREGARDED - COMPANY MAINTENANCE PSNL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5017

5/27/83

KANSAS CITY,MO

A/C Reg. No. N11006

Time (Lc1) - 0935 CDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-TRANS WORLD AIRLINES, INC	MINOR						
Type of Operation	-SCHEDULED,DOMESTIC,PAX/CARGO	Fire						
Flight Conducted Under	-14 CFR 121	IN FLIGHT	Crew	0	Fatal	0	0	11
Incident Occurred During	-DESCENT		Pass	0		0	0	169

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

Make/Model	- LOCKHEED L-1011-385-1	Eng Make/Model	- ROLLS ROYCE RB-211	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- UNK/NR	Engine Type	- UNK/NR		
No. of Seats	- 270	Rated Power	- UNK/NR		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		OFF AIRPORT/STRIP	
Method	- UNK/NR	ST. LOUIS			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	KANSAS CITY,MO		INTERNATIONAL	
Wind Dir/Speed	- 140/010 KTS			Runway Ident	- N/A
Visibility	- 7.0 SM	ATC/Airspace		Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- IFR	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- UNK/NR		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 53	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 16602	Last 24 Hrs - 2
ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Days- 1
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 1
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING DESCENT AN ELECTRIC WIRE BUNDLE SHORTED BEHIND THE FLIGHT ENGINEERS PANEL, A FIRE ERUPTED WITH SMOKE. THE FLIGHT ENGINEER USED A PORTABLE FIRE EXTINGUISHER TO PUT OUT THE FIRE.

Brief of Incident (Continued)

File No. - 5017

5/27/83

KANSAS CITY, MO

A/C Reg. No. N11006

Time (Lcl) - 0935 CDT

Occurrence FIRE
Phase of Operation DESCENT - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM, ELECTRIC WIRING - SHORTED
2. ANTI-ICE/DE-ICE SYSTEM, WINDSHIELD - FAILURE, PARTIAL
3. ELECTRICAL SYSTEM, CIRCUIT BREAKER - POPPED/TRIPPED
4. FIRE EXTINGUISHER, PORTABLE - OTHER

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5035

7/16/83

ST. LOUIS, MO

A/C Reg. No. N54352

Time (Lcl) - 1645 CDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-TRANS WORLD AIRLINES, INC	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire						
Flight Conducted Under	-14 CFR 121	NONE	Crew	0	Fatal	0	Injuries	7
Incident Occurred During	-TAXI - FROM LANDING		Pass	0	Serious	0	Minor	0
							None	58

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

Make/Model	- BOEING 727-231A	Eng Make/Model	- P & W JT8D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 173000	Engine Type	- TURBOFAN		
No. of Seats	- 146	Rated Power	- 16000 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	ON AIRPORT	
Method	- TELETYPE		
Completeness	- WEATHER NOT PERTINENT	Airport Data	
Basic Weather	- VMC	LAMBERT-ST. LOUIS INTL.	
Wind Dir/Speed	- 240/012 KTS	Runway Ident	- UNK/NR
Visibility	- 8.0 SM	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 4500 FT SCATTERED	Runway Surface	- UNK/NR
Lowest Ceiling	- 12000 FT BROKEN	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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 3356	Last 24 Hrs - UNK/NR
ME LAND	Months Since - UNK/NR	Make/Model - 114	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAXI, WHILE BEING GUIDED BY A GROUND MARSHALLERS THE TAIL OF THE ACFT HIT THE TAIL OF ANOTHER ACFT.

Brief of Incident (Continued)

File No. - 5035

7/16/83

ST. LOUIS, MO

A/C Reg. No. N54352

Time (Lc1) - 1645 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. CLEARANCE - MISJUDGED - GROUND PERSONNEL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5057 11/08/83 ST. LOUIS, MO A/C Reg. No. N903TW Time (Lcl) - 0858 CST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-TRANSWORLD AIRWAYS	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	6
Incident Occurred During	-LANDING			0	0	0	132

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

Make/Model	- MCDONNELL DOUGLAS DC9-80	Eng Make/Model	- N/A	ELT Installed/Activated	- YES/NO
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- YES
Max Gross Wt	- 149500	Engine Type	- N/A		
No. of Seats	- 142	Rated Power	- N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	UNK/NR	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	UNK/NR	LAMBERT ST. LOUIS INTL.
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 12R
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 11018/ 200
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - ILS-LOCALIZER	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - UNK/NR	Last 24 Hrs - UNK/NR
SE LAND	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) - UNK/NR

-----Narrative-----

DURING LANDING ROLLOUT THE AFT FIBERGLASS TAILCONE FELL OFF THE ACFT FOR UNDETERMINED REASONS.

Brief of Incident (Continued)

File No. - 5057

11/08/83

ST. LOUIS,MO

A/C Reg. No. N903TW

Time (Lcl) - 0858 CST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. MISC ROTORCRAFT, TAIL CONE - UNDETERMINED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5126 11/10/83 ST. LOUIS,MO

A/C Reg. No. N436EX

Time (Lcl) - 0537 CST

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

Type Operating Certificate-AIR CARRIER - ALL CARGO	Aircraft Damage						
Name of Carrier -INTERNATIONAL AIR SERVICE	NONE		Fatal	Serious	Minor	None	
Type of Operation -SCHEDULED,DOMESTIC,CARGO	Fire	Crew	0	0	0	3	
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0	0	
Incident Occurred During -TAXI							

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

Make/Model - BOEING 727-15C	Eng Make/Model - PRATT&WHITNEY JT&D-7B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 142000	Engine Type - TURBOFAN	
No. of Seats - 134	Rated Power - 17000 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	OKLAHOMA CITY,OK	LAMBERT FIELD
Wind Dir/Speed- 220/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 3.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 600 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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,ATP	Current - UNK/NR	Total - 6550
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 2525
		Instrument- 0
		Multi-Eng - 2525
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT AFTER ENGINE START THE ACFT WAS DIRECTED BY THE TOWER TO TAXI FOR TAKEOFF. THE MARSHALLER MOTIONED HIM FORWARD AND HE ADVANCED THE POWER TO 65 PERCENT TO BREAK AWAY AND THEN REDUCED IT TO IDLE. AT NO TIME WAS THE PILOT ADVISED THAT AN ACFT WAS BEHIND HIM. THE EXHAUST OF THE JET ENGINE LIFTED THE WING OF A CESSNA 206 WHICH WAS TAXIING BEHIND THE BOEING 727. THE RIGHT WING STRUCK THE GROUND SUSTAINING MINOR DAMAGE. THE CREW OF THE BOEING 727 WAS UNAWARE OF WHAT HAD HAPPENED.

Brief of Incident (Continued)

File No. - 5126

11/10/83

ST. LOUIS,MO

A/C Reg. No. N436EX

Time (Lc1) - 0537 CST

Occurrence PROPELLER BLAST OR JET EXHAUST/SUCTION

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
3. IDENTIFICATION OF AIRCRAFT VISUALLY - NOT PERFORMED - ATC PSNL(LCL/GND/CLNC)
4. IDENTIFICATION OF AIRCRAFT VISUALLY - NOT PERFORMED - GROUND PERSONNEL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6015 8/28/83 BABB,MT A/C Reg. No. CFGNB Time (Lcl) - 1915 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Acc/Inc Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-11-90
Landing Gear - UNK/NR
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C90-8F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/012 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CARWAY, ALBERTA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 26
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 200 Last 24 Hrs - UNK/NR
Make/Model- 200 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THAT BEFORE TAKEOFF, HE FUELED THE LEFT TANK OF THE AIRCRAFT. THE RIGHT TANK WAS REPORTEDLY EMPTY. FIVE OR TEN MINUTES AFTER TAKEOFF THE PILOT PUT THE ACFT INTO A 5 DEGREE LEFT FORWARD SLIP FOR ABOUT 30 SECONDS. AS SOON AS THE PILOT RETURNED THE ACFT TO LEVEL FLIGHT, THE ENGINE LOST POWER. THE PILOT ATTEMPTED VARIOUS PROCEDURES, BUT COULD NOT RESTORE POWER TO THE ENGINE. HE MADE A FORCED LANDING ON A SMALL POND. AS THE ACFT SLOWED AND CAME OFF THE STEP, THE LEFT FLOAT STRUCK SUBMERGED WILLOW STICKS AND SANK. THE LEFT WING DROPPED AND STRUCK THE WATER. THE PILOT SAID THAT THIS FUEL TANK DOES NOT HAVE A DRAIN AND UNLESS YOU DRAW APRX 1 GALLON OF FUEL THRU THE GASCOLATOR, WATER WILL NOT SHOWUP.

Brief of Accident/Incident (Continued)

File No. - 6015

8/28/83

BABB,MT

A/C Reg. No. CFGNB

Time (Lc1) - 1915 MDT

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

Finding(s)

1. FUEL SYSTEM - CONTAMINATION
 2. FLUID,FUEL - WATER
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5001 5/27/83 CHARLOTTE, NC A/C Reg. No. N856N Time (Lcl) - 1557 EDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-PIEDMONT AVIATION INC.	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire					
Flight Conducted Under	-14 CFR 121	NONE	Crew	0	0	0	7
Incident Occurred During	-TAKEOFF		Pass	0	0	0	143
			Other	0	0	0	150

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

Make/Model	- BOEING 727-200	Eng Make/Model	- N/A	ELT Installed/Activated	- YES/NO
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- YES
Max Gross Wt	- 154500	Engine Type	- UNK/NR		
No. of Seats	- 160	Rated Power	- N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	DALLAS, TX	DOUGLAS INTL
Wind Dir/Speed- 350/005 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7845/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

FORCED LANDING

-----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 - UNK/NR
ME 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) - AIRPLANE

-----Narrative-----

THE #3 ENG SUSTAINED AN UNCONTAINED FAILURE OF THE #4 1/2 BEARING OF THE TURBINE SECTION, DUE TO FATIGUE CRACKING OF THE ROLLER BEARING CAGE.

Brief of Incident (Continued)

File No. - 5001

5/27/83

CHARLOTTE, NC

A/C Reg. No. N856N

Time (Lc1) - 1557 EDT

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

Finding(s)

1. TURBINE ASSEMBLY, AFT FAN - FAILURE, TOTAL
2. TURBINE ASSEMBLY, AFT FAN - FATIGUE

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5025 6/16/83 CHARLOTTE,NC A/C Reg. No. N782N Time (Lc1) - 1530 EDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-PIEDMOUNT AIRLINES	MINOR						
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	5	
Incident Occurred During	-CLIMB			0	0	0	97	

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

Make/Model	- BOEING 737-201	Eng Make/Model	- PRATT/WHITNEY JT8D-9A	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- UNK/NR	Engine Type	- UNK/NR		
No. of Seats	- UNK/NR	Rated Power	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	CHARLOTTE,NC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	CHICAGO,IL	O'HARE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - N/A
Obstructions to Vision- UNK/NR	STRAIGHT-IN	
Precipitation - HAIL	FULL STOP	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - UNK/NR
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) - NONE

-----Narrative-----

DURING CLIMB TO CRUISE THE ACFT ENCOUNTERED UNFORCAST HAIL. THE FLIGHT CONTINUED TO DESTINATION AND LANDED WITHOUT FURTHER INCIDENT.

Brief of Incident (Continued)

File No. - 5025

6/16/83

CHARLOTTE, NC

A/C Reg. No. N782N

Time (Lc1) - 1530 EDT

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

Finding(s)
1. WEATHER CONDITION - HAIL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5039 7/22/83 WINSTON SALEM, NC A/C Reg. No. N153GC Time (Lc1) - 1920 EDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-KA CORP. LTD	MINOR		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	4
Incident Occurred During	-TAKEOFF						

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

Make/Model	- BEECH B200	Eng Make/Model	- P & W PT-6-42	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP		
No. of Seats	- 10	Rated Power	- 850 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	WINSTON, SALEM, NC			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	PHILADELPHIA, PA		SMITH REYNOLDS	
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Ident	- 33
Visibility	- 10.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 6655 -UNK/NR
Lowest Sky/Clouds	- THIN BKN	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- 8000 FT BROKEN	Type Apch/Lndg	- NONE	Runway Status	- WET
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

FULL STOP

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

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 10042	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 1	Make/Model - 3304	Last 30 Days - UNK/NR
	Aircraft Type - B 200	Instrument - 93	Last 90 Days - UNK/NR
		Multi-Eng - 8013	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING GEAR RETRACTION THE PCT NOTICED A CRACKING SOUND FOLLOWED BY SMOKE IN THE CABIN WHICH WAS ALLVVIATED BY THE REAR VENT BLOWER. THE EMERGENCY GEAR HANDLE FAILED TO ENGAGE & ANEMERGENCY LANDING WAS MADE WITH GEAR PARTIALLY EXTENDED. THE RIGHT GEAR DOOR CLOSED BEFORE GEAR RETRACTION CAUSING THE GEAR MOTOR TO OVERHEAT. NO CAUSE WAS FOUND FOR THIS SEQUENTIAL MALFUNCTION.

Brief of Incident (Continued)

File No. - 5039

7/22/83

WINSTON SALEM, NC

A/C Reg. No. N153GC

Time (Lcl) - 1920 EDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6016

8/01/83

ELKIN, NC

A/C Reg. No. CGGHP

Time (Lcl) - 1305 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Acc/Inc Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire ON GROUND

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

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

Make/Model - BEECH F35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELETYPE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHARLOTTE, NC
Destination
PITTSBURG, PA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

FULL STOP

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

Pilot-In-Command

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

Age - 37

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 242	Last 24 Hrs	- UNK/NR
Make/Model-	25	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING HIS 1010 WX BRIEFING FOR THE PROPOSED ROUTE OF FLT, THE PLT WAS ADVISED THAT SHOWERS WERE EXPECTED IN WEST VIRGINIA & THAT IT MIGHT NOT BE POSSIBLE TO MAINTAIN VFR BELOW CLOUDS ALONG THE MOUNTAINOUS ROUTE. THE BRIEFER SUGGESTED AN ALTERNATE ROUTE FURTHER EAST. THE PLT, HOWEVER, FILED A VFR FLT PLAN VIA THE ORIGINALLY PROPOSED WESTERN ROUTE. WITNESSES HEARD ENG SOUNDS AS THE ACFT APPARENTLY APPROACHED A BLACK CLOUD. THE ACFT WAS NOT SEEN, HOWEVER, UNTIL IT SPIRALED OUT OF THE BOTTOM OF THE BLACK CLOUD WITH ONE WING MISSING. A FEW MINUTES AFTER THE ACCIDENT, RAIN BEGAN FALLING & LIGHTNING WAS OBSERVED IN THE CLOUDS. THE 1305 TRI-CITY, TN RADAR PHOTOGRAPH SHOWED THUNDERSTORM ACTIVITY NEAR THE ACCIDENT SITE & A LARGE AREA OF THUNDERSTORM ACTIVITY WEST OF THE ELKIN AREA.

Brief of Accident/Incident (Continued)

File No. - 6016

8/01/83

ELKIN,NC

A/C Reg. No. CGGHP

Time (Lcl) - 1305 EDT

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
 3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
-

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

Finding(s)

5. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)
 6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

7. WING - OVERLOAD
 8. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 9. 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/incident is/are finding(s) 2,6,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5002 12/15/83 CHERRY POINT, NC A/C Reg. No. N60 Time (Lc1) - 1205 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PUBLIC USE
Flight Conducted Under -14 CFR 91
Incident Occurred During -TAKEOFF

Aircraft Damage

MINOR

Fire

NONE

Crew

Pass

Fatal

0

0

Serious

0

0

Minor

0

0

None

3

0

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

Make/Model - STABLELINER NA-265-80
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 22500
No. of Seats - 5

Eng Make/Model - G.E. CF-700

Number Engines - 2

Engine Type - TURBOFAN

Rated Power - 4500 LBS THRUST

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - MILITARY
Method - IN PERSON
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 200/005 KTS

Visibility - 3.000 SM

Lowest Sky/Clouds -

Lowest Ceiling - 400 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

KNOXVILLE, TN

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

CHERRY POINT

Runway Ident - 32R

Runway Lth/Wid - 7890/ 200

Runway Surface - CONCRETE

Runway Status - WET

FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND, ME LAND

Age - 59

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 15700

Make/Model- 3000

Instrument- 50

Multi-Eng - 11700

Last 24 Hrs - 6

Last 30 Days- 40

Last 90 Days- 120

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT LINED UP WITH THE LEFT EDGE FLUSH MOUNTED RWY LIGHTS THINKING THEY WERE CENTERLINE LIGHTS. BEGINNING ABOUT 1000 FT DOWN THE RWY THE EDGE LIGHTS WERE POST MOUNTED AND ONE FT IN HEIGHT. NO REMAL ACCELERATION WAS BEGUN AND THE TAKEOFF WAS ABORTED AT ABOUT 80 KTS AFTER STRIKING 4 OR 5 LIGHTS. RWY MARKINGS WERE CONVENTIONAL. THE WIDTH OF THE RWY WAS REDUCED FROM 400 FT TO 200 FT A YEAR BEFORE & THE FORMER RWY SURFACE REMAINED. THERE WERE NO CENTERLINE LIGHTS.

Brief of Incident (Continued)

File No. - 5002

12/15/83

CHERRY POINT, NC

A/C Reg. No. N60

Time (Lc1) - 1205 EST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - FOG
 2. WEATHER CONDITION - RAIN
 3. OBJECT - LIGHTNING
 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6014 7/30/83 MINOT,ND A/C Reg. No. CFTGG Time (Lcl) - 1016 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	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Acc/Inc Occurred During - LANDING

Fire
NONE

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

Make/Model - CESSNA 305A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470-11
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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

Itinerary

Last Departure Point
REGINA
Destination
MINOT,ND

Airport Proximity
ON AIRPORT

Basic Weather - VMC
Wind Dir/Speed- 290/004 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

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

Airport Data

MINOT INTERNATIONAL
Runway Ident - 13
Runway Lth/Wid - 7493/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND,ME SEA

Age - 55

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	-	604	Last 24 Hrs -	5
Make/Model-	50		Last 30 Days-	UNK/NR
Instrument-	97		Last 90 Days-	39
Multi-Eng -	454			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT SWERVED OFF THE RWY INTO A DITCH AFTER BOUNCING DURING LANDING. THE PILOT SAID HE WAS CLEARED TO LAND ON RWY 13 THE WINDS WERE FROM 290 DEGREES AT 4 KTS. THE PILOT SAID A GUST OF WIND (NONE REPORTED) HIT THE ACFT DURING FLARE FOR A 2 POINT LANDING. THE ACFT BALLOONED INTO THE AIR AND WHEN IT CAME DOWN IT VEERED TO THE RIGHT. POWER WAS APPLIED FOR A GO-AROUND BUT THE ACFT CONTINUED OFF THE RWY. THE ACFT MAIN GEAR HIT A DRAINAGE DITCH 60 FT FROM THE RWY. THE ACFT GROUNDLOOPEED FURTHER AND CAME TO A STOP. THE PILOT SAID THE TWR CHANGED THE RWY TO 31 AFTER THE ACCIDENT.

Brief of Accident/Incident (Continued)

File No. - 6014

7/30/83

MINOT,ND

A/C Reg. No. CFTGG

Time (Lcl) - 1016 CDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT OBTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
6. GO-AROUND - DELAYED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5012 5/06/83 LINCOLN, NE A/C Reg. No. N779M Time (Lcl) - 1245 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Incident Occurred During -LANDING

Aircraft Damage
MINOR
Fire
NONE

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

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

Make/Model - FAIRCHILD SWEARINGEN SA226T Eng Make/Model - GARRETT TPE-3311
Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 2
Max Gross Wt - 10062 Engine Type - TURBOPROP
No. of Seats - 10 Rated Power - 900 LBS THRUST

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/012 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
OMAHA, NE
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
UNK/NR

Airport Data

MUNICIPAL
Runway Ident - 17
Runway Lth/Wid - 12900/ 200
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 47
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - SA227

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 8000 Last 24 Hrs - 1
Make/Model- UNK/NR Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- 65
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL THE ACFT VEERED LEFT. THE PARKING BRAKE VALVE WAS SUSPECTED TO HAVE FAILED & WAS REPLACED AS A PRECAUTIONARY MEASURE.

Brief of Incident (Continued)

File No. - 5012

5/06/83

LINCOLN,NE

A/C Reg. No. N779M

Time (Lc1) - 1245 CDT

Occurrence LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. OTHER SYSTEM - BLOCKED(PARTIAL)

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5099 12/31/83 TRENTON, NE A/C Reg. No. N2082Y Time (Lc1) - 1555 CST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-HOLZMEISTER AVIATION	MINOR		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	3
Incident Occurred During	-LANDING - ROLL						

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

Make/Model	- PIPER PA-28RT-201T	Eng Make/Model	- CONTINENTAL TSIP-360-FB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2400	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		UNK/NR	
Method	- N/A	RAPID CITY, SD			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	OAKLEY, KS		MUNICIPAL	
Wind Dir/Speed	- 280/004 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Surface	- GRASS/TURF
Lowest Ceiling	- 6500 FT BROKEN	Type Apch/Lndg	- STRAIGHT-IN	Runway Status	- SNOW - WET
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)	
COMMERCIAL	Current - YES	Total - 3143	Last 24 Hrs - 4
SE LAND	Months Since - 1	Make/Model - 3227	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 45	Last 90 Days - 123
		Multi-Eng - 94	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PRECAUTIONARY LANDING DUE TO A PARTIAL POWER LOSS THE ACFT NOSE GEAR FAILED AFTER COLLIDING WITH A SNOW BANK. THE NO. 6 CYLINDER WALL WAS FOUND BROKEN.

Brief of Incident (Continued)

File No. - 5099

12/31/83

TRENTON,NE

A/C Reg. No. N2082Y

Time (Lcl) - 1555 CST

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

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL
 2. MAINTENANCE,OVERHAUL - INADEQUATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK
 4. AIRPORT SNOW REMOVAL - INADEQUATE - AIRPORT PERSONNEL
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5105 12/07/83 NEWARK, NJ A/C Reg. No. N103AA Time (Lcl) - 2144 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-AMERICAN AIRLINES	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	11
Incident Occurred During	-LANDING			0	0	0	149

-----Aircraft Information-----

Make/Model	- MCDONNELL DOUGLAS DC-10-10	Eng Make/Model	- GE CF6-6D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 440000	Engine Type	- TURBOFAN		
No. of Seats	- 345	Rated Power	- 39300 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	DALLAS, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	NEWARK INTERNATIONAL
Wind Dir/Speed- 270/017 KTS	ATC/Airspace	Runway Ident - 22
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 9800/ 150
Lowest Sky/CLOUDS -	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - BROKEN	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 23985
SE LAND, ME LAND	Months Since - 3	Make/Model- 3700
	Aircraft Type - DC-10	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 93
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED A COMPLETE TRUCK BEAM FAILURE AFTER TOUCHDOWN. METALLURGICAL EXAMINATION REVEALED A CRACK NEAR THE RIGHT REAR TRUCK PIVOT PIN LUBRICATION HOLE WHICH SHOWED PROPAGATION TO THE LOWER END OF THE GREASE HOLE ON THE MATING SURFACE. GREASE HOLE WALLS SHOWED PITTING & CORROSION. TIME INTERVALS FOR SERVICE BULLETIN INSPECTIONS EXCEEDED THOSE RECOMMENDED BY THE MANUFACTURER.

Brief of Incident (Continued)

File No. - 5105

12/07/83

NEWARK,NJ

A/C Reg. No. N103AA

Time (Lcl) - 2144 EST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR - STRESS CORROSION
2. MAINTENANCE,INSPECTION OF AIRCRAFT - REDUCED - COMPANY/OPERATOR MGMT
3. LANDING GEAR,MAIN GEAR - FATIGUE
4. MAINTENANCE,SERVICE BULLETINS - NOT FOLLOWED - COMPANY MAINTENANCE PSNL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,3,4

Factor(s) relating to this incident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5089 5/30/83 EAGLE NEST,NM A/C Reg. No. N56RT Time (Lcl) - 1400 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	MINOR					
Type of Operation - FERRY	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Incident Occurred During -LANDING			0	0	0	2
			0	0	0	0

-----Aircraft Information-----

Make/Model - BEECHCRAFT 200	Eng Make/Model - P & W PT6A-41	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 12500	Engine Type - TURBOSHAFT	
No. of Seats - 11	Rated Power - 850 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ALBUQUERQUE,NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ANGEL FIRE
Wind Dir/Speed- VARIABLE/015 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6700/ 60
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2000
SE LAND,ME LAND	Months Since - 3	Make/Model- 450
	Aircraft Type - B200	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 75
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT INADVERTENTLY LANDED WITH GEAR UP DUE TO MULTIPLE DISTRACTIONS.

Brief of Incident (Continued)

File No. - 5089

5/30/83

EAGLE NEST,NM

A/C Reg. No. N56RT

Time (Lcl) - 1400 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
2. 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 incident is/are finding(s) 1

Factor(s) relating to this incident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5019 3/11/83 MINA,NV A/C Reg. No. N8076 Time (Lcl) - 1325 PST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier -UNITED AIRLINES	MINOR		Fatal	0	Serious	0
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	0	0	Minor	0
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0	11
Incident Occurred During -CLIMB						175

-----Aircraft Information-----

Make/Model - MC DONNELL DOUGLAS DC 8-61	Eng Make/Model - P & W JT3D-3B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 4	Stall Warning System - YES
Max Gross Wt - 32800	Engine Type - TURBOJET	
No. of Seats - UNK/NR	Rated Power - 18000 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAN FRANCISCO,CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	DENVER,CO	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 15920
ME LAND,SE SEA	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) - AIRPLANE

-----Narrative-----

WHILE ESTABLISHED IN A NORMAL CLIMB TO CRUISING ALTITUDE THE#1 ENGINE FAILED DUE TO A FAILURE OF THE FIRST STAGE COMPRESSOR WHEEL. THE ACFT THEN DIVERTED TO RENO NV AND LANDED WITHOUT FURTHER INCIDENT.

Brief of Incident (Continued)

File No. - 5019

3/11/83

MINA,NV

A/C Reg. No. N8076

Time (Lcl) - 1325 PST

Occurrence LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. COMPRESSOR ASSEMBLY, FORWARD FAN - LOSS, TOTAL
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5063 6/24/83 LAS VEGAS,NV A/C Reg. No. N942N Time (Lcl) - 1426 MST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				
Name of Carrier -REPUBLIC AIRLINES, INC.	MINOR				
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 121	ON GROUND	Pass	0	0	6
Incident Occurred During -TAKEOFF					81

-----Aircraft Information-----

Make/Model - MCDONNELL DOUGLAS DC9-32	Eng Make/Model - P & W JT8D-15	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 91500	Engine Type - TURBOJET	
No. of Seats - 104	Rated Power - 15500 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	PHOENIX,AZ	MCCARREN INT'L.
Wind Dir/Speed- 160/006 KTS		Runway Ident - 25
Visibility - 50.0 SM	ATC/Airspace	Runway Lth/Wid - 12636/ 150
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - IFR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 10525
SE LAND,ME LAND	Months Since - 2	Make/Model- 3525
HELICOPTER	Aircraft Type - DC-9	Instrument- UNK/NR
		Multi-Eng - 7000
		Last 24 Hrs - 6
		Last 30 Days- 55
		Last 90 Days- 159
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE GROUND RUN FOR TAKEOFF A FATIGUE PRECIPITATED FAILURE OF THE THIRD STAGE TURBINE BLADE OCCURRED WITH SECONDARY DAMAGE TO SEVERAL GUIDE VANES AND THE FOURTH STAGE TURBINE WHEEL. IMBALANCE OF THE TURBINE WHEEL CAUSED THE FAILURE OF THE NUMBER SIX BEARING ALLOWING OIL TO LEAK INTO THE EXHAUST AREA CAUSING A LOW INTENSITY FIRE

Brief of Incident (Continued)

File No. - 5063

6/24/83

LAS VEGAS,NV

A/C Reg. No. N942N

Time (Lc1) - 1426 MST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TURBINE ASSEMBLY,TURBINE BLADE - FATIGUE
2. TURBINE ASSEMBLY,TURBINE BLADE - FAILURE,TOTAL
3. TURBINE ASSEMBLY,TURBINE WHEEL - FAILURE,TOTAL
4. TURBINE ASSEMBLY,SHAFT BEARING - FAILURE,TOTAL
5. FLUID,OIL - BURNED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6017 12/21/83 HUMBOLT,NV A/C Reg. No. CGCGA Time (Lcl) - 1715 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Acc/Inc Occurred During -MANEUVERING			2	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182E	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	WALLA WALLA,WA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	RENO,NV	
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 5000
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - UNK/NR	Make/Model- 95
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 14
		Last 90 Days- 18
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A X-COUNTRY FLT IN A MOUNTAINOUS AREA, THE ACFT CRASHED INTO THE SIDE OF A SNOW COVERED MOUNTAIN. IMPACT OCCURRED AT THE 8200 FT LEVEL IN PRINCE ROYAL CANYON. THE CANYON SLOPED UPWARD TO THE SOUTH & TERMINATED AT AN ELEVATION OF ABOUT 8900 FT. THE ACFT WAS ON AN EASTERLY HEADING IN A SLIGHT LEFT BANK WHEN IT CRASHED.ACCORDING TO AN NTSB METEOROLOGICAL SUMMERY, THE CLOUD BASES WOULD HAVE BEEN NEAR THE 7000 FT LEVEL IN THAT AREA.

Brief of Accident/Incident (Continued)

File No. - 6017

12/21/83

HUMBOLT,NV

A/C Reg. No. CGCGA

Time (Lcl) - 1715 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH TERRAIN
4. WEATHER CONDITION - CLOUDS
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - SNOW
7. WEATHER CONDITION - WHITEOUT
8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
9. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

10. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
11. TERRAIN CONDITION - MOUNTAINOUS/HILLY
12. TERRAIN CONDITION - RISING
13. TERRAIN CONDITION - SNOW COVERED
14. PULL-UP - IMPROPER - PILOT IN COMMAND
15. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL DETECTION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident/incident is/are finding(s) 1,2,8,10

Factor(s) relating to this incident is/are finding(s) 3,4,5,6,7,9,11,12,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6010 7/18/83 CANANDAIGUA, NY A/C Reg. No. C1985 Time (Lcl) - 2030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 103	NONE	Pass 0	0	0	0
Acc/Inc Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - EASY RISER 1	Eng Make/Model - ZENOAH G25B	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 - 20 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	CANANDAIGUA
Wind Dir/Speed- 260/009 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1900/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT WAS OBSERVED IN CONTROLLED FLT IN THE TRAFFIC PATTERN. THE VEHICLE THEN MOMENTARILY LEVELED OFF & THEN CONTINUED A CLIMB. IT THEN STARTED TO ROLL LEFT TO RIGHT FOLLOWED BY AN ABRUPT DESCENT IN A NEAR VERTICAL ATTITUDE TOWARD THE GROUND. THE WINGS FOLDED BACK ABOUT 1/2 WAY DOWN IN THE DESCENT. THE PLT WAS AN EXPERIENCED HANG GLIDER PLT WHOSE EXPERIENCE EXTENDED OVER A 10-YR PERIOD. HIS TOTAL TIME IN ULTRALIGHTS WAS 8-10 HRS. THE ORIGINAL BUILDER TEST FLEW THE VEHICLE ABOUT 6 WKS PRIOR TO THE ACCIDENT & NOTED A VERY HEAVY TAIL CONDITION WHICH WAS ADEQUATELY OVERCOME BY FORWARD PLT POSITION. PITCH CONTROL IS BY WEIGHT SHIFT. HE RECOMMENDED TO THE NEW OWNER TO INSTALL A PLT RESTRAINT HARNESS BUT THIS WAS NEVER DONE. IT WAS THE BUILDER'S OPINION THAT THE ABRUPT SPIN THREW THE PLT OUT OF HIS NORMAL CONTROL POSITION, & THE LACK OF A SAFETY/RESTRAINT HARNESS PREVENTED THE PLT FROM REDUCING PWR & ATTEMPTING CORRECTIVE CONTROL INPUTS. HOWEVER, THERE MAY NOT HAVE BEEN SUFFICIENT ALTITUDE FOR A SUCCESSFUL RECOVERY.

Brief of Accident/Incident (Continued)

File No. - 6010

7/18/83

CANANDAIGUA, NY

A/C Reg. No. C1985

Time (Lcl) - 2030 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. MISC EQPT/FURNISHINGS, SEAT BELT - LACK OF
 3. MISC EQPT/FURNISHINGS, SHOULDER HARNESS - LACK OF
 4. AIRCRAFT/EQUIPMENT INADEQUATE - PILOT IN COMMAND
 5. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
 6. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. WING - OVERLOAD
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident/incident is/are finding(s) 1

Factor(s) relating to this incident is/are finding(s) 2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5121 7/19/83 MECHANICVILLE, NY A/C Reg. No. N8123V Time (Lcl) - 1530 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	MINOR					
Type of Operation -PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Incident Occurred During -TAXI						

-----Aircraft Information-----

Make/Model - CESSNA 172XP	Eng Make/Model - N/A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - YES
Max Gross Wt - 1700	Engine Type - N/A	
No. of Seats - 4	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	BURELLO
Wind Dir/Speed- 006 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 - 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 - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 310
SE LAND	Months Since - UNK/NR	Make/Model- 97
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

AFTER STARTING THE ENGINE AND TAXIING FORWARD THE PILOT STATED HE PUSHED THE TROTTLE BY MISTAKE AND THE ACFT MOVED RAPIDLY FORWARD AND STRUCK A PARKED ACFT.

Brief of Incident (Continued)

File No. - 5121

7/19/83

MECHANICVILLE, NY

A/C Reg. No. N8123V

Time (Lc1) - 1530 EDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s)

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5073 1/26/83 CLEVELAND, OH A/C Reg. No. N300LB Time (Lcl) - 0525 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries	
Name of Carrier -EPPS AIR SERVICE, INC.	MINOR		Fatal	Serious
Type of Operation -SCHEDULED, DOMESTIC, CARGO	Fire	Crew	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0
Incident Occurred During -LANDING				Minor
				None
				2
				1

-----Aircraft Information-----

Make/Model - GATES LEARJET 24	Eng Make/Model - GENERAL ELEC. CJ610-4	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 13000	Engine Type - TURBOJET	
No. of Seats - 3	Rated Power - 2850 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	CHICAGO, IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BURKE LAKEFRONT
Wind Dir/Speed- 010/005 KTS	ATC/Airspace	Runway Ident - 61
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6198/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Lowest Ceiling - 2500 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 11000
SE LAND, ME LAND	Months Since - 6	Last 24 Hrs - 3
	Aircraft Type - 25	Make/Model- 2000
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE NOSEWHEEL STEERING MECHANISM WAS ACTIVATED AT TOO HIGH ASPEED AFTER TOUCHDOWN CAUSING A LOSS OF CONTROL. THERE WERE PRIOR INSTANCES OF STEERING PROBLEMS WHICH WERE NOT DOCUMENTED IN MAINTENACE RECORDS & THE PLT WAS NOT AWARE THAT THEY EXISTED.

Brief of Incident (Continued)

File No. - 5073

1/26/83

CLEVELAND, OH

A/C Reg. No. N300LB

Time (Lc1) - 0525 EST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation LANDING - ROLL

1. NOSEWHEEL STEERING - NOT CORRECTED - COMPANY MAINTENANCE PSNL

2. MISCELLANEOUS - PREMATURE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s)

Factor(s) relating to this incident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6007 3/17/83 MANSFIELD,OH A/C Reg. No. CGQYP Time (Lc1) - 1947 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Acc/Inc Occurred During -CRUISE			0	1	0	2

-----Aircraft Information-----

Make/Model - PIPER PA24-260	Eng Make/Model - LYCOMING IO-540-D4A5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	LONDON, ONTARIO	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	NASHVILLE,TN	MANSFIELD LANM
Wind Dir/Speed- 090/015 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6795/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2500
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 14	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 45
		Last 30 Days- UNK/NR
		Instrument- 61
		Last 90 Days- 5
		Multi-Eng - 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE FLT AT 8000 FT MSL, THE ENG LOST OIL PRESSURE. THE PLT STATED THAT SMOKE ENTERED THE COCKPIT & SPARKS WERE SEEN IN THE COWLING AREA. SHORTLY AFTER THAT, THE ENG SEIZED. RADAR VECTORS WERE OBTAIN TO THE CLOSEST ARPT; HOWEVER, THE PLT WAS UNABLE TO REACH THE RWY. THE ACFT WAS DAMAGED DURING A LANDING APRX 300 FT SHORT OF THE OVERRUN. OIL STAINS WERE FOUND IN THE LEFT WING ROOT & ON THE BELLY OF THE ACFT. A SMALL HOLE WAS FOUND IN AN OIL HOSE TO THE OIL COOLER. THE OIL HOSE (LOW PRESSURE, TYPE H600) WAS AN IMPROPER PART.

Brief of Accident/Incident (Continued)

File No. - 6007

3/17/83

MANSFIELD, OH

A/C Reg. No. CGQYP

Time (Lcl) - 1947 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM,OIL HOSE - IMPROPER
2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. LUBRICATING SYSTEM,OIL HOSE - FAILURE,TOTAL
4. FLUID,OIL - LEAK
5. FLUID,OIL - EXHAUSTION
6. FUSELAGE,CREW COMPARTMENT - SMOKE
7. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident/incident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5106 5/06/83 YOUNGSTOWN,OH A/C Reg. No. N6178X Time (Lc1) - 0055 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-CENTRAL AIRLINES INC.	MINOR					
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	Fatal	0	Serious	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	0
Incident Occurred During	-CRUISE					None	1

-----Aircraft Information-----

Make/Model	- AERO COMMANDER 500B	Eng Make/Model	- LYCOMING IO-540-B1A5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6750	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 290 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	TETERBORO,NJ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CANTON-AKRON,OH	Runway Ident - N/A
Wind Dir/Speed- 170/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 18000	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 6500	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING AT 5000 FT MSL, THE PLT HEARD A "VERY LOUD BANG" & NOTED "VERY MUCH VIBRATION FROM THE LEFT ENG." HE SHUT DOWN & FEATHERED THE LEFT ENG & PROP. WHEN THE ENG STOPPED TURNING, HE NOTED 1 PROP BLADE WAS MISSING. THE ACFT WAS LANDED WITHOUT FURTHER INCIDENT. AN EXAM REVEALED THAT A HARTZELL MODEL HC-A3VK-2 BLADE CLAMP, PN C-3, & A PILOT TUBE ON THE 3 BLADED PROP HAD FAILED FROM FATIGUE. ALSO, IT WAS NOTED THAT THE MOTOR MOUNTS BROKE LOOSE & THE GENERATOR BROKE LOOSE & SEPARATED. ULTIMATELY, THE GENERATOR FELL ON A PARKED AUTOMOBILE.

Brief of Incident (Continued)

File No. - 5106

5/06/83

YOUNGSTOWN, OH

A/C Reg. No. N6178X

Time (Lcl) - 0055 EDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, HUB - FATIGUE
2. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
3. ENGINE ASSEMBLY - VIBRATION
4. ELECTRICAL SYSTEM, GENERATOR - OVERLOAD
5. ELECTRICAL SYSTEM, GENERATOR - SEPARATION
6. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND
7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5030 8/04/83 MOUNT VERNON, OH A/C Reg. No. N9135Y Time (Lcl) - 1758 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-FERRY	MINOR	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Incident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA31-310	Eng Make/Model	- LYCOMING TIO-540A1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 9	Rated Power	- 300 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/009 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 2000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>AKRON, OH</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>KNOX COUNTY</p> <p>Runway Ident - 28</p> <p>Runway Lth/Wid - 4000/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 12030
SE LAND,ME LAND	Months Since - 7	Make/Model- 434
	Aircraft Type - UNK/NR	Instrument- 1135
		Multi-Eng - 8900
		Last 24 Hrs - 3
		Last 30 Days- 1
		Last 90 Days- 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON FINAL APPROACH BOTH ENGINES FAILED. THE PILOT ELECTED TO LAND INTENTIONAL GEAR UP SHORT OF THERUNWAY. LESS THAN 1 PINT OF FUEL WAS FOUND ON BOARD.

Brief of Incident (Continued)

File No. - 5030

8/04/83

MOUNT VERNON, OH

A/C Reg. No. N9135Y

Time (Lc1) - 1758 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - FATIGUE
 2. FUEL CONSUMPTION CALCULATIONS - ABOVE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5075

11/26/83

COLUMBUS, OH

A/C Reg. No. N41097

Time (Lcl) - 2047 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Incident Occurred During -LANDING

MINOR
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	7
Other	0	0	0	119

-----Aircraft Information-----

Make/Model - CESSNA 421B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7450
No. of Seats - 9

Eng Make/Model - CONTINENTAL GTS10-520-H2
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 375 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed - 100/004 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SARASOTA, FL
Destination
YPSILANTI, MI

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

COLUMBUS
Runway Ident - 31
Runway Lth/Wid - 5001/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 44
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 464
Last 24 Hrs - 4
Make/Model - 120
Last 30 Days - UNK/NR
Instrument - 20
Last 90 Days - 35
Multi-Eng - 138

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING APPROACH TO COLUMBUS, THE B-727 WAS VECTORED TO A FINAL FOR RWY 28L & THE C-421 CLEARED FOR A VISUAL TO RWY 31 WITH INSTRUCTIONS TO "LAND SHORT OF TWO EIGHT LEFT..." AFTER CONTACTING THE TOWER THE PLT OF THE C-421 WAS TWICE CLEARED TO LAND ON RWY 31 WITH INSTRUCTIONS TO HOLD SHORT OF RWY 28L. THE PLT ACKNOWLEDGED BOTH INSTRUCTIONS. DURING LANDING THE ACFT COLLIDED AT THE INTERSECTION OF RWYS 31 & 28L. THE PLT OF THE C-421 HAD DIFFICULTY DISTINGUISHING THE INTERSECTION. THE LANDING DISTANCE FROM THE DISPLACED THRESHOLD OF RWY 31 TO WHERE IT CROSSES RWY 28L IS 3,011 FT.

Brief of Incident (Continued)

File No. - 5075

11/26/83

COLUMBUS,OH

A/C Reg. No. N41097

Time (Lcl) - 2047 EST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 2

Factor(s) relating to this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5075 11/26/83 COLUMBUS,OH A/C Reg. No. N480DA Time (Lcl) - 2047 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				
Name of Carrier -DELTA AIRLINES, INC.	MINOR				
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 121	NONE	Pass	0	Serious	Minor
Incident Occurred During -LANDING		Other	0	0	0
					None
					7
					112
					8

-----Aircraft Information-----

Make/Model - BOEING 727-232	Eng Make/Model - P & W JT8D-15	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - TURBOJET	
No. of Seats - 148	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	ATLANTA,GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	COLUMBUS
Wind Dir/Speed- 100/004 KTS	ATC/Airspace	Runway Ident - 28L
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 10700/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - VISUAL	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 14597
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 4500
		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-----

DURING APPROACH TO COLUMBUS, THE B-727 WAS VECTORED TO A FINAL FOR RWY 28L & THE C-421 CLEARED FOR A VISUAL TO RWY 31 WITH INSTRUCTIONS TO "LAND SHORT OF TWO EIGHT LEFT..." AFTER CONTACTING THE TOWER THE PLT OF THE C-421 WAS TWICE CLEARED TO LAND ON RWY 31 WITH INSTRUCTIONS TO HOLD SHORT OF RWY 28L. THE PLT ACKNOWLEDGED BOTH INSTRUCTIONS. DURING LANDING THE ACFT COLLIDED AT THE INTERSECTION OF RWYS 31 & 28L. THE PLT OF THE C-3 421 HAD DIFFICULTY DISTINGUISHING THE INTERSECTION. THE LANDING DISTANCE FROM THE DISPLACED THRESHOLD OF RWY 31 TO WHERE IT CROSSES RWY 28L IS 3,011 FT.

Brief of Incident (Continued)

File No. - 5075

11/26/83

COLUMBUS, OH

A/C Reg. No. N480DA

Time (Lc1) - 2047 EST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 2

Factor(s) relating to this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5014

6/03/83

PORTLAND,OR

A/C Reg. No. N296AS

Time (Lcl) - 1820 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	8
Pass	0	0	0	125

Type of Operation -SCHEDULED,DOMESTIC,PASSENGER

NONE

Flight Conducted Under -14 CFR 121

Fire

Incident Occurred During -STANDING

NONE

-----Aircraft Information-----

Make/Model - BOEING 727-200

Eng Make/Model - P & W JT8D-15

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 3

Stall Warning System - UNK/NR

Max Gross Wt - 142000

Engine Type - UNK/NR

No. of Seats - UNK/NR

Rated Power - 15500 LBS THRUST

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 5.0 SM

Lowest Sky/Clouds - SCATTERED

Lowest Ceiling - OBSCURED

Obstructions to Vision- UNK/NR

Precipitation - UNK/NR

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

UNK/NR

Destination

UNK/NR

ATC/Airspace

Type of Flight Plan - UNK/NR

Type of Clearance - UNK/NR

Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

PORTLAND INTERNATIONAL

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - ASPHALT

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) - AIRPLANE

-----Narrative-----

A BROKEN HYDRAULIC LINE NEAR THE LEFT MAIN LANDING GEAR ALLOWED HYDRAULIC FLUID TO LEAK ON TO THE APU EXHAUST. THE RESULTANT SMOKE THEN WAS PICKED UP BY THE LEFT AIRPACK AND WAS BLOWN INTO THE CABIN. THE CREW THEN ORDERED AN EVACUATION OF THE PASSENGERS.

Brief of Incident (Continued)

File No. - 5014

6/03/83

PORTLAND,OR

A/C Reg. No. N296AS

Time (Lc1) - 1820 PDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation STANDING

Finding(s)

1. HYDRAULIC SYSTEM,LINE - FAILURE,TOTAL
 2. HYDRAULIC SYSTEM,LINE - FUMES
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

Factor(s) relating to this incident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5052 1/24/83 PHILADELPHIA,PA A/C Reg. No. N9759Q Time (Lc1) - 2329 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage							
	MINOR		Fatal	0	0	0	0	1
Type of Operation -NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	0	0	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0	0	0	0
Incident Occurred During -LANDING								

-----Aircraft Information-----

Make/Model - SMITH 600 AEROSTAR	Eng Make/Model - LYCOMING IO-540-S1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 5500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 290 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	TETERBORO,NJ	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	PHILADELPHIA,PA	PHILA. INT'L.
Wind Dir/Speed- 230/009 KTS	ATC/Airspace	Runway Ident - 17
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 5460/ 50
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3210
SE LAND,ME LAND	Months Since - 2	Make/Model- 500
	Aircraft Type - UNK/NR	Instrument- 114
		Multi-Eng - 1480
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 240
		Rotorcraft - 280

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT VEERED OFF THE RUNWAY DURING LANDING. THE WEATHER WAS VMC AT THE TIME. WHEN THE LANDING GEAR WAS LOWERED FOR LANDING NO DISCREPANCIES WERE NOTED BY THE PILOT PRIOR TO TOUCHDOWN. DURING TOUCHDOWN THE AIRCRAFT VEERED TO THE LEFT. THE PILOT TOOK CORRECTIVE ACTION TO MAINTAIN DIRECTIONAL CONTROL. WHEN THE LEFT MAIN LANDING GEAR COLLAPSED THE AIRCRAFT DEPARTED THE RUNWAY. THE LEFT MAIN GEAR SCISSORS HAD FAILED ABOVE THE HINGE BOLT AS A RESULT OF OVERLOAD.

Brief of Incident (Continued)

File No. - 5052

1/24/83

PHILADELPHIA, PA

A/C Reg. No. N9759Q

Time (Lcl) - 2329 EST

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - FAILURE, PARTIAL
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,3

Factor(s) relating to this incident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5104 2/09/83 WILKES BARRE, PA A/C Reg. No. N4PN Time (Lcl) - 0855 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	NONE		Fatal	Injuries		
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Incident Occurred During -CRUISE			0	0	0	1

-----Aircraft Information-----

Make/Model - GATES LEARJET LR-25	Eng Make/Model - GENERAL ELEC. CJ 610-6	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 15000	Engine Type - TURBOJET	
No. of Seats - 8	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	UNK/NR
Method - IN PERSON	WILKES BARRE, PA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MOUNT VERNON, IL	
Wind Dir/Speed- 320/009 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - 25000 FT OVERCAST	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 - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 15100
SE LAND, ME LAND	Months Since - 9	Make/Model- 2202
	Aircraft Type - LR25	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 92
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT AUTOPILOT/AUTOTRIM SYSTEM FAILED TO DISENGAGE DUE TO A MALFUNCTION OF THE ENGAGE SWITCH WHICH OCCURRED ONLY IN COLD ENVIRONMENT.

Brief of Incident (Continued)

File No. - 5104

2/09/83

WILKES BARRE, PA

A/C Reg. No. N4PN

Time (Lcl) - 0855 EST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. AUTOPILOT/FLIGHT DIRECTOR, DISENGAGE UNIT - TOO COLD
2. WEATHER CONDITION - WEATHER CONDITION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

Factor(s) relating to this incident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5032 3/21/83 BLUE BELL, PA A/C Reg. No. N420WA Time (Lcl) - 1115 EST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage		Injuries			
Name of Carrier	-WINGS AIRWAYS	MINOR		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	2	9
Incident Occurred During	-CRUISE						

-----Aircraft Information-----

Make/Model	- BRITTAN NORMAN BN-2 MARK III	Eng Make/Model	- LYCOMING O540-G4G5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 10000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 18	Rated Power	- 260 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	PHILADELPHIA, PA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	BLUE BELL, PA	WINGS FIELD
Wind Dir/Speed - 070/010 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 2618/ 50
Lowest Sky/Clouds - 600 FT THIN BKN	Type of Clearance - IFR	Runway Surface - MACADAM
Lowest Ceiling - 8000 FT OVERCAST	Type Apch/Lndg - ADF/NDB	Runway Status - WET
Obstructions to Vision - FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3800
SE LAND, ME LAND, SE SEA	Months Since - 6	Last 24 Hrs - 3
	Aircraft Type - BN-2A	Make/Model - 200
		Last 30 Days - 75
		Instrument - 120
		Last 90 Days - 200
		Multi-Eng - 1900

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A DEICER BOOT ON A RIGHT PROPELLER BLADE SEPARATED. IT STRUCK & BROKE A WINDOW. A TIE STRAP WAS MISSING. THERE WAS NO EVIDENCE OF IMPROPER OR INADEQUATE BONDING.

Brief of Incident (Continued)

File No. - 5032

3/21/83

BLUE BELL, PA

A/C Reg. No. N420WA

Time (Lc1) - 1115 EST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. ANTI-ICE/DE-ICE SYSTEM, PROPELLER - SEPARATION
 2. WINDOW, DOOR - FAILURE, PARTIAL
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5093

5/26/83

CLARION, PA

A/C Reg. No. N154US

Time (Lcl) - 0820 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

NONE

Fatal

Injuries

Serious

Minor

None

Type of Operation -SCHEDULED, DOMESTIC, PASSENGER

Fire

Crew

0

0

0

8

Flight Conducted Under -14 CFR 121

NONE

Pass

0

0

0

143

Incident Occurred During -CRUISE

-----Aircraft Information-----

Make/Model - MCDONNELL/DOUGLAS DC-10-40

Eng Make/Model - P/W JT9D

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 3

Stall Warning System - YES

Max Gross Wt - UNK/NR

Engine Type - TURBOFAN

No. of Seats - UNK/NR

Rated Power - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - COMPANY

Method - IN PERSON

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 270/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 1700 FT SCATTERED

Lowest Ceiling - 3000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PHILADELPHI, PA

Destination

DETROIT, MI

Airport Proximity

UNK/NR

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

ME LAND

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING DESCENT IN TURBULENCE THE CREW NOTED ALL 3 ENGINES WERE OVERTEMPING AND EXPERIENCING COMPRESSOR STALLS. ATTEMPTS TO REDUCE THROTTLES DID NOT REDUCE THE TEMPERATURES. NO 183 ENGINES WERE SHUT DOWN. DURING DIVERSION TO A CLOSE AIRPORT THE ENGINES WERE RESTARTED AN A LANDING WAS MADE WITHOUT FURTHER INCIDENT.

Brief of Incident (Continued)

File No. - 5093

5/26/83

CLARION, PA

A/C Reg. No. N154US

Time (Lc1) - 0820 EDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY - OVERTEMPERATURE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5134 10/28/83 MIDDLETOWN, PA A/C Reg. No. N26288 Time (Lcl) - 1335 EDT

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	PENNSYLVANIA AIRLINES, IN	NONE		Fatal	0	Serious	0
Type of Operation	SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	Minor	0
Flight Conducted Under	14 CFR 121	NONE	Pass	1	0	0	3
Incident Occurred During	CLIMB						26

-----Aircraft Information-----

Make/Model	SHORT SD3-30	Eng Make/Model	P & W PT6A-45A	ELT Installed/Activated	YES-UNK/NR
Landing Gear	TRICYCLE-RETRACTABLE	Number Engines	2	Stall Warning System	YES
Max Gross Wt	22000	Engine Type	TURBOPROP		
No. of Seats	30	Rated Power	1120 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	WASHINGTON, DC	Runway Ident - N/A
Wind Dir/Speed - 220/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate	VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 6472	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 3	Make/Model - 2310	Last 30 Days - UNK/NR
	Aircraft Type - SD3-30	Instrument - 66	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF ON A FLT TO WASHINGTON, DC, THE AIRCRAFT WAS CLIMBING THRU ABOUT 3500 FT WHEN A PERSON (RIDING AS A PASSENGER) MOVED TO THE RIGHT REAR DOOR, OPENED IT & DEPARTED THE ACFT. PRIOR TO THE FLT, AN ASSOCIATE, WHO WAS AN ACFT REFUELER, SAW THE PERSON NEAR THE END OF THE BOARDING LINE. THE REFUELER ASKED THE PERSON WHERE HE WAS GOING; THE PERSON REPLIED DC OR SOMEPLACE IN BETWEEN. WHEN THE PERSON GOT ON BOARD, HE SPOKE TO THE FLT ATTENDANT BY NAME & ASKED FOR A SPECIFIC SEAT NEAR THE RIGHT REAR DOOR. WHEN THE ACFT WAS CLIMBING AFTER TAKEOFF, THE FLT ATTENDANT HEARD AIR NOISE FROM THE OPENED DOOR & ALSO HEARD SOMEONE SCREAM "MY GOD, HE JUMPED." AFTER THE PERSON JUMPED, THE DOOR REMAINED PARTIALLY OPEN WITH HIS SHOE WEDGED IN THE DOORWAY.

Brief of Incident (Continued)

File No. - 5134

10/28/83

MIDDLETOWN, PA

A/C Reg. No. N26288

Time (Lc1) - 1335 EDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. SUICIDE - INTENTIONAL - PASSENGER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6020

6/10/83

SAN JUAN, PR

A/C Reg. No. NHI242

Time (Lcl) - 2035 AST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC

Aircraft Damage

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	7
Pass	0	1	6	138

Type of Operation -SCHEDULED,INTL,PAX/CARGO

NONE

Flight Conducted Under -14 CFR 129

Fire

Acc/Inc Occurred During -STANDING

NONE

-----Aircraft Information-----

Make/Model - BOEING 727-200

Eng Make/Model - P & W JT8D-15

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 3

Stall Warning System - YES

Max Gross Wt - 173000

Engine Type - TURBOFAN

No. of Seats - UNK/NR

Rated Power - 15500 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS

Method - IN PERSON

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 100/010 KTS

Visibility - 13.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

DOMINICAN REP.

Airport Proximity

ON AIRPORT

Airport Data

ISLA VERDE

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

Age - 33

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

FOREIGN

Current - YES

Total - UNK/NR

Last 24 Hrs - UNK/NR

SE LAND,ME LAND

Months Since - UNK/NR

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Aircraft Type - 727-200

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE ACFT WAS DEPARTING, THE AIRLINE COMPANY RECEIVED INFO CONCERNING A BOMB THREAT. THE AIRCREW WERE INSTRUCTED TO RETURN TO THE ARPT & LAND. AFTER LANDING, THE ACFT WAS PARKED AT AN ISOLATED AREA & PORTABLE STAIRS WERE POSITIONED AT THE LEFT FORWARD DOOR. THE REAR DOOR COULD NOT BE OPENED IMMEDIATELY DUE TO AN APPARENT MALFUNCTION. DURING THE EVACUATION, SEVERAL PASSENGERS PROCEEDED TO OPEN AN OVERWING EMERGENCY EXIT & JUMP FROM THE LEADING EDGE OF THE WING. ONE PASSENGER WAS SERIOUSLY INJURED & 6 RECEIVED MINOR INJURIES.

Brief of Accident/Incident (Continued)

File No. - 6020

6/10/83

SAN JUAN, PR

A/C Reg. No. NHI242

Time (Lc1) - 2035 AST

Occurrence MISCELLANEOUS/OTHER
Phase of Operation STANDING

Finding(s)

1. UNSAFE/HAZARDOUS CONDITION - INTENTIONAL - OTHER PERSON
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. DOOR, ENTRANCE STAIR - UNDETERMINED
4. CREW/GROUP COORDINATION - INADEQUATE -
5. IMPROPER USE OF PROCEDURE, PRESSURE INDUCED BY OTHERS - OTHER PERSONNEL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident/incident is/are finding(s) 1,4

Factor(s) relating to this incident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5056 2/07/83 GREER, SC A/C Reg. No. N421EA Time (Lcl) - 0700 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-EASTERN AIRLINES	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire						
Flight Conducted Under	-14 CFR 121	NONE	Crew	Fatal	Serious	Minor	None	
Incident Occurred During	-LANDING		Pass	0	0	0	1	
				0	0	0	38	

-----Aircraft Information-----

Make/Model	- MCDONNELL-DOUGLAS DC-9-50	Eng Make/Model	- P & W JT8D-15	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- UNK/NR	Engine Type	- TURBOFAN		
No. of Seats	- UNK/NR	Rated Power	- 12 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	ATLANTA, GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	GREENVILLE-SPARTANBURG
Wind Dir/Speed- 260/007 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 25.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7600/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - OBSCURED	Type Apch/Lndg - ILS-COMplete	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 10000
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 5000
	Aircraft Type - DC-9	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-----

ACFT DRIFTED TO THE RIGHT BEFORE A MISSED APCH WAS INITIATED DURING WHICH IT MADE AN INADVERTENT TOUCHDOWN & STRUCK A RWY LIGHT. THE PLT ERRONEOUSLY USED RVR AS HIS LANDING MINIMUM. ACTUAL RVR WAS BELOW THE PUBLISHED MINIMUM. THE SEQUENCE FLASHER LIGHTS WERE NOT TURNED ON.

Brief of Incident (Continued)

File No. - 5056

2/07/83

GREER,SC

A/C Reg. No. N421EA

Time (Lc1) - 0700 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. CONTROL TOWER - NOT OPERATING
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - BELOW APPROACH MINIMUMS
4. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
5. AIRPORT FACILITIES, INSTRUMENT APPROACH LIGHTS - LOSS(PARTIAL)
6. MISSED APPROACH - DELAYED - PILOT IN COMMAND
7. PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

8. CONTROL TOWER - NOT OPERATING
9. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
10. WEATHER CONDITION - BELOW APPROACH MINIMUMS
11. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
12. AIRPORT FACILITIES, INSTRUMENT APPROACH LIGHTS - LOSS(PARTIAL)
13. MISSED APPROACH - DELAYED - PILOT IN COMMAND
14. PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 6,13

Factor(s) relating to this incident is/are finding(s) 1,2,3,4,5,7,8,9,10,11,12,14

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6019 11/24/83 CHARLESTON, SC A/C Reg. No. CFTNJ Time (Lc1) - 1925 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -AIR CANADA	MINOR	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, INTL, PASSENGER	Fire	Crew 0	1	4	10
Flight Conducted Under -14 CFR 121	NONE	Pass 0	4	16	126
Acc/Inc Occurred During -CRUISE					

-----Aircraft Information-----

Make/Model - LOCKHEED L-1011	Eng Make/Model - ROLLS ROYCE RB-21-22B	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 466000	Engine Type - TURBOFAN	
No. of Seats - UNK/NR	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	PORT OF SPAIN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - UNK/NR	TORONTO, CANADA	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling -	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - UNK/NR		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, FOREIGN	Current - YES	Total - 22900
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 2733
	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-----

DURING FLT AT FL350, THE FLTCREW NOTED SOME THUNDERSTORMS IN THE VICINITY OF THEIR ROUTE OF FLT & ADVISED THE ATC CONTROLLER THAT THEY MIGHT HAVE TO DETOUR. AFTER TURNING & CLIMBING TO FL370, THEY NOTED "MODERATE CHOP TO LIGHT TURBULENCE" & SAW A FLASH OF LIGHTNING TO THE NORTH. THE FLTCREW TURNED ON THE SEATBELT SIGN & ANNOUNCED IN FRENCH & ENGLISH FOR OCCUPANTS TO REMAIN SEATED & FASTEN THEIR SEATBELTS. WHILE FLYING IN "UPPER CLOUD" ABOUT 20 MI DOWNWIND FROM A LINE OF THUNDERSTORMS, THE ACFT ENCOUNTERED SEVERE TURBULENCE. SOME OCCUPANTS WHO WERE NOT PROPERLY RESTRAINED WERE INJURED & SOME WERE HIT BY LOOSE OBJECTS. SERVICE CARTS AS WELL AS OTHER OBJECTS WERE THROWN ABOUT.

Brief of Accident/Incident (Continued)

File No. - 6019

11/24/83

CHARLESTON, SC

A/C Reg. No. CFTNJ

Time (Lc1) - 1925 EST

Occurrence IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - THUNDERSTORM
3. SEAT BELT SIGN - SELECTED - PILOT IN COMMAND
4. PASSENGER BRIEFING - PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - TURBULENCE, CLEAR AIR

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident/incident is/are finding(s) 5

Factor(s) relating to this incident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5029 5/23/83 MEMPHIS, TN A/C Reg. No. N752N Time (Lcl) - 1045 CDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage		Injuries	
Name of Carrier	-PIEDMONT AIRLINES, INC.	NONE		Fatal	Serious
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0
Incident Occurred During	-TAXI				Minor
					None
					5
					54

-----Aircraft Information-----

Make/Model	- BOEING B-737-222	Eng Make/Model	- P & W JT8D-7	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 100800	Engine Type	- TURBOFAN		
No. of Seats	- 100	Rated Power	- 14000 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	ON AIRPORT	
Method	- UNK/NR		
Completeness	- WEATHER NOT PERTINENT	Airport Data	
Basic Weather	- VMC	MEMPHIS INT'L.	
Wind Dir/Speed	- 290/010 KTS	Runway Ident	- UNK/NR
Visibility	- 12.0 SM	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	-	Runway Surface	- ASPHALT
Lowest Ceiling	- 25000 FT OVERCAST	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total	- UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model	- UNK/NR
	Aircraft Type - UNK/NR	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A MALFUNCTIONING RELAY RESULTED IN OVERHEATING OF AN AIR CONDITIONING PACK CAUSING THE EVACUATION OF THE ACFT PRIOR TO TAKEOFF.

Brief of Incident (Continued)

File No. - 5029

5/23/83

MEMPHIS, TN

A/C Reg. No. N752N

Time (Lc1) - 1045 CDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. ELECTRICAL SYSTEM, ELECTRIC RELAY - POPPED/TRIPPED
2. AIR COND/HEATING/PRESSURIZATION - OVERTEMPERATURE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5053 1/11/83 HOUSTON, TX A/C Reg. No. N23021 Time (Lcl) - 1633 CST

-----Basic Information-----

Type Operating Certificate - COMMUTER	Aircraft Damage		Injuries	
Name of Carrier - EXECUTIVE AIRLINK	NONE		Fatal Serious Minor None	
Type of Operation - SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0 0 0 1	
Flight Conducted Under - 14 CFR 135	NONE	Pass	0 0 0 5	
Incident Occurred During - LANDING				

-----Aircraft Information-----

Make/Model - BELL 222	Eng Make/Model - LYCOMING LTS-101-650C3	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 14000	Engine Type - TURBOSHAFT	
No. of Seats - 10	Rated Power - 620 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 300/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT THIN BKN</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point - SAME AS ACC/INC</p> <p>Destination - LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>HOUSTON INTERCONT.</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP</p> <p>SE LAND</p> <p>HELICOPTER</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - 222</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 5511</p> <p>Make/Model - 450</p> <p>Instrument - UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 10</p> <p>Last 30 Days - UNK/NR</p> <p>Last 90 Days - 205</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE HELICOPTER DEVELOPED A SEVERE VIBRATION WHILE IN FLT. THE PILOT EXECUTED AN EMERGENCY LANDING WITH NO FURTHER ACFT DAMAGE. AN EXAMINATION OF THE ACFT REVEALED THAT THE WALKING BEAM ASSEMBLY LOCATED BETWEEN THE SWASH PLATE AND ROTOR PITCH LINK HAD FAILED. FRACTURING ORIGINATED AT A CORROSION PIT ON A THREAD FLANK. MICROSCOPIC EXAMINATION OF THE THREADS REVEALED THAT LOCAL AREA OF CORROSION PITTING HAD OCCURRED WHERE THE SHOT PEEN BALLS HAD BEEN CONTACTING THE FLANKS OF THE THREADS.

Brief of Incident (Continued)

File No. - 5053

1/11/83

HOUSTON, TX

A/C Reg. No. N23021

Time (Lcl) - 1633 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ROTOR SYSTEM - FAILURE, TOTAL

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 incident is/are finding(s) 1

Factor(s) relating to this incident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6023 1/16/83 BAY CITY, TX A/C Reg. No. TGSAB Time (Lcl) - 0300 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -ILLEGAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -ILLEGAL OPN	ON GROUND	Pass	0	0	2	0
Acc/Inc Occurred During -MANEUVERING			0	0	0	0

-----Aircraft Information-----

Make/Model - DOUGLAS DC-3	Eng Make/Model - UNK/NR UNK/NR	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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- 070/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 7000 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 7000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE GUATEMALAN REGISTERED ACFT COLLIDED WITH THE GROUND WHILE AIRDROPPING BALES OF MARIJUANA ON A BEACH. ACCORDING TO A WITNESS, WHILE THE ACFT WAS MAKING LOW PASSES OVER THE BEACH THE PROPELLER STRUCK THE BEACH TEARING IT OFF THE ACFT. THE ACFT THEN CONTINUED ABOUT 600 FT & LANDED GEAR UP ON THE BEACH. THE CREW UNSUCCESSFULLY ATTEMPTED TO SET THE ACFT ON FIRE. SOB & INJURIES ARE PRESUMED.

Brief of Accident/Incident (Continued)

File No. - 6023

1/16/83

BAY CITY, TX

A/C Reg. No. TGSAB

Time (Lc1) - 0300 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. PROPELLER SYSTEM/ACCESSORIES - SEPARATION
5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident/incident is/are finding(s) 3

Factor(s) relating to this incident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5037 1/20/83 LUBBOCK, TX A/C Reg. No. N68SW Time (Lcl) - 1527 CST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-SOUTHWEST AIRLINES CO.	NONE		Fatal	Serious	Minor	None	
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	5	
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	68	
Incident Occurred During	-TAXI							

-----Aircraft Information-----

Make/Model	- BOEING B-737-200	Eng Make/Model	- N/A	ELT Installed/Activated	- UNK/NR
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- YES
Max Gross Wt	- 100800	Engine Type	- N/A		
No. of Seats	- 124	Rated Power	- N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	UNK/NR
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	UNK/NR	
Wind Dir/Speed - 060/011 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - .500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision - BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 11000
ME LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - B737	Make/Model - 4000
		Instrument - 0
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING TAXI TO TAKEOFF THE ACFT SLID OFF THE TAXIWAY INTO THE SNOW AND BECAME STUCK. THE TAXIWAY WAS COVERED WITH SNOW & ICE.

Brief of Incident (Continued)

File No. - 5037

1/20/83

LUBBOCK, TX

A/C Reg. No. N68SW

Time (Lc1) - 1527 CST

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. AIRPORT FACILITIES, TAXIWAY CONDITION - ICY
 2. AIRPORT SNOW REMOVAL - INADEQUATE - AIRPORT PERSONNEL
 3. JUDGEMENT - POOR - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5125 4/16/83 DFW AIRPORT, TX A/C Reg. No. N773FT Time (Lcl) - 0810 CST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - ALL CARGO	Aircraft Damage			Injuries			
Name of Carrier	-FLYING TIGERLINE INC.	NONE		Fatal	Serious	Minor	None	
Type of Operation	-SCHEDULED, DOMESTIC, CARGO	Fire	Crew	0	0	0	3	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	
Incident Occurred During	-TAKEOFF							

-----Aircraft Information-----

Make/Model	- DOUGLAS DC-8-63F	Eng Make/Model	- P & W JT3D-7	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 358000	Engine Type	- TURBOFAN		
No. of Seats	- UNK/NR	Rated Power	- 19000 LBS THRUST		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	SAME AS ACC/INC			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	HOUSTON, TX		DEW AIRPORT	
Wind Dir/Speed	- 250/005 KTS	ATC/Airspace		Runway Ident	- 17L
Visibility	- 20.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 11387/ 200
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- IFR	Runway Surface	- CONCRETE
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- UNK/NR
SE LAND, ME LAND	Months Since - 6	Make/Model	- UNK/NR
	Aircraft Type - DC863F	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Rotorcraft	- UNK/NR
		Last 24 Hrs	- 4
		Last 30 Days	- 52
		Last 90 Days	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CAPTAIN SAID HE WAS ASKED TO EXPEDITE THE TAKEOFF BECAUSE OF TRAFFIC ON SHORT FINAL SO HE ADVANCED THE THROTTLES TO PARTIAL POWER TO MAKE A ROLLING TAKEOFF. THE ACFT'S NOSE WHEEL CROSSED THE CENTERLINE OF THE RUNWAY TO THE RIGHT AND THE CAPTAIN CORRECTED BACK WITH NOSE WHEEL STEERING TO THE LEFT. AS THE NOSEWHEEL REACHED THE CENTER LINE HE TRIED TO TURN THE NOSE WHEEL BACK TO THE RIGHT BUT THE AIRCRAFT DID NOT SEEM TO RESPOND AND THE NOSE CONTINUED TO THE LEFT. THE AIRCRAFT'S SPEED WAS INCREASING AND THE POWER WAS STILL SET. THE CAPTAIN PLACED BOTH HANDS ON THE NOSE WHEEL STEERING BUT IT WOULD NOT MOVE. HE THEN ORDERED THE FIRST OFFICER TO REDUCE POWER. THE CAPTAIN THEN APPLIED FULL RIGHT RUDDER AND BRAKING BUT WAS UNABLE TO STOP THE AIRCRAFT BEFORE IT LEFT THE RUNWAY. WHEN THE AIRCRAFT WAS FERRIED FOR AN INSPECTION THE CO-PILOT OF THAT FLIGHT STATED THAT THE NOSEWHEEL STEERING, BRAKES AND THRUST REVERSERS ALL OPERATED NORMALLY.

Brief of Incident (Continued)

File No. - 5125

4/16/83

DFW AIRPORT, TX

A/C Reg. No. N773FT

Time (Lcl) - 0810 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. THROTTLE/POWER CONTROL - EXCESSIVE - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

5. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5076 9/23/83 DALLAS/FT WORTH, TX A/C Reg. No. N897AA Time (Lcl) - 1855 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -SCHEDULED,DOMESTIC,PASSENGER
Flight Conducted Under -14 CFR 121
Incident Occurred During -STANDING

NONE
Fire
NONE

Crew
Pass

Fatal
0
0

Serious
0
0

Minor
0
2

None
7
103

-----Aircraft Information-----

Make/Model - BOEING 727-223B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - UNK/NR
No. of Seats - 134

Eng Make/Model - PRATT&WHITNEY JT8D-15
Number Engines - 3
Engine Type - TURBOFAN
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
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- UNK/NR
Visibility - UNK/NR
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
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - UNK/NR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

DALLAS/FT WORTH
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

AFTER LANDING & TAXI TO THE RAMP WHILE STANDING WITH ONE ENGINE & THE APU RUNNING SMOKE FILLED THE CABINE. THE CAPTAIN ORDERED AN EMERGENCY EVACUATION WHICH WAS ACCOMPLISHED. THE ORIGIN AND CAUSE OF THE SMOKE IS UNDETERMINED.

Brief of Incident (Continued)

File No. - 5076

9/23/83

DALLAS/FT WORTH, TX

A/C Reg. No. N897AA

Time (Lcl) - 1855 CDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)
1. MISCELLANEOUS - SMOKE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5036 10/05/83 DFW AIRPORT, TX A/C Reg. No. N1972 Time (Lcl) - 2033 CDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage		Injuries	
Name of Carrier -AMERICAN AIRLINES	MINOR		Fatal	Serious
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0
Flight Conducted Under -14 CFR 121	ON GROUND	Pass	0	0
Incident Occurred During -TAXI		Other	0	0
			Minor	None
			0	6
			4	60
			2	0

-----Aircraft Information-----

Make/Model - BOEING B727-023	Eng Make/Model - P & W JT8D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 142000	Engine Type - TURBOJET	
No. of Seats - 134	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	DES MOINES, IA	DFW
Wind Dir/Speed- 130/004 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - UNK/NR
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-----

A BRAKE FIRE RESULTING FROM A DRAGGING BRAKE THE CAUSE OF WHICH WAS NOT DETERMINED WAS THE REASON FOR AN EVACUATION DURING TAXI BACK TO THE RAMP BECAUSE OF A BRAKE DISCREPANCY. THE SLIDE LOST PRESSURE WHICH WAS ATTRIBUTED TO A HIGH HEEL SHOE.

Brief of Incident (Continued)

File No. - 5036

10/05/83

DFW AIRPORT, TX

A/C Reg. No. N1972

Time (Lc1) - 2033 CDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - BURNED
2. CHARTS -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s)

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6003 1/27/83 MINERSVILLE,UT A/C Reg. No. CGRFV Time (Lcl) - 1745 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Acc/Inc Occurred During -CRUISE

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

3

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - CESSNA T210N
Landing Gear - UNK/NR
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Itinerary

Last Departure Point
OGDEN,UT
Destination
WICKENBERG,AZ

Airport Proximity

UNK/NR

Basic Weather - IMC

Wind Dir/Speed- 220/010 KTS
Visibility - 7.0 SM

Lowest Sky/Clouds - 400 FT SCATTERED

Lowest Ceiling - 1500 FT BROKEN

Obstructions to Vision- FOG

Precipitation - RAIN SHOWERS

Condition of Light - NIGHT(DARK)

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance -

Type Apch/Lndg - 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)

PRIVATE

SE LAND

Age - 44

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 990

Make/Model- 227

Instrument- 15

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT IMPACTED IN A NEAR VERTICAL ATTITUDE NEAR THE TOP OF A MOUNTAIN & ADJACENT TO A HIGHWAY WHERE WITNESSES HAD OBSERVED THE ACFT FLYING AT VERY LOW ALTITUDES UNDER A LOW CEILING. THERE WAS NO RECORD OF A PREFLIGHT WX BRIEFING OR INFLIGHT ADVISORIES. NO MECHANICAL DEFECTS WERE FOUND. THE PILOT FAILED TO HOLD AN INSTRUMENT RATING. ADDITIONALLY THE ACCIDENT OCCURRED ON A DARK NIGHT.

Brief of Accident/Incident (Continued)

File No. - 6003

1/27/83

MINERSVILLE,UT

A/C Reg. No. CGRFV

Time (Lcl) - 1745 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. MAINTENANCE,100 HOUR INSPECTION - NOT OBTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN
4. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
5. WEATHER CONDITION - SNOW
6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
7. WEATHER CONDITION - FOG
8. IN FLIGHT WEATHER ADVISORIES - NOT OBTAINED - PILOT IN COMMAND
9. WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

10. LIGHT CONDITION - DARK NIGHT
11. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
12. IMPROPER USE OF PROCEDURE,SPATIAL DISORIENTATION - PILOT IN COMMAND
13. IMPROPER USE OF PROCEDURE,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

14. TERRAIN CONDITION - MOUNTAINOUS/HILLY
15. TERRAIN CONDITION - RISING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident/incident is/are finding(s) 4,11,12

Factor(s) relating to this incident is/are finding(s) 1,2,3,5,6,7,8,9,10,13,14,15

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5064 3/17/83 SALT LAKE CITY,UT A/C Reg. No. N9356 Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				
Name of Carrier -REPUBLIC AIRLINES	NONE		Fatal	Serious	Minor
Type of Operation -SCHEDULED,DOMESTIC,PAX/CARGO	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0
Incident Occurred During -CLIMB					None
					4
					80

-----Aircraft Information-----

Make/Model - DOUGLAS DC-9-10	Eng Make/Model - P & W JT8D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 91500	Engine Type - TURBOFAN	
No. of Seats - 85	Rated Power - 15000 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	UNK/NR
Method - TELETYPE	SALT LAKE CITY,UT	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	TWIN FALLS,ID	
Wind Dir/Speed- 300/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - 1100 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 14615
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model- 7615
		Last 30 Days- UNK/NR
		Instrument- 146
		Last 90 Days- 200
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CLIMB TO 28,000 FT AT 20,000 FT THE AUTO-PILOT DISENGAGED AND THE CREW REPORTED THAT THEY COULD NOT MOVE THE CONTROL COLUMN TO CONTROL PITCH. THE ACFT WAS OPERATING IN ICING CONDITIONS AT THE TIME. THE CREW LANDED THE ACFT BY UTILIZING THE TRIM CONTROL.

Brief of Incident (Continued)

File No. - 5064

3/17/83

SALT LAKE CITY,UT

A/C Reg. No. N9356

Time (Lc1) - UNK/NR

Occurrence LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FLIGHT CONTROL SYSTEM - FROZEN
2. WEATHER CONDITION - ICING CONDITIONS

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

Factor(s) relating to this incident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5004 4/02/83 20N BRYCE,UT A/C Reg. No. N1004F Time (Lcl) - 1513 PST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-REPUBLIC AIRLINES	NONE					
Type of Operation	-SCHEDULED,DOMESTIC,PAX/CARGO	Fire					
Flight Conducted Under	-14 CFR 121	NONE	Crew	Fatal	Serious	Minor	None
Incident Occurred During	-CRUISE		Pass	0	0	0	7
				0	0	0	139

-----Aircraft Information-----

Make/Model	- DOUGLAS DC-9-82	Eng Make/Model	- P&W JT8D-217	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 147000	Engine Type	- TURBOFAN		
No. of Seats	- 150	Rated Power	- 20000 LBS THRUST		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		OFF AIRPORT/STRIP	
Method	- IN PERSON	MINNEAPOLIS,MN			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	LOS ANGELES,CA			
Wind Dir/Speed	- 270/060 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 100.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- IFR	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,COMMERCIAL	Current - YES	Total - 9336	Last 24 Hrs - 8
ME LAND	Months Since - 3	Make/Model- 4192	Last 30 Days- 60
	Aircraft Type - DC-9	Instrument- UNK/NR	Last 90 Days- 150
		Multi-Eng - 9336	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING AT FL 350 THE FLT EXPERIENCED A FLAME-OUT OF BOTH ENGINES. THE CREW DECLARED AN EMERGENCY TO SALT LAKE ARTC CENTER & THE FLT WAS VECTORED TOWARD PAGE,AZ FOR A POSSIBLE EMERGENCY LANDING. AT 12,200 FT THE CAPTAIN RESTARTED BOTH ENGINES BY SWITCHING THE CENTER TANK BOOST PUMPS ON. THE ACFT THEN CLIMBED TO 17,000 FT & DIVERTED TO LAS VEGAS, LANDING AT 1604 WITHOUT FURTHER INCIDENT. THE FLT HAD DEPARTED MINNEAPOLIS WITH THE PROPER FUEL LOAD. HOWEVER, THE CREW WAS DISTRACTED FROM THE CLIMB CHECKLIST AFTER DEPARTURE BY A HEADING CHANGE & A KNOB COMING OFF THE DIGITAL FLIGHT GUIDANCE SYSTEM WHILE THE CAPTAIN WAS SETTING IN A NEW HEADING. AS A RESULT, THE ITEM OF "FUEL PUMPS-CHECKED" WAS MISSED & THE CENTER TANK PUMPS WERE NEVER TURNED ON. DURING THE RESTART THE CAPTAIN REALIZED THE OMISSION & CORRECTED IT. THE FLT HAD BEEN ON THE MAIN TANKS WHICH WERE EXHAUSTED CAUSING THE FLAME-OUTS. THE CENTER WING TANK CONTAINED ABOUT 13,500 POUNDS OF FUEL.

Brief of Incident (Continued)

File No. - 5004

4/02/83

20N BRYCE,UT

A/C Reg. No. N1004F

Time (Lc1) - 1513 PST

Occurrence LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. CHECKLIST - NOT FOLLOWED - COPILOT
 3. FLUID,FUEL - STARVATION
 4. FUEL BOOST PUMP SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 5. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5091

3/05/83

MANASSAS,VA

A/C Reg. No. N6009S

Time (Lcl) - 1250 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -PERSONAL

MINOR

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 91

Fire

Crew

0

0

0

1

Incident Occurred During -LANDING

NONE

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - BEECHCRAFT C23

Eng Make/Model - LYCOMING O-360-A4K

ELT Installed/Activated - UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2450

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 180 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 080/005 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 30000 FT THIN OVC

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CLINTON,MD

Destination

MANASSAS,VA

Airport Proximity

ON AIRPORT

Airport Data

MANASSAS

Runway Ident - 16

Runway Lth/Wid - 4000/ 100

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

Age - 35

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - UNK/NR

Total - 139

Last 24 Hrs - 1

SE LAND

Months Since - 5

Make/Model- 10

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 3

Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING FLARE THE STALL WARNING HORN CAME ON. THE NOSE GEAR STRUT FAILED DUE TO OVERSTRESS.

Brief of Incident (Continued)

File No. - 5091

3/05/83

MANASSAS,VA

A/C Reg. No. N6009S

Time (Lc1) - 1250 EST

Occurrence LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5115 8/21/83 NORFOLK, VA,VA A/C Reg. No. N69NA Time (Lc1) - 1045 EDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -PAN-AMERICAN WORLD AIRWAY	MINOR	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew 0	0	0	12
Flight Conducted Under -14 CFR 121	NONE	Pass 0	0	0	277
Incident Occurred During -CRUISE					

-----Aircraft Information-----

Make/Model - DOUGLAS DC-10-10	Eng Make/Model - GENERAL E. CF6-6	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 430000	Engine Type - TURBOFAN	
No. of Seats - 350	Rated Power - 40000 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	UNK/NR
Method - TELEPHONE	MIAMI,FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	NEW YORK CITY,NY	
Wind Dir/Speed- 060/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	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 - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,FLT ENG	Current - YES	Total - 16000
SE LAND,ME LAND	Months Since - 1	Make/Model- 1060
	Aircraft Type - DC-10	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT EXPERIENCED SEVERE VIBRATIONS IN FLIGHT & MADE A PRECAUTIONARY LANDING AFTER SHUTTING DOWN THE NUMBER 2 ENGINE. IT WAS DETERMINED IN A SUBSEQUENT TEARDOWN THAT THE SECOND STAGE HIGH PRESSURE TURBINE BLADE HAD FAILED IN FLIGHT.

Brief of Incident (Continued)

File No. - 5115

8/21/83

NORFOLK, VA,VA

A/C Reg. No. N69NA

Time (Lc1) - 1045 EDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. TURBINE ASSEMBLY, TURBINE BLADE - FAILURE, TOTAL
 2. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5067 8/15/83 ST. THOMAS,VI A/C Reg. No. N429CA Time (Lc1) - 2030 AST

-----Basic Information-----

Type Operating Certificate	-COMMUTER	Aircraft Damage						
Name of Carrier	-PUERTO RICO INTER. AIRLIN	MINOR						
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire						
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	0	0	3	
Incident Occurred During	-LANDING		Pass	0	0	0	12	

-----Aircraft Information-----

Make/Model	- CONSTRUCCIONES AERONAUTI 212-20	Eng Make/Model	- AIRESEARCH TPE33110R511C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 16534	Engine Type	- TURBOPROP		
No. of Seats	- 25	Rated Power	- 900 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	SAN JUAN,PR			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		HARRY S. TRUMAN	
Wind Dir/Speed	- 080/009 KTS			Runway Ident	- 09
Visibility	- UNK/NR	ATC/Airspace		Runway Lth/Wid	- 4658/ 200
Lowest Sky/Clouds	- 2000 FT SCATTERED	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- UNK/NR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- STRAIGHT-IN		
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 16476	Last 24 Hrs - 6
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 50	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS LANDED HARD DAMAGING THE RIGHT MAIN LANDING AND ACFT STRUCTURE.

Brief of Incident (Continued)

File No. - 5067

8/15/83

ST. THOMAS, VI

A/C Reg. No. N429CA

Time (Lcl) - 2030 AST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. FLARE - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6025 6/02/83 WARREN,VT A/C Reg. No. CGAEX Time (Lcl) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Acc/Inc Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- GRUMMAN AA-5A	Eng Make/Model	- LYCOMING O-320	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	- 4	Rated Power	- UNK/NR		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	BURLINGTON,VT	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	WARREN-SUGARBUSH
Wind Dir/Speed	- 300/012 KTS	ATC/Airspace	Runway Ident
Visibility	- 30.0 SM	Type of Flight Plan	- 04
Lowest Sky/Clouds	- 3500 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 3000/ 30
Obstructions to Vision	- NONE	Type Apch/Lndg	Runway Surface
Precipitation	- NONE	- STRAIGHT-IN	- ASPHALT
Condition of Light	- DAYLIGHT	FULL STOP	Runway Status
			- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - NO	Total - 361	Last 24 Hrs - 2
SE LAND	Months Since - UNK/NR	Make/Model- 136	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 47	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING A LANDING ON RWY 4, HE ENCOUNTERED WIND SHEAR WHICH FORCED THE ACFT TO LOSE ALT & TOUCH DOWN SHORT OF THE RWY. THE ACFT THEN VEERED LEFT & COLLIDED WITH A HANGAR. THE PLT REPORTED THE WIND WAS FROM 300 DEG AT 12 GUSTING 18 KTS. WITNESSES ADVISED THAT WIND CONDITIONS AT THE ARPT WERE UNPREDICTABLE. THE PLT SUGGESTED THAT MORE SPACE WAS NEEDED BETWEEN THE NARROW RWY & THE HANGARS.

Brief of Accident/Incident (Continued)

File No. - 6025

6/02/83

WARREN,VT

A/C Reg. No. CGAEX

Time (Lc1) - 1700 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - WINDSHEAR
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - BUILDING(NONRESIDENTIAL)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident/incident is/are finding(s) 4,5

Factor(s) relating to this incident is/are finding(s) 1,2,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6012 9/24/83 BURLINGTON,VT A/C Reg. No. CGOEL Time (Lcl) - 1317 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	2	0	0
Acc/Inc Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - MOONEY M20F	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination SYRACUSE,NY	Airport Data BURLINGTON INTERNATIONAL
Completeness - N/A	ATC/Airspace	Runway Ident - 19
Basic Weather - VMC	Type of Flight Plan - VFR	Runway Lth/Wid - 3600/ 150
Wind Dir/Speed- 340/005 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 25.0 SM	Type Apch/Lndg - NONE	Runway Status - DRY
Lowest Sky/Clouds - SCATTERED		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 542
SE LAND	Months Since - 8	Last 24 Hrs - 2
	Aircraft Type - C-152	Make/Model- 4
		Last 30 Days- UNK/NR
		Instrument- 51
		Last 90 Days- 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT HAD BEEN PARKED ON RAMP AT SYRACUSE FOR APRX 5 DAYS WITH PARTIALLY FULL TANKS & EXPOSED TO RAINY WX. ACCORDING TO THE PLT, THERE WAS NO EVIDENCE OF WATER DURING PREFLIGHT. PLT TAXIED TO ANOTHER AREA WHERE 40 GALS OF FUEL WAS ADDED. FLT FROM SYRACUSE TO BURLINGTON WAS UNEVENTFUL. NO SERVICES WERE OBTAINED AT BURLINGTON BUT 1 QT OF OIL WAS ADDED. AFTER A GROUND TIME OF ABOUT 2 HRS, A TAKEOFF WAS INITIATED FOR THE RETURN FLT TO SYRACUSE. WITNESSES REPORTED THE ENG LOST POWER AT ABOUT 100 FT AGL. ACFT THEN ENTERED A STALL/SPIN, CRASHED & COLLIDED WITH A HELICOPTER. WATER WAS FOUND IN ENG DRIVEN FUEL PUMP, LINE FROM PUMP TO FUEL SERVO, FUEL SERVO, LINE TO MANIFOLD VALVE & INJECTOR NOZZLES. FUEL SELECTOR WAS AT LEFT TANK POSITION. LEFT TANK WAS DAMAGED & EXPOSED TO FIRE FIGHTING AGENT SO PRESENCE OF WATER COULD NOT BE MEASURED. LEFT FUEL CAP WAS DETERIORATED & THERE WAS EVIDENCE IT HAD ALLOWED WATER TO LEAK INTO THE TANK. FUEL TANK HAD THREE BAYS. WATER COULD BECOME TRAPPED AT REAR INBOARD CORNER OF OUTER TANK BAY.

Brief of Accident/Incident (Continued)

File No. - 6012

9/24/83

BURLINGTON, VT

A/C Reg. No. CGOEL

Time (Lcl) - 1317 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,CAP - DETERIORATED
2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
3. PROCEDURE INADEQUATE,CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - MANUFACTURER
4. WEATHER CONDITION - RAIN
5. FUEL SYSTEM,CAP - LEAK
6. FLUID,FUEL - WATER
7. FUEL SYSTEM,TANK - INADEQUATE
8. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),AIRFRAME - PRODUCTION/DESIGN PSNL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

9. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
10. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation OTHER

Finding(s)

11. OBJECT - AIRCRAFT PARKED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident/incident is/are finding(s) 1,2,3,5,6,7,8,9,10

Factor(s) relating to this incident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5059 10/06/83 BURLINGTON,VT A/C Reg. No. N96AV Time (Lc1) - 1420 EDT

-----Basic Information-----

Type Operating Certificate	-COMMUTER	Aircraft Damage		Injuries	
Name of Carrier	-AIR VERMONT	MINOR		Fatal	0
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Serious	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	Minor	0
Incident Occurred During	-LANDING			None	2
					8

-----Aircraft Information-----

Make/Model	- BEECH C99	Eng Make/Model	- P & W PT6A-36	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 11380	Engine Type	- TURBOPROP		
No. of Seats	- 17	Rated Power	- 715 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	JAMAICA, NY			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		BURLINGTON INTL	
Wind Dir/Speed	- 230/016 KTS			Runway Ident	- 33
Visibility	- 30.0 SM	ATC/Airspace		Runway Lth/Wid	- 7870/ 150
Lowest Sky/Clouds	- 3500 FT SCATTERED	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 4500 FT BROKEN	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- STRAIGHT-IN		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 5100	Last 24 Hrs - UNK/NR
ME LAND	Months Since - UNK/NR	Make/Model - 400	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT AFTER A SMOOTH TOUCHDOWN ON THE MAIN GEAR, A LOUD BANG WAS HEARD, ACCOMPANIED WITH A GEAR UNSAFE HORN. A GO-AROUND WAS MADE, & AFTER COMPLETING EMERG GEAR EXTENSION PROCEDURE THE ACFT RETURNED FOR LANDING. DURING LANDING THE LEFT GEAR FOLDED. A COMPANY PLT WHO WAS HOLDING SHORT AT THE APCH END OF THE RWY STATED HE OBSERVED THE ACFT GEAR HIT THE ARRESTING CABLE DURING TOUCHDOWN. HOWEVER, THE TOWER CONTROLLER ALSO OBSERVED THE LANDING & STATED THAT THE ACFT TOUCHED DOWN 700 FT BEYOND THE THRESHOLD, A POINT 1/2 WAY BETWEEN THE THRESHOLD & ARRESTING GEAR. THE LEFT GEAR GAVE WAY AT TOUCHDOWN & THE PLT OPTED TO GO AROUND. THE ACFT PASSED OVER THE CABLE WITH THE GEAR EXTENDED. SEVERAL PASSENGERS DESCRIBED THE LANDING AS HARD. EXAM OF ARRESTING GEAR SYSTEM DID NOT DISCLOSE ANY DAMAGE. THE LEFT MAIN GEAR DRAG LEG (P/N50-120202) CONNECTED TO SUPPORT (P/N50-120201) WAS SEPARATED. THE SUPPORT IS RETAINED TO ACFT BY RIVETS & FOUR 1/4 INCH BOLTS. THE RIVETS WERE SHEARED & THE FOUR BOLTS WERE MISSING.

Brief of Incident (Continued)

File No. - 5059

10/06/83

BURLINGTON,VT

A/C Reg. No. N96AV

Time (Lc1) - 1420 EDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE,TOTAL
 2. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - UNDETERMINED
 3. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - SEPARATION
 4. LANDING GEAR,GEAR LOCKING MECHANISM - DISABLED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6005 8/06/83 SHELTON, WA A/C Reg. No. CFACV Time (Lcl) - 1705 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
1	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Acc/Inc Occurred During - DESCENT

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - PIETONPOL-IMRIE AIRCAMPER
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1150
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8F
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- 180/005 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
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

OFF AIRPORT/STRIP

Airport Data

SANDERSON FIELD
Runway Ident - 35
Runway Lth/Wid - 5293/ 28
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE, FOREIGN
SE LAND

Age - 45

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 1272	Last 24 Hrs	- 4
Make/Model-	110	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	21

Instrument Rating(s) - NONE

-----Narrative-----

THE HOME BUILT ACFT WAS MANUFACTURED IN 1975 & WAS BUILT IN CANADA FROM THE 1930 PIETENPOL AIRCAMPER DESIGN. THE PLT HAD FLOWN THE CANADIAN REGISTERED ACFT TO AN ANTIQUE FLY-IN. TRAFFIC AT THE ARPT REQUIRED THAT ONLY RWY 35 COULD BE USED. THE PLT WAITED FROM 1400 TO 1700 PDT, FOR THE WIND TO DECREASE, BEFORE TAKING OFF. REPORTEDLY, HE FOLLOWED THE POSTED LEFT HAND TRAFFIC PATTERN WHICH TOOK HIM OVER HILLS WHERE HE ENCOUNTERED TURBULENCE & A DOWN DRAFT. SUBSEQUENTLY, THE ACFT STALLED & CRASHED IN A STEEP DESCENT. AN EXAMINATION OF THE ENGINE REVEALED THE SPARK PLUGS WERE CARBON FOULED WITH BLACK, SOOTY DEPOSITS.

Brief of Accident/Incident (Continued)

File No. - 6005

8/06/83

SHELTON,WA

A/C Reg. No. CFACV

Time (Lc1) - 1705 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation CLIMB

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - CONTAMINATION
2. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - INCORRECT
3. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
4. WEATHER CONDITION - UNFAVORABLE WIND
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
8. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident/incident is/are finding(s) 3,7,8

Factor(s) relating to this incident is/are finding(s) 1,2,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5071 10/10/83 SEATTLE,WA A/C Reg. No. N350GT Time (Lcl) - 1825 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Incident Occurred During -CRUISE

Aircraft Damage

NONE
Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 0
0 0

None
1
2

-----Aircraft Information-----

Make/Model - S.N.I.A.S. AS350D
Landing Gear - SKID
Max Gross Wt - 4190
No. of Seats - 6

Eng Make/Model - LYCOMING LTS 101-600A2
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 615 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- 350/011 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

UNK/NR

Airport Data

BOEING FIELD
Runway Ident - 34
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND
HELICOPTER

Age - 38
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - AS350D

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 5000
Make/Model- 370
Instrument- 240
Multi-Eng - 25
Last 24 Hrs - 4
Last 30 Days- 50
Last 90 Days- 150
Rotorcraft - 4500

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE ACFT SUSTAINED A COMPLETE FAILURE OF THE TAIL ROTOR DRINE SHAFT DUE TO FATIGUE FROM STRESS CORROSION PRECIPITATED BY PREVIOUS DAMAGE AT WHICH TIME NO LOGBOOK ENTRY WAS RECORDED TO INDICATE THAT THE SHAFT HAD BEEN INSPECTED.

Brief of Incident (Continued)

File No. - 5071

10/10/83

SEATTLE,WA

A/C Reg. No. N350GT

Time (Lc1) - 1825 PDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - FAILURE, TOTAL
 2. MAINTENANCE, MAJOR REPAIR - INADEQUATE - OTHER MAINTENANCE PSNL
 3. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - PREVIOUS DAMAGE
 4. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - STRESS CORROSION
 5. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - FATIGUE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

Factor(s) relating to this incident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5095 2/04/83 MILWAUKEE,WI A/C Reg. No. N1356P Time (Lcl) - 1700 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	MINOR					
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor
Incident Occurred During	-CRUISE			0	0	0
						2
						16

-----Aircraft Information-----

Make/Model	- EMBRAER EMB-110	Eng Make/Model	- P/W PT6-A-34	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 13700	Engine Type	- TURBOPROP		
No. of Seats	- 21	Rated Power	- 750 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- COMPANY	UNK/NR
Method	- IN PERSON	
Completeness	- FULL	Airport Data
Basic Weather	- VMC	Runway Ident
Wind Dir/Speed	- 300/008 KTS	- UNK/NR
Visibility	- 10.0 SM	Runway Lth/Wid
Lowest Sky/Clouds	- CLEAR	- UNK/NR
Lowest Ceiling	- NONE	Runway Surface
Obstructions to Vision	- NONE	- UNK/NR
Precipitation	- NONE	Runway Status
Condition of Light	- DUSK	- UNK/NR

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
UNK/NR	Current	- UNK/NR	Last 24 Hrs - UNK/NR
	Months Since	- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type	- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng	- UNK/NR
			Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED EXTREME OSCILLATIONS ABOUT THE PITCH AXIS WITH THE CONTROL COLUMN MOVING FORE & AFT FROM 1 TO 3 INCHES. THE OSCILLATIONS VARIED DIRECTLY WITH AIRSPEED. NO OUT OF LIMIT CONDITIONS WERE FOUND UNTIL AFTER A SECOND OCCURRENCE WHEN THE ELEVATOR TRIM TAB HINGE WAS REPLACED DUE TO WEAR AND A MEASURED PLAY OF 5/32 OF AN INCH. NO FURTHER OSCILLATIONS WERE EXPERIENCED.

Brief of Incident (Continued)

File No. - 5095

2/04/83

MILWAUKEE, WI

A/C Reg. No. N1356P

Time (Lc1) - 1700 CST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT CONTROL, ELEVATOR ATTACHMENT - WORN
2. FLIGHT CONTROL, ELEVATOR ATTACHMENT - LOOSE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5034

6/21/83

MILWAUKEE,WI

A/C Reg. No. N980Z

Time (Lcl) - 0715 CDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-OZARK AIRLINES, INC.	MINOR						
Type of Operation	-SCHEDULED,DOMESTIC,PAX/CARGO	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	5	
Incident Occurred During	-STANDING			0	1	0	4	

-----Aircraft Information-----

Make/Model	- DOUGLAS DC-9-30	Eng Make/Model	- P & W JT8D-7	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- UNK/NR	Engine Type	- TURBOJET		
No. of Seats	- UNK/NR	Rated Power	- UNK/NR		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	ON AIRPORT	
Method	- IN PERSON		
Completeness	- WEATHER NOT PERTINENT	Airport Data	
Basic Weather	- VMC	MITCHELL	
Wind Dir/Speed	- 180/005 KTS	Runway Ident	- UNK/NR
Visibility	- 3.000 SM	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Runway Surface	- UNK/NR
Lowest Ceiling	- NONE	Runway Status	- UNK/NR
Obstructions to Vision	- HAZE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 14370	Last 24 Hrs - 5
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 9056	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A JETWAY COLLAPSED AS PASSENGER LOADING COMMENCED. THE DRIVE GEAR FAILED & OIL WAS FOUND TO BE CONTAMINATED WITH WATER. HEAT HAD TRANSFERRED TO THE WORM GEAR WHICH WAS MISALIGNED & WAS NOT MANUFACTURED FOR ACFT USE SPECIFICATIONS.

Brief of Incident (Continued)

File No. - 5034

6/21/83

MILWAUKEE,WI

A/C Reg. No. N980Z

Time (Lcl) - 0715 CDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation OTHER

Finding(s)

1. AIRPORT FACILITIES,RAMP FACILITIES - FAILURE,TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6022

8/05/83

OSHKOSH, WI

A/C Reg. No. CGAYW

Time (Lc1) - 1545 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries				
		Fatal	Serious	Minor	None	
Type of Operation	-AIR SHOW					
Flight Conducted Under	-14 CFR 91					
Acc/Inc Occurred During	-DESCENT					
		Crew	0	0	1	0
		Pass	0	0	0	0

Type of Operation -AIR SHOW
Flight Conducted Under -14 CFR 91
Acc/Inc Occurred During -DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - ZENAIR CRICKET MC12
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - JPX POL
Number Engines - 2
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 - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

WITTMAN FIELD
Runway Ident - 36
Runway Lth/Wid - 6700/ 150
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 - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 9000	Last 24 Hrs	- UNK/NR
Make/Model-	125	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	100
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A FORMATION TAKEOFF, THE PLT WAS FLYING IN A LEFT WINGMAN POSITION & THE FLT ENTERED A RELATIVELY STEEP CLIMB. THE PLT STATED THAT THE AIRSPEED WAS SLIGHTLY ABOVE THE STALL SPEED AT ABOUT 100 TO 150 FT AGL WHEN THE LEFT ENG LOST POWER & THE ACFT BEGAN TURNING LEFT & LOSING ALT. HE REPORTED THAT THE PLANE STALLED & HE COULD NOT CONTROL THE LEFT YAW & TURN, UNTIL AFTER HE LOWERED THE NOSE & REGAINED AIRSPEED. HE DID NOT REDUCE POWER ON THE OPERATING ENG. SUBSEQUENTLY, THE ACFT STRUCK THE GROUND IN A SLIGHT NOSE DOWN ATTITUDE. AN INVESTIGATION REVEALED THAT THE SINGLE SPARK PLUG IN THE LEFT, SINGLE CYLINDER, 2 STROKE ENG WAS NOT FIRING AT THE ELECTRODE TIP.

Brief of Accident/Incident (Continued)

File No. - 6022

8/05/83

OSHKOSH,WI

A/C Reg. No. CGAYW

Time (Lc1) - 1545 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - DISABLED
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

2. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
 3. 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/incident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6021

8/06/83

OSHKOSH, WI

A/C Reg. No. IRAID

Time (Lcl) - 1640 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-AIR SHOW				
Flight Conducted Under	-14 CFR 91				
Acc/Inc Occurred During	-MANEUVERING				

Type of Operation -AIR SHOW
Flight Conducted Under -14 CFR 91
Acc/Inc Occurred During -MANEUVERING

Fire NONE
Crew 1
Pass 0

-----Aircraft Information-----

Make/Model - SIAI-MARCHETTI F.260C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - UNK/NR
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-E4A5
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - THIN OVC
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

WITTMAN FIELD
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
ATP, FOREIGN
ME LAND, SE LAND

Age - UNK/NR

Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- UNK/NR
Last 24 Hrs	- UNK/NR
Last 30 Days	- UNK/NR
Last 90 Days	- UNK/NR
Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FOREIGN REGISTERED PLT HAD A STATEMENT OF AEROBATIC COMPETENCY BY AN FAA INSPECTOR WHICH CONTAINED A MIN ALT LIMITATION OF 300 FT AGL. WHILE PERFORMING AT AN AIR SHOW, HE HAD PLANNED TO PULL UP IN A HALF LOOP, MAKE A HALF ROLL ON TOP, ENTER A 2 TURN SPIN & RECOVER. THE MANEUVER WAS GENERALLY FLOWN AS BRIEFED; HOWEVER, THE ACFT STRUCK THE GROUND BEFORE COMPLETELY RECOVERING FROM THE SPIN. SEVERAL QUALIFIED AEROBATIC PLTS AGREED THE HALF LOOP WAS INITIATED FROM ABOUT 100 FT AGL & THAT THE SPIN ROTATION HAD STOPPED AT ABOUT 300 FT AGL, BUT THE ACFT WAS IN APRX AT 10 DEG NOSE DOWN ATTITUDE WHEN IT HIT THE GROUND. THE PLT RECEIVED SEVERE NECK, BACK & BRAIN INJURIES & DIED 6 DAYS LATER. NO EVIDENCE OF A MALFUNCTION OR FAILURE OF THE ACFT WAS FOUND.

Brief of Accident/Incident (Continued)

File No. - 6021

8/06/83

OSHKOSH,WI

A/C Reg. No. IRAID

Time (Lcl) - 1640 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - INITIATED - PILOT IN COMMAND
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. TERRAIN CONDITION - GROUND
 4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident/incident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5038

9/24/83

SHELL LAKE,WI

A/C Reg. No. N4963V

Time (Lcl) - 0800 CDT

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-NORTHERN WINGS	NONE		Fatal	0	Serious	0	Minor	0	None	1
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire		Crew	0		0		0		2
Flight Conducted Under	-14 CFR 135	NONE		Pass	0		0		0		2
Incident Occurred During	-CRUISE										

-----Aircraft Information-----

Make/Model	- CESSNA 172RG	Eng Make/Model	- LYCOMING O-360-AA6	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	LA POINTE,WI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ST. PAUL,MN	Runway Ident - N/A
Wind Dir/Speed- 230/020 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - VFR	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 - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1362
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 16
		Instrument- 55
		Last 30 Days- UNK/NR
		Last 90 Days- 110
		Multi-Eng - 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE NUMBER 4 EXHAUST PUSHROD FAILED IN FLIGHT FOR AN UNDETERMINED REASON.

Brief of Incident (Continued)

File No. - 5038

9/24/83

SHELL LAKE, WI

A/C Reg. No. N4963V

Time (Lc1) - 0800 CDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, PUSH ROD - BENT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5008

3/23/83

CASPER,WY

A/C Reg. No. N7381F

Time (Lcl) - 0950 MST

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

Aircraft Damage
MINOR

Injuries			
Fatal	Serious	Minor	None
0	1	0	14
0	1	0	95

Type of Operation - SCHEDULED, DOMESTIC, PASSENGER
Flight Conducted Under - 14 CFR 121
Incident Occurred During - LANDING

Fire
ON GROUND

Crew
Pass

-----Aircraft Information-----

Make/Model - BOEING 737-2H4
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 100800
No. of Seats - 106

Eng Make/Model - P & W JT8D-9A
Number Engines - 2
Engine Type - TURBOJET
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - COMPANY
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 070/006 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DENVER, CO
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

CASPER
Runway Ident - 21
Runway Lth/Wid - 10600/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND

Age - 47

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - 737-2H4

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 14401	Last 24 Hrs	- UNK/NR
Make/Model-	4401	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	1
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT TOUCHED DOWN WITH ALL LANDING GEAR RETRACTED. THE GEAR HANDLE WAS FOUND IN THE NEUTRAL POSITION. THE FIRST OFFICER WAS DISTRACTED BY AN INOP APS AND BOTH THE CAPTAIN AND THE FIRST OFFICER WERE DISTRACTED BY A GPWS AURAL WARNING ON FINAL APCH.

Brief of Incident (Continued)

File No. - 5008

3/23/83

CASPER,WY

A/C Reg. No. N7381F

Time (Lc1) - 0950 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - COPILOT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

Factor(s) relating to this incident is/are finding(s) 2,3

EMBRY-RIDDLE AERO U. DAYTONA BEACH



3 1745 00065 7091

NTSB-AAB-85-19

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