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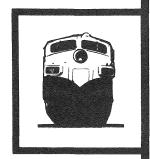


# NATIONAL TRANSPORTATION SAFETY BOARD

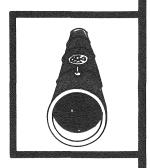
WASHINGTON, D.C. 20594

# **AIRCRAFT ACCIDENT REPORTS**

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







NTSB/AAB-85/19

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**UNITED STATES GOVERNMENT** 

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15.Supplementary Notes		

# 16.Abstract

This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1983. 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.

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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 cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "Substantial Damage" for the purpose of this part.

# OCCURRENCE

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

# Gear Collapsed

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

# TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

# 1. GENERAL AVIATION

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

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

# Personal

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

# Business

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

# Corporate/Executive Operations

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

# Instructional Flying

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

# Other Flying

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

# 2. AIR CARRIER

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

# Airframe/Component/System Failure/Malfunction

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

# Powerplant - Loss of Power

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

# PHASE OF OPERATION

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

# CAUSES AND RELATED FACTORS

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

# BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 18

CALENDAR YEAR 1983

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012383	SAN DIEGO, CA	BOEING	767-231	NONE	60
052783	CHARLOTTE, NC	BOEING	727-200	NONE	228
121583	CHERRY POINT, NC	STABLELINER	NA-265-80	NONE	236
041183	OLD HARBOR, AK	CESSNA	U-206	NONE	24
040283	20N BRYCE, UT	DOUGLAS	DC-9-82	NONE	306
011383	CHICAGO, IL	MCDONALD/DOU	DC10-10	NONE	160
031983	PALMER, AK	PIPER	PA34-200T	NONE	20
051583	HINESVILLE, GA	MOONEY AIRCR	M2OE	NONE	146
032383	CASPER, WY	BOEING	737-2H4	SERIOUS	334
071783	HUNTINGTON BCH., CA	CESSNA	411	NONE	76
060283	CLINTON, MD	GRUMMAN	AA-5	NONE	198
051283	ARKANSAS CITY, KS	CESSNA	441	NONE	184
050683	LINCOLN, NE	FAIRCHILD SW	SA226T	NONE	240
031983	NEAR TAYLOR, FL	CESSNA	402C	NONE	110
060383	PORTLAND, OR	BOEING	727-200	NONE	270
070283	KING SALMON, AK	DOUGLAS	DC-7C	NONE	34
040483	NEAR ORLANDO, FL	GATES LEARJE	35A	NONE	112
052783	KANSAS CITY, MO	LOCKHEED	L-1011-385	NONE	218
071683	FULLERTON, CA	BEECH	B-35	NONE	74
031183	MINA, NV	MC DONNELL D	DC 8-61	NONE	248
050583	HUNTINGTON BEAC, CA	CESSNA	C-172-N	NONE	66
011383	NEAR CORDOVA, AK	CESSNA	185	NONE	2
021783	ANCHORAGE, AK	CESSNA	177RG	NONE	12
022883	WASILLA, AK	CESSNA	172M	NONE	14
052883	LUKE AFB, AZ	DOUGLAS	DC-9-31	NONE	54
	060283 051283 050683 031983 060383 070283 040483 052783 071683 031183 050583 011383	CLINTON, MD ARKANSAS CITY, KS D50683 LINCOLN, NE D31983 NEAR TAYLOR, FL D60383 PORTLAND, OR D70283 KING SALMON, AK D40483 NEAR ORLANDO, FL D52783 KANSAS CITY, MO D71683 FULLERTON, CA D31183 MINA, NV D50583 HUNTINGTON BEAC, CA D11383 NEAR CORDOVA, AK D21783 ANCHORAGE, AK D22883 WASILLA, AK	CLINTON, MD  GRUMMAN  D51283  ARKANSAS CITY, KS  CESSNA  D50683  LINCOLN, NE  FAIRCHILD SW  D31983  NEAR TAYLOR, FL  CESSNA  BOEING  D70283  KING SALMON, AK  DOUGLAS  NEAR ORLANDO, FL  GATES LEARJE  D52783  KANSAS CITY, MO  LOCKHEED  D71683  FULLERTON, CA  BEECH  MINA, NV  MC DONNELL D  D50583  HUNTINGTON BEAC, CA  CESSNA  D21783  ANCHORAGE, AK  CESSNA  CESSNA  CESSNA  CESSNA	CLINTON, MD GRUMMAN AA-5 D51283 ARKANSAS CITY, KS CESSNA 441 D50683 LINCOLN, NE FAIRCHILD SW SA226T D31983 NEAR TAYLOR, FL CESSNA 402C D60383 PORTLAND, OR BOEING 727-20O D70283 KING SALMON, AK DOUGLAS DC-7C D40483 NEAR ORLANDO, FL GATES LEARJE 35A D52783 KANSAS CITY, MO LOCKHEED L-1011-385 D71683 FULLERTON, CA BEECH B-35 D31183 MINA, NV MC DONNELL D DC 8-61 D50583 HUNTINGTON BEAC, CA CESSNA C-172-N D11383 NEAR CORDOVA, AK CESSNA 185 D21783 ANCHORAGE, AK CESSNA 177RG D22883 WASILLA, AK CESSNA 177RG	060283         CLINTON, MD         GRUMMAN         AA-5         NONE           051283         ARKANSAS CITY, KS         CESSNA         441         NONE           050683         LINCOLN, NE         FAIRCHILD SW         SA226T         NONE           031983         NEAR TAYLOR, FL         CESSNA         402C         NONE           060383         PORTLAND, OR         BOEING         727-20O         NONE           070283         KING SALMON, AK         DOUGLAS         DC-7C         NONE           040483         NEAR ORLANDO, FL         GATES LEARJE         35A         NONE           052783         KANSAS CITY, MO         LOCKHEED         L-1011-385         NONE           071683         FULLERTON, CA         BEECH         B-35         NONE           031183         MINA, NV         MC DONNELL D         DC 8-61         NONE           050583         HUNTINGTON BEAC, CA         CESSNA         C-172-N         NONE           011383         NEAR CORDOVA, AK         CESSNA         177RG         NONE           021783         ANCHORAGE, AK         CESSNA         172M         NONE

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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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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	ВЕЕСН	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	41097	112683	COLUMBUS, OH	CESSNA	421B	NONE	266
5076	897 <b>A</b> A	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	60098	030583	MANASSAS, VA	BEECHCRAFT	C23	NONE	308
5092	2808W	100783	JUNEAU, AK	BOEING	727-247	NONE	40
5093	154US	052683	CLARION, PA	MCDONNEL/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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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	M2OC	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	7032 <b>W</b>	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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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	2052ป	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	91965	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

File Order Listing - Issue No. 18, 1983

File Number			Looption	Aircr	aft Model	Injury	Dogo
	Regist.		Location 	Make 	Model .	Index	Page 
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	CGDEL	092483	BURLINGTON, VT	MOONEY	M2OF	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

File No 5021 1/13/83	NEAR CORDOVA, AK	A/C Reg.	No. N2660S	Т	ime (Lc1) -	1230 AST	
Basic Information Type Operating Certificate-ON-DE	MAND AIR TAXI	Aircraft Da	mage		Injur	ies	
.,,		MINOR	90	Fatal	Serious	Minor	None
Type of Operation -PUBLI		Fire	Cre	v 0	0	0	1
Flight Conducted Under -PUBLI		NONE	Pass	0	0	0	0
Incident Occurred During -LANDI	'NG						
Aircraft Information							
Make/Model - CESSNA 185	Eng Mak	e/Model - CONTIN	ENTAL IO-520		Installed/#		
Landing Gear - TAILWHEEL-ALL FI		Engines - 1		Stal	1 Warning S	ystem - Y	ES
Max Gross Wt - 3350		Type - RECIP-					
No. of Seats - 4	Rated P	ower - 300	HP				
Environment/Operations Information	<b> </b>						
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS		arture Point		UNK/NR			
Method - ACFT RADIO		AKATAGA,AK					
Completeness - FULL	Destinati			Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- 360/040 KTS	CORDOV	A,AK		D	T aloua	UNK/NR	
·	ATC/Airspa	00			Ident - Lth/Wid -		
Lowest Sky/Clouds - 200			D		Surface -		
Lowest Ceiling - 800	FT OVERCAST Type of	Clearance - NO	NE			UNK/NR	
Obstructions to Vision- BLOWIN		h/Lndg - UN		, rai i i a y	0 14 140	G. (1.17)	
Precipitation - SNOW G							
Condition of Light - DAYLIG							
Personnel Information							
Pilot-In-Command	Age - 42	Med	ical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Fligh	t Review		ght Time (H			
COMMERCIAL, CFI	Current	- YES	Total -		Last 24		4
SE LAND, SE SEA			Make/Mode1-			Days- UN	
	Aircraft T	ype - UNK/NR	Instrument-	65	Last 90	Days-	118
Instrument Rating(s) - AIRP	I ANF						
The crameric racing(s)							
Narrative							
E ACFT ENCOUNTERED DETERIORATING WX	CONDITIONS AND RECEIVE	D MINOR DAMAGE D	URING A PRECAL	ITIONARY LA	NDING IN WH	ITEOUT	
NDITIONS. A SIGMET WAS IN EFFECT.							

File No. - 5021 1/13/83 NEAR CORDOVA, AK A/C Reg. No. N2660S Time (Lc1) - 1230 AST

Occurrence
Phase of Operation

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

File No 5031	/18/83 	QUZINKIE, A	<b>〈</b> 	A/C Re	g. No. N838	5G	T 	ime (Lcl)	· -	1500 AST	「 
-Basic Information					-				_		
Type Operating Certifica				Aircraft	: Damage				uri		
Name of Carrier Type of Operation	-ISLAN	D AIR SERVIC	E DAY (04 D00	MINOR		_	Fatal	Serious		Minor	
Flight Conducted Under	-NUN 5	CHED, DUMESTI	J, PAX/ CARGO	Fire NONE		Crew Pass	0	0		0	1 2
Incident Occurred During				NOINE		F455	O	0		O	2
-Aircraft Information											
Make/Model - PIPER PA	32-301		Eng Make/Mo	del - LYC	OMING 10-540	)	ELT	Installed	I/Ac	tivated	- YES/N
Landing Gear - TRICYCLE	-FIXED		Number Eng	ines - 1			S	tall Warr	ing	System	- YES
Max Gross Wt - 3600			Engine Type	e - REC	IP-FUEL INJE	ECTED			_		
No. of Seats - 7			Rated Power	· -	300 HP						
-Environment/Operations Inf	ormation										
Weather Data			[tinerary				Airport		,		
	ORD OF B	RIEFING	Last Departu	ıre Point			ON AIR	STRIP			
Method - N/A			KODIAK, AK								
Completeness - N/A			Destination				Airport D				
Basic Weather - VMC Wind Dir/Speed- 220/01	E KTC		QUZINKIE				QUZINK		,	2.7	
Visibility - 15.0			ATC/Airspace					Ident Lth/Wid			75
Lowest Sky/Clouds -			Type of Flig	sht Dlan -	COMPANY (VE	: D )		Surface			75
Lowest Ceiling						κ,		Status			PFD
Obstructions to Vision		· · · · · · · · · · · · · · · · · · ·	Type Apch/Lr				Marinay	5 14 145		102 0012	
Precipitation			, ypo Apon, ci	.ug	1022 3101						
Condition of Light		НТ									
-Personnel Information											
Pilot-In-Command			- 24		Medical Cert				NO V	WAIVERS/	'LIMIT
Certificate(s)/Rating(s	;)	Bien	nial Flight Re				nt Time (H				
COMMERCIAL, CFI			Current	- YES	Total			Last			1
SE LAND, ME LAND, SE S	SEA		Months Since		Make/Mod		500	Last	30 [	Days-	50
		,	Aircraft Type	- PA32301			102	Last	90 [	Days-	150
					Multi-Er	ng -	315				
Instrument Rating(s)	- AIRP	LANE									
-Narrative											
ING LANDING ROLL THE ACFT S											

File No. - 5031 1/18/83 QUZINKIE, AK A/C Reg. No. N8385G Time (Lc1) - 1500 AST ON GROUND COLLISION WITH OBJECT Occurrence 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

-Basic Information Type Operating Certificate-AIR CARRIER -	FLAG/DOMESTIC	Aircraft	Damage		Injur	ies	
· · · · · · · · · · · · · · · · · · ·	•	MINOR		Fatal	Serious	Minor	None
Type of Operation -BUSINESS		Fire	Cr	ew 0	0	0	3
Flight Conducted Under -14 CFR 91D		NONE	Pa	iss 0	0	О	0
Incident Occurred During -LANDING - ROL	L 						
-Aircraft Information							
Make/Model - GATES LEAR JET LR24DXR		Model - GE C	J610-6		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE		gines - 2			Stall Warnin	g System	- UNK/N
Max Gross Wt - 13500		e - TURBI					
No. of Seats - 8	Rated Powe	er - 29! 	50 LBS THRUST				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NWS	Last Depart			ON AI	RPORT		
Method - ACFT RADIO	BETHEL, AF						
Completeness - PARTIAL, LMTD BY FCSTR	Destination			Airport			
Basic Weather - VMC Wind Dir/Speed- 090/018 KTS	SAME AS A	ACC/INC			AUL ISLAND	0.0	
Visibility - UNK/NR	ATC/Airspace				y Ident - v Lth/Wid -		150
Lowest Sky/Clouds - UNK/NR		ight Plan -	TED		y Surface -		150
Lowest Ceiling - 1000 FT BROKE		earance -			y Status -		DED
Obstructions to Vision- NONE	Type Apch/l		ADF/NDB	Ranwa	y Status	SNOW - D	
Precipitation - NONE	Type Apeny		STRAIGHT-IN			3110 %	N I
Condition of Light - DUSK			FULL STOP				
-Personnel Information Pilot-In-Command	Age - 50	M	edical Certifi	cata - VALT	D MEDICAL -WA	TVEDC/LTM	T T
	Age - 50 Biennial Flight F			ight Time (		IVERS/LIM	11
ATP	Current	- YES		14000		Hrs - UN	k/NR
SE LAND.ME LAND.SE SEA	Months Since		Make/Model-			Days- UN	
	Aircraft Type	-		UNK/NR	Last 90	Davs- UN	K/NR
			Multi-Eng -	UNK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE							
-Narrative							
LE ON LANDING ROLL OUT THE ACFT SLID TO THE	LEET AND CONTACT	LED V. SNOW BI	EDM CALISTNE TH	IE NOSE I AND	TNG GEAR TO	EATI AET	

File No 50	2/06/83	ST. PAUL ISLAND,AK	A/C Reg. No. N456JA	Time (Lc1) - 1830 AST	
Occurrence #1 Phase of Operation	LOSS OF CONTROL LANDING - ROLL	- ON GROUND			
Finding(s) 1. AIRPORT FACILIT	IES,RUNWAY/LANDING	AREA CONDITION - ICY		· · · · · · · · · · · · · · · · · · ·	
Occurrence #2 Phase of Operation	ON GROUND COLLIS	SION WITH TERRAIN			
Probable Cause					

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

File No 5044	2/09/83 k	WIGILLINGOK, AK	A/C Reg. No	. N75551	Т	ime (Lc1)	- 1145 AS	ST
-Basic Information								<del></del>
Type Operating Certifica			Aircraft Damag	ge		Inj	uries	
Name of Carrier	-BETHEL \	'ENTURES D/B/A	MINOR		Fatal			
Type of Operation Flight Conducted Under	-SCHEDULE	D,DOMESTIC,PAX/CARGO	Fire	Crew	_	0	-	1
		35	NONE	Pass	0	0	0	1
Incident Occurred During	g -TAKEOFF							
-Aircraft Information								
Make/Model - CESSNA			odel - CONTINEN				/Activated	
Landing Gear - TRICYCLE	-FIXED	Number Eng			S	tall Warr	ing System	n - YES
Max Gross Wt - 3800 No. of Seats - 7			e - RECIP-FUI					
No. of Seats - /		kated Powe	r - 300 HI	, 				
-Environment/Operations Int	ormation		•					
Weather Data		Itinerary				Proximity		
Wx Briefing - FSS		Last Depart			ON AIR	STRIP		
Method - ACFT F		KWIGILLIN	IGOK, AK					
Completeness - WEATH	ER NOT PERTI				Airport D			
Basic Weather - VMC	NE MEC	BETHEL, AK			_	LINGOK	45	
Wind Dir/Speed- 070/00 Visibility - 20.0		ATC /4 - n = n = n = n				Ident	- 15 - 2300/	35
Lowest Sky/Clouds -		ATC/Airspace	ght Plan - COMP	ANY (VED)	,		- GRAVEL	35
Lowest Ceiling			arance - UNK/i			Status	- SNOW -	DDV
Obstructions to Vision		Type Apch/L		VIN	Kariway	Status	3110#	DKI
Precipitation		Type Apelly E	.riug					
Condition of Light			FULL	STOP				
-Personnel Information Pilot-In-Command		Age - 25	Medic	al Certifica	te - VALID	MEDICAL -	NO WATVERS	S/LIMIT
Certificate(s)/Rating(s	;)	Biennial Flight R			ht Time (H			,
COMMERCIAL	• •	Current		otal -			24 Hrs -	1
SE LAND, ME LAND		Months Since		ake/Model-			30 Days- L	JNK/NR
·		Aircraft Type	- 3 Ma :- 207 II	nstrument-	54	Last	90 Days-	231
			Me	ulti-Eng -	30			
Instrument Rating(s	- AIRPLAN	IE						
-Nemetive								
-Narrative LE ON TAKEOFF THE RIGHT MAI	IN LANDING C	SEAD PROVE THROUGH THE	COLLET OF A CHOW	DRIET THE	ATDODAET T	HEN VEEDE	D TO TUE	
LE UN TAKEUFF THE RIGHT MAI HT INTO A SNOWBANK.	IN LANDING	EAR BRUKE INKUUGH INE	CRUSI UF A SNUW	DKIFT. IME	AIKUKAFI I	HEN VECKE	יים וחב	
III TINIO A SINOWDAINA.								

File No 5044	2/09/83 KWIGILLINGOK,AK	A/C Reg. No. N75551	Time (Lc1) - 1145 AST	
	OF CONTROL - ON GROUND OFF - GROUND RUN			
Finding(s) 1. AIRPORT FACILITIES,RU	NWAY/LANDING AREA CONDITION - INADEC	QUATE		
Probable Cause				

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

-Basic Information	COMMITTED		A 2	<b>D</b>		Ť 1		
Type Operating Certificate Name of Carrier		ID SEDVICE	Aircraft   MINOR	Damage	Fata		uries Minor	None
Name of Carrier Type of Operation	-NON SCHED DOM	ESTIC.PASSENGER	Fire	С	rew 0		0	1
Flight Conducted Under	-14 CFR 135		NONE	P	ass 0	Ō	Ō	5
Incident Occurred During								
-Aircraft Information								
Make/Model - CESSNA 207				INENTAL IO-52	OF E	LT Installed		
Landing Gear - TRICYCLE-F Max Gross Wt - 3800	IXED	Number Eng	•	P-FUEL INJECT	ED	Stall Warn	ing System	1 ~ YES
No. of Seats - 7		Rated Powe						
-Environment/Operations Infor	 mation							
Weather Data		Itinerary				rt Proximity		
	D OF BRIEFING	Last Depart			ON .	AIRPORT		
Method - N/A		KIVALINA,	AK					
Completeness - N/A		Destination			Airpor			
Basic Weather - VMC		BARROW, AK				ALINA	••	
Wind Dir/Speed- UNK/NR	CM	ATO / A / m = m = = =				way Ident way Lth/Wid	- 29	20
Visibility - 20.0 Lowest Sky/Clouds -	SM 6500 ET THIN	ATC/Airspace OVC Type of Fli	abt Dian - 1	VED		way Lth/wid way Surface		30
Lowest Ceiling -			earance - I			way Status	- SNOW -	DBA
Obstructions to Vision-		Type Apch/L		NONE	Karı	way Status	3140#	DICT.
Precipitation -		, ) po Apoli, 1		10112				
Condition of Light -	DAYLIGHT			FULL STOP				
-Personnel Information								
Pilot-In-Command		Age - 33		edical Certi <u>f</u>			WAIVERS/LI	MIT
Certificate(s)/Rating(s) COMMERCIAL,ATP,CFI		Biennial Flight F Current	eview - YES	Total	light Time		24 Hrs -	4
SE LAND. ME LAND		Months Since		Make/Model			30 Days-	100
HELICOPTER		Aircraft Type		Instrument		Last		350
THE TOOL VEIN		All of all corps	. 300	Multi-Eng			craft -	26
Instrument Rating(s)	- AIRPLANE							
ACFT DEPARTED THE LEFT SIDE	OF THE BUNWAV	ON ITS TAKENEE DO	III DUE TO M	ISTING OR FRO	STING OF T	HE WINDSHIFT	D REDUCTNO	1
BILITY. THE PHENOMENON IS CO								<del>-</del>
TAKEOFF & LANDING.							<del>-</del>	

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

-Basic Information Type Operating Certificate-ON-DEMAND AI	D TAYI Ain	craft Damage		Injur	·	
Type operating certificate-on-bemand at		NOR	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONA	•	=		0	0	2
Flight Conducted Under -14 CFR 91	NO	NE Pas:	s 0	0	0	0
Incident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 177RG		- LYCOMING IO-360-A1B		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines		S	tall Warnir	ng System	- YES
Max Gross Wt - 2800 No. of Seats - 4		- RECIP-FUEL INJECTED - 200 HP				
NO. 01 SeatS - 4	Rated Power	- 200 HP				
-Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure P			Proximity		
Method - N/A	ANCHORAGE, AK	ome	ON AIR	SIRIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		ANCHOR			
Wind Dir/Speed- VARIABLE/003 KTS					- 06L	
Visibility - 80.0 SM	ATC/Airspace		Runway	Lth/Wid -	10600/	200
Lowest Sky/Clouds - CLEAR		lan - COMPANY (VFR)			- MACADAM	
Lowest Ceiling - NONE	Type of Clearanc		Runway	Status -	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg					
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STOP				
-Personnel Information	A			MEDICAL NO	. MATUEDO	/
<pre>Pilot-In-Command    Certificate(s)/Rating(s)</pre>	Age - 31 Biennial Flight Review	Medical Certifica	ate - VALID ght Time (H		WAIVERS/	LIMII
COMMERCIAL, CFI	Current - YE			Last 24	l Hrs -	4
SE LAND. SE SEA	Months Since - 9	-	33		Davs- UN	•
	Aircraft Type - M-		65	Last 90		200
	•	Multi-Eng -	1		•	
Instrument Rating(s) - AIRPLANE						
ACFT WAS INTENTIONALLY LANDED GEAR UP DUE	TO A FATIURE OF THE M	AIN LANDING GEAR ACTUA	TOR BEARIN	G THE BEAR	PING	
LED DUE TO FATIGUE.		ALL EMIDING GEAR ACTO	DEANTH	DLA		

File No. - 5022 2/17/83 ANCHORAGE,AK A/C Reg. No. N34938 Time (Lc1) - 1211 AST

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LÄNDING 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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircr	aft Damage		Injur	ries	
Type operating centilicate-none (Genera	MING		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	• • •		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Incident Occurred During -CLIMB						
Aircraft Information						
Make/Model - CESSNA 172M		LYCOMING 0-320-E2D		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnir	ng System	- YES
Max Gross Wt - 2300		RECIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	150 MP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poi WASILLA.AK	int	UNK/NR	•		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	ANCHORAGE, AK		Amport			
Wind Dir/Speed- CALM	.,,,,,,,,,,,,,,,,,,,,,,,,,,		Runway	Ident -	- UNK/NR	
Visibility - 60.0 SM	ATC/Airspace			Lth/Wid -	- UNK/NR	
Lowest Sky/Clouds - CLEAR	Type of Flight Pla			Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	· UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE Condition of Light - DAYLIGHT						
Condition of Light - DAYLIGHT						
Personnel Information	A :::- 20	Madical Combision	+- VAL TE	MEDICAL NO	NATVEDC/	TMT <i>T</i>
Pilot-In-Command Certificate(s)/Rating(s)	Age - 38 Biennial Flight Review	Medical Certifica	ht Time (F		WAIVERS/	I IMI I I
PRIVATE	Current - YES			Last 24	l Hrs -	2
SE LAND, SE SEA	Months Since - 8	Make/Model-	230		Days- UNI	
	Aircraft Type - UNK	NR Instrument-	11	Last 90	) Days-	10
Instrument Rating(s) - NONE						
·Narrative						
EXPERIENCED FAILURE OF THE LEFT FLAP DUR	ING CLIMBOUT DUE TO WORN	PARTS WHICH WERE NOT	OBSERVED	ON THE PREF	LIGHT	

File No. - 5023 2/28/83 WASILLA,AK A/C Reg. No. N786JH Time (Lc1) - 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

File No 5066 3/04/83 WASIL	LA,AK A/C	Reg. No. N1840Q	T	ime (Lc1)	- 1030 AST		
-Basic Information		- 64 D		T J			
Type Operating Certificate-COMMUTER Name of Carrier -MICHAEL J. O		aft Damage	Fatal	Inju Serious		None	
Type of Operation -NON SCHED, DO				0	W 11101	1	
Flight Conducted Under -14 CFR 135	NONE		-	Ô	Ô	3	
Incident Occurred During -LANDING	110112	, 430	,	Ŭ	Ŭ	J	
-Aircraft Information							
Make/Model - CESSNA 177RG	Eng Make/Model -	LYCOMING IO-360-A1B	ELT	Installed/	Activated	- YES/N	
L'anding Gear - TRICYCLE-RETRACTABLE	Number Engines -		S	tall Warni	ng System	- YES	
Max Gross Wt - 2800		RECIP-FUEL INJECTED					
No. of Seats - 4	Rated Power -	200 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFING	•	nt	ON AIR	PORT			
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination		Airport D				
Basic Weather - VMC	LOCAL		WASILL				
Wind Dir/Speed- 050/005 KTS	4.0.44.4				- 05		
Visibility - UNK/NR	ATC/Airspace	COMPANY (MED)		Lth/Wid		90	
Lowest Sky/Clouds - CLEAR	Type of Flight Pla			Surface		<b>. .</b>	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- 2140M - F	JKY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apcn/Lndg	- TRAFFIC PATTERN					
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STOP					
-Personnel Information Pilot-In-Command	Age - 39	Medical Certifica	te - VALID	MEDICAL-N	n WATVERS	/I TMTT	
Certificate(s)/Rating(s)	Biennial Flight Review		th Time (H		O WAIVERS,	LIMI	
COMMERCIAL, ATP, CFI	Current - YES	Total -			4 Hrs -	6	
SE LAND, ME LAND, SE SEA	Current - YES Months Since - 6	Make/Model-			O Days- UN		
, , , , , , , , , , , , , , , , , , , ,	Aircraft Type - UNK/	NR Instrument-			O Days-		
	<b>,</b> ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		38		,		
Instrument Rating(s) - AIRPLANE							
-Narrative							
PILOT FAILED TO EXTEND THE LANDING GEAR &	THE ACET LANDED UNITALTENT	TONAL CEAD UD					

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  $is/are\ finding(s)\ 1,2$ 

	Aircraft Dam MINOR	age	Fata1	-	uries Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Incident Occurred During -CRUISE	Fire IN FLIGHT	Crew Pass	0 0	0	0	1 5
Landing Gear - TRICYCLE-RETRACTABLE Numbe Max Gross Wt - 6300 Engin	ake/Model - CONTINE r Engines - 2 e Type - RECIP-F Power - 300	UEL INJECTED	S1	tall Warni	Activated ing System	- YES
Method - UNK/NR BETH Completeness - WEATHER NOT PERTINENT Destina Basic Weather - VMC FAIR Wind Dir/Speed- 070/009 KTS Visibility - 7.0 SM ATC/Airs Lowest Sky/Clouds - UNK/NR Type of Lowest Ceiling - 1700 FT OVERCAST Type of	eparture Point EL tion BANKS pace f Flight Plan - IFR		Airport Da BETHEL Runway Runway Runway	RPORT/STŔI ata .Ident Lth/Wid Surface	- N/A	RED
	ght Review - YES ince - 8 Type - 401	Total - Make/Model-	nt Time (Ho 1454	ours) Last 2 Last 3	NO WAIVERS/ 24 Hrs - 30 Days- UN 90 Days-	4
Instrument Rating(s) - AIRPLANE		·				

File No. - 5055 3/05/83 BETHEL,AK A/C Reg. No. N7864F Time (Lc1) - 2000 AST

Occurrence
Phase of Operation

FIRE 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 PSNL

----Probable Cause----

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

	R,AK A/C Re	eg. No. N47895		ime (Lc1) -	1147 AST	· 
-Basic Information Type Operating Certificate-NONE (GENERAL	L AVIATION) Aircraft MINOR	t Damage	Fatal	Injuri Serious	es Minor	None
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Incident Occurred During -TAKEOFF		Crew Pass	0	0 0	0	2
Aircraft Information Make/Model - PIPER PA34-200T Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4570 No. of Seats - 6	Eng Make/Model - COM Number Engines - 2 Engine Type - REC Rated Power -			Installed/Ac tall Warning		
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	ANCHORAGE,AK  ATC/Airspace  Type of Flight Plan  Type of Clearance		ON AIR Airport Da PALMER Runway Runway Runway	ata Ident - Lth/Wid - Surface - ,	5000/	100
-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	Total - Make/Model~	nt Time (Ho 2905 140 314		Hrs - Days- UN Days-	1 IK/NR 50
Instrument Rating(s) - AIRPLANE,HE	_ICOPTER					

File No. - 5006 3/19/83 PALMER,AK A/C Reg. No. N47895 Time (Lc1) - 1147 AST

Occurrence
Phase of Operation

GEAR COLLAPSED

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

File No 5051 3/28/83 EEK	, AK	A/C Reg. I	No. N6470H	т	ime (Lc1) -	1530 AST	=
Basic Information				~~~~~~			
Type Operating Certificate-ON-DEMAND		Aircraft Dar	mage		Injur	ies	
Name of Carrier -SOUTHWEST Type of Operation -NON SCHED,	AIRWAYS, INC.	MINOR		Fatal	Serious	Minor	None
Type of Operation -NON SCHED,	DOMESTIC, PASSENGER		Cre	-	O	0	1
Flight Conducted Under -14 CFR 135 Incident Occurred During -LANDING		NONE	Pas	s 0	0	0	8
Thordent occurred buring -Landing							
Aircraft Information							
Make/Model - CESSNA C-207A		lode1 - LYCOMII	NG IO-540		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Eng				tall Warnir	ng System	- YES
Max Gross Wt - 3800 No. of Seats - 6	0 ,,	e - RECIP-1 er - 300					
No. of Seats - 6	Rated Powe	er - 300	HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFI				ON AIR	PORT		
Method - N/A	TOGIAK, AK			4.5			
Completeness - N/A Basic Weather - VMC	Destination EEK.AK			Airport D	ata		
Wind Dir/Speed- 050/007 KTS	EEK, AK	•		EEK	Ident -	25	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		75
Lowest Sky/Clouds - 6000 FT SC		aht Plan - CO	MDANY (VED)		Surface -		73
Lowest Ceilina - NONE		arance - NO			Status -		
Obstructions to Vision- NONE		nda - STI		Kariway	Statas	Ditt	
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 40	Mod	ical Certific	2+0 - VALTD	MEDICAL -NO	WATVEDS/	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight R			ght Time (H		WAIVERS/	CIMII
COMMERCIAL			Total -		Last 24	l Hrs -	5
SE LAND, ME LAND, SE SEA	Months Since	- 7	Make/Model-			Days- UN	
	Aircraft Type		Instrument-	84	Last 90		150
	3, -		Multi-Eng -	150		•	
			_				
Instrument Rating(s) - AIRPLANE							
Narrative			<del></del>				
FRING LANDING ROLL THE LEFT BRAKE DID NOT	RESPOND TO THE PILOT	S COMMANDS. TH	HE ACFT VEERE	D OFF THE R	IGHT SIDE C	)F	
HE RUNWAY. THE AIRCRAFT HAD MAINTENANCE PE							

File No. - 5051

3/28/83

EEK, AK

A/C Reg. No. N6470H

Time (Lc1) - 1530 AST

Occurrence
Phase of Operation

AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

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

Barta Tu Canno I tan						
-Basic Information Type Operating Certificate-ON-DEMAND AI	R TAXI Aircraf	Damage		Inju	ries	
.,,	MINOR		Fatal			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	<u>.</u>					
Make/Model - CESSNA U-206	Eng Make/Model - CO	TINENTAL 10-520		Installed/		
Landing Gear - FLOAT	Number Engines - 1		:	Stall Warnii	ng System	~ YES
Max Gross Wt - 3600	Engine Type - REG					
No. of Seats - 4	Rated Power -	310 HP				
-Environment/Operations Information	***			Dan and dan data		
Weather Data	Itinerary			Proximity [RPORT/STRII	_	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point KIAVAK BAY,AK		UFF A.	TKPOKI/SIKII	,	
Completeness - N/A	Destination		Airport I	12+2		
Basic Weather - VMC	KODIAK,AK		OLD H			
Wind Dir/Speed- 230/025 KTS	NODIAN, AN				- N/A	
Visibility - 20.0 SM	ATC/Airspace			/ Lth/Wid		
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan	COMPANY (VFR)	Runwa	y Surface	- WATER	
Lowest Ceiling - 2000 FT BROK			Runwa	y Status	- WATER -	CHOPPY
Obstructions to Vision- NONE	Type Apch/Lndg	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information	A	Madiaal Contini	+- \/A  TI	NEDICAL W	4 TVEDC / L T	MIT
Pilot-In-Command Certificate(s)/Rating(s)	Age ~ 35 Biennial Flight Review	Medical Certifica	ht Time (F		41VERS/LI	MII
COMMERCIAL	Current - YES	Total -		Last 2	4 Hrs -	3
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model-	3470	Last 30		1
	Aircraft Type - C-206	Instrument-	36	Last 90		99
	<b>,</b> .	Multi-Eng -	59		·	
Instrument Rating(s) - AIRPLANE						
-Narrative						
ACFT RT WING ROSE DURING THE WATER TAKEOF	F & THE LEFT WING STRUCK THE	WATER AFTER IMP	ACT THE A	RCRAFT SANI	K. THE	
OT DID NOT RECEIVE A WEATHER BRIEFING & A					· · · · · · · · · · · · · · · · · · ·	

File No. - 5003 4/11/83 OLD HARBOR,AK A/C Reg. No. N732FN Time (Lc1) - 1500 AST

Occurrence
Phase of Operation

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

File No 5050 4/19/83 MC	GRATH, AK	A/C Reg. No. N	138565	Time (Lc1)	c1) - 1405 AST		
Basic Information Type Operating Certificate-ON-DEMAND		Aircraft Damage		Inju			
Name of Carrier -HUB AIR S		MINOR	Fatai	• • • • • • • •	Minor	None	
Type of Operation -NON SCHED		Fire	Crew O	~	0	1	
Flight Conducted Under -14 CFR 13 Incident Occurred During -LANDING	5	NONE	Pass O	0	0	2	
Aircraft Information Make/Model - PIPER PA-28R-201	First Mali - /M	-d-1 LYCOMING IS		T Tuestall-4/		VEC /N	
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng	odel - LYCOMING IC	1-360-C1C6 EL	T Installed/ <i>i.</i> Stall Warnii			
Max Gross Wt - 2750		e - RECIP-FUEL	INJECTED	Stall Warlin	ig system	1 1 1 2 3	
No. of Seats - 4	Rated Powe		INCCUED				
-Environment/Operations Information	*						
Weather Data	Itinerary	una Daint		t Proximity	_		
Wx Briefing - NO RECORD OF BRIEF Method - N/A	ING Last Depart SAME AS A		UFF	AIRPORT/STRIE	-		
Completeness - N/A	Destination	CC/ 1NC	Airport	Data			
Basic Weather - VMC	MCGRATH, A	K		VILLAGE			
Wind Dir/Speed- VARIABLE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			ay Ident	- 09		
Visibility - 20.0 SM	ATC/Airspace		Runv	ay Lth/Wid	- 1500/	75	
Lowest Sky/Clouds - 5000 FT S	CATTERED Type of Fli		Runv	ay Surface	- GRAVEL		
Lowest Ceiling -		arance - NONE	Runk	ay Status ·	- WET		
Obstructions to Vision- NONE	Type Apch/L	ndg - NONE			RUBBER	DEPOSITS	
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 25	Medical	Certificate - VAL	.ID MEDICAL-WA	AIVERS/LI	MIT	
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight R		Flight Time				
COMMERCIAL	Current	- YES Tota	1 - 1222	Last 24	4 Hrs -	3	
SE LAND	Months Since		e/Model- 18	Last 30	Days- U	INK/NR	
	Aircraft Type		rument- 72	Last 90	Days-	239	
		Mu1 t	:i-Eng - 8				
Instrument Rating(s) - AIRPLANE							
-Narrative	IRSTRIP AND FAILING,	THE PILOT OFF-LOAD		AND SOME BAGG			

File No. - 5050 4/19/83 MCGRATH, AK A/C Reg. No. N38565 Time (Lc1) - 1405 AST LOSS OF CONTROL - IN FLIGHT Occurrence #1 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

File No 5068 4/23/83 ANCHO	ANCHORAGE, AK A/C Reg. No. N9824X			Time (Lc1) - 1300 AST				
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage	Injuries					
	MINOR	_	Fatal	Serious	Minor	None		
Type of Operation -PERSONAL	Fire	Cre	-	0	0	1		
Flight Conducted Under -14 CFR 91	NONE	Pas	s 0	0	0	1		
Incident Occurred During -CRUISE								
Aircraft Information								
Make/Model - CESSNA 185	Eng Make/Model - Co			Installed/				
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -		Ş	Stall Warnir	ng System	- YES		
Max Gross Wt - 3200	Engine Type - RI							
No. of Seats - 6	Rated Power -	260 HP						
Environment/Operations Information								
Weather Data	Itinerary			Proximity				
Wx Briefing - NO RECORD OF BRIEFING	•	t	OFF A	RPORT/STRIF	•			
Method - N/A	ANCHORAGE, AK							
Completeness - N/A	Destination		Airport [	)ata				
Basic Weather - VMC	TYONEK, AK			T -1 1	/.			
Wind Dir/Speed- 180/015 KTS Visibility - 15.0 SM	ATC/Airspace				N/A N/A			
	TERED Type of Flight Plan	- NONE		/ Lth/Wid - / Surface -	. , .			
Lowest Ceiling - NONE	Type of Clearance			Status -				
Obstructions to Vision- NONE	Type Apch/Lndg		Kuliway	Status	SLUSH			
Precipitation - NONE	Type Apcily Eliag	STRAIGHT IN			3203/1			
Condition of Light - DAYLIGHT								
Personnel Information Pilot-In-Command	Age - 48	Medical Certific	ate - VALTE	MEDICAL-NO	WATVERS/	TMTT		
Certificate(s)/Rating(s)	Biennial Flight Review		aht Time (H		WAITENS			
COMMERCIAL, CFI	Current - YES	Total -			Hrs - UNI	K/NR		
SE LAND, ME LAND, SE SEA	Months Since - 1				Days- UN			
	Aircraft Type - UNK/NF	•			Days-			
	,	Multi-Eng -	370		•			
Instrument Rating(s) - NONE								
Manager								
Narrative SS OF POWER CAUSED BY RAGS STUFFED INTO THE	ENGINE AIR INDUCTION INTAK	KE DUCT FORCED THE	PILOT TO N	IAKE AN EMER	GENCY			
NDING ON A FROZEN LAKE.								

File No 506	68 4/23/83	ANCHORAGE, AK	A/C Reg.	No. N9824X	Time (Lc1) - 1300 AST
Occurrence #1 Phase of Operation	LOSS OF POWER(PAI CRUISE	RTIAL) - NON-MECHAN	NICAL		
Finding(s) 1. FUEL SYSTEM,RAM 2. PREFLIGHT PLAN	,	TIAL) - INADEQUATE - PILO	OT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING LANDING				
Probable Cause					
The National Transporis/are finding(s) 2	rtation Safety Boa	rd determines that	the Probable Cause	(s) of this ir	ncident
Factor(s) relating to	this incident is,	/are finding(s) 1			

# Brief of Accident/Incident

File No 6009 5/31/83 VENET	TIE,AK A/C Re	g. No. CG	iPZP	Т	ime (Lcl)	- 1400 A	DT
Basic Information Type Operating Certificate-NONE (GENERA						uries	
	DESTROY	ED		Fatal			
Type of Operation -BUSINESS	Fire		Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	ON GROU	IND	Pass	0	. 0	1	0
Acc/Inc Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - CESSNA TU206	Eng Make/Model - CON	ITINENTAL T	SIO-520-				ed - YES-UNK/
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			S	tall Warn	ing Syste	em - YES
Max Gross Wt - 3600	Engine Type - REC	IP-FUEL IN	IJECTED				
No. of Seats - 6	Rated Power -	310 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity	•	
Wx Briefing - NO RECORD OF BRIEFING				ON AIR			
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	FAIRBANKS, AK			TOBIN			
Wind Dir/Speed- 020/015 KTS	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				Ident	- 17	
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid		200
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE			Surface		
Lowest Ceiling - NONE	Type of Clearance -				Status	- DRY	•
Obstructions to Vision- NONE	,	NONE		Kuriway	Status	DKI	
Precipitation - NONE	Type Apcil/ Eliag	NONE					
Condition of Light - DAYLIGHT							
Personnel Information				- 441.70	MEDICAL		T1477
Pilot-In-Command		Medical Ce				WAIVERS/L	.IMII
Certificate(s)/Rating(s)	Biennial Flight Review			t Time (H		04.11	11111/10
COMMERCIAL, FOREIGN	Current - YES					24 Hrs -	
SE LAND	Months Since - 11		lode1 -		Last		
	Aircraft Type - UNK/NR	Instru	ment-	8	Last	90 Days-	100
HE PLT INITIATED HIS TAKEOFF FROM A DOWNHILL USTING 25 KTS. HE STATED THAT HE CLIMB TO AN HE ACFT STRUCK THE GROUND 2 TIMES & IT BEGAN	N ALT OF 100 TO 200 FT THEN E	NCOUNTERED	SEVERE	TURBULENC	E. SUBSEQ	UENTLY	
Narrative THE PLT INITIATED HIS TAKEOFF FROM A DOWNHILL GUSTING 25 KTS. HE STATED THAT HE CLIMB TO AN THE ACFT STRUCK THE GROUND 2 TIMES & IT BEGAN AN INVERTED SLIDE & GROUND FIRE.	N ALT OF 100 TO 200 FT THEN E	NCOUNTERED	SEVERE	TURBULENC	E. SUBSEQ	UENTLY	
THE ACFT STRUCK THE GROUND 2 TIMES & IT BEGAN							. <b></b> .

#### 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

File No 5109 6/01/83 MEKOR	YUK,AK A/C R	eg. No. N234BV	Т.	ime (Lcl) -	1258 ADT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf NONE	t Damage	Fatal	Injur Serious	ies Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91D Incident Occurred During -CLIMB	Fire NONE	Crew Pass	_	0	0	3 16
Aircraft Information Make/Model - BOEING VERTOL 234ER Landing Gear - AMPHIBIAN Max Gross Wt - 48500 No. of Seats - 19	Eng Make/Model - LY Number Engines - 2 Engine Type - TU Rated Power -			Installed/Adtall Warning		
Environment/Operations Information Weather Data Wx Briefing - NWS Method - ACFT RADIO Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 290/004 KTS Visibility - UNK/NR Lowest Sky/Clouds - 200 FT PART Lowest Ceiling - 300 FT OVER Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT		- IFR	Airport Da Runway Runway Runway Runway	RPORT/STŔIP ata	N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND HELICOPTER	Age - 33 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - 234ER	Medical Certifica Flig Total - Make/Model- Instrument- Multi-Eng -	ht Time (Ho	ours) Last 24	Hrs - Days- UN Days-	4
Instrument Rating(s) - AIRPLANE,HE	LICOPTER					
Narrative HILE CLIMBING IN IFR CONDITIONS AFTER TAKEOF KPLORATION PLATFORM. WHILE DUMPING FUEL, THE N THE #2 SYS. THE AIRCREW RESET THE CIRCUIT DPPED AGAIN. THEY WERE ABLE TO CLOSE THE #2 EVEALED THAT THE LOWER ACCESSORY LEVEL GEAR,	#1 JETTISON SYS OPERATED N BREAKER & WERE ABLE TO OPEN JETTISON VALVE BY HOLDING T	ORMALLY, BUT THE C THE VALVE, BUT TH HE CIRCUIT BREAKER	IRUIT BREAK E CIRCUIT E	KER POPPED BREAKER		

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

Basic Information							
Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraft   MINOR	Damage	Fatal	Inj: Serious	uries Minor	None
Type of Operation -BUSINE	SS	Fire	Crev		O		3
Flight Conducted Under -14 CFR		NONE	Pass		Ö	Ō	0
Incident Occurred During -TAKEOF	F						
Aircraft Information							
Make/Model - DOUGLAS DC-7C		e/Mode1 - P & 1	W 3350			/Activated	
Landing Gear - TRICYCLE-RETRACTA		Engines - 4		S	tall Warn	ing System	- YES
Max Gross Wt - 129000 No. of Seats - 4		ower - RECII	P-FUEL INJECTED				
NO. Of Sedis - 4	Rated P	ower - unk/	NK 				
Environment/Operations Information-							
Weather Data	Itinerary	antuna Daint			Proximity		
Wx Briefing - FSS Method - TELEPHONE		arture Point S ACC/INC		ON AIR	PURI		
Completeness - FULL	Destinati			Airport D	ata		
Basic Weather - VMC	KENAI,			KING S			
Wind Dir/Speed- 180/010 KTS	•				Ident	- 29	
	ATC/Airspa					- 8500/	150
Lowest Sky/Clouds - 3500 F						- ASPHALT	
	T BROKEN Type of			Runway	Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apc	h/Lndg - I	NUNE				
Precipitation - NONE Condition of Light - DAYLIGH	IT.						
	'. 						
Personnel Information Pilot-In-Command	Age - 49	<b>1</b> .5	edical Certifica	A VALTE	MEDICAL	IO WATVEDS	/  TMTT
Certificate(s)/Rating(s)	Biennial Fligh			ght Time (F		NO WAIVERS,	LIMIT
ATP		- NO	Total -			24 Hrs -	8
SE LAND, ME LAND		ce - UNK/NR				30 Days-	15
-	Aircraft T	ype - UNK/NR	Instrument-	180	Last 9	90 Days-	30
			Multi-Eng -	8400			
Instrument Rating(s) - AIRPL	ANE						
Narrative	MEDEE WAS ABOUTED AST	ED EATLUDE TO	DOTATE NO MECUA	INITOAL DIE	TOURTIES !	VEDE NOTED	
FT OVERRAN THE END OF THE RWY WHEN TA E RWY WAS DRY AND ADEQUATE. THE CG WA			KUTATE. NU MECHA	MATCAL DIFF	ICOLITES !	WEKE NUIED	•
. KWI WAS DET AND ADEQUATE. THE CO WA	S AT OR WEAR THE TORW	ARD LIMIT.					

File No. - 5015

7/02/83

KING SALMON,AK

A/C Reg. No. N284

Time (Lc1) - 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

File No 5100 7/07/83 ANCHO	RAGE, AK A/C R	eg. No. N9701F	Ţ	Time (Lc1) - 0538 ADT			
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91D	L AVIATION) Aircraf MINOR Fire NONE	t Damage Cre Pas		Injur Serious O		None 2 0	
Incident Occurred During -LANDING	NONE	Pas	s o	0	O	U	
Aircraft Information Make/Model - FAIRCHILD C-82A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 54000 No. of Seats - 52	Eng Make/Model - P & Number Engines - 3 Engine Type - REG Rated Power -		S	Installed/Aditall Warning			
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 240/002 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 1900 FT Lowest Ceiling - 1900 FT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point DILLINGHAM,AK Destination SAME AS ACC/INC  ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIR Airport D ANCHOR Runway Runway Runway	Data RAGE / Ident - / Lth/Wid - / Surface -			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP SE LAND,ME LAND  Instrument Rating(s) - AIRPLANE	Age - 40 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - C-82A	Total -	ght Time (H 14000 600 UNK/NR	Hours) Last 24	Hrs - Days- Days-	8 UNK/NR UNK/NR	
Narrative HE MAIN LANDING GEAR COLLAPSED AFTER LANDING AS NO DOWN & LOCKED LIGHT ILLUMINATED FOR TH VERLOAD AS IN ATTEMPTING TO EXTEND GEAR WITH DCKPIT.	E MAIN GEAR. EXAMINATION RE	/EALED SIGNATURES	CONSISTENT	WITH EXTREM	<b>1</b> Ε		

File No. - 5100 7/07/83 ANCHORAGE, AK A/C Reg. No. N9701F Time (Lc1) - 0538 ADT ------

Occurrence Phase of Operation LANDING - FLARE/TOUCHDOWN

MAIN GEAR COLLAPSED

#### Finding(s)

- 1. LANDING GEAR, MAIN GEAR OVERLOAD
- 2. CHECKLIST NOT FOLLOWED PILOT IN COMMAND
- IMPROPER USE OF EQUIPMENT/AIRCRAFT PILOT IN COMMAND
- 4. PROCEDURES/DIRECTIVES NOT FOLLOWED PILOT IN COMMAND
- IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY PILOT IN COMMAND
- 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

File No 5045	8/19/83	ANCHORAGE, A	AK A/C	Reg. No.	N200VF	ד	ime (Lc1)	- 1745 A	DT
Basic Information Type Operating Certific  Type of Operation Flight Conducted Under Incident Occurred Durin	-TEST F -14 CFR	LIGHT	Aircr MINO Fire NONE		ge Crew Pass	-	Injo Serious O O	uries Minor O O	None 1 0
Aircraft Information Make/Model - PIPER P Landing Gear - TRICYCL Max Gross Wt - 6500 No. of Seats - 10		BLE	Eng Make/Model - Number Engines - Engine Type - Rated Power -	2 RECIP-FUE	L INJECTED		Installed,		ed - YES/NO em - YES
Environment/Operations In Weather Data Wx Briefing - FSS Method - UNK/N Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 290/0 Visibility - 90. Lowest Sky/Clouds - Lowest Ceiling Obstructions to Visio Precipitation Condition of Light	IR  004 KTS 00 SM 25000 F - NONE 00- NONE - NONE	I T THIN BKN	Etinerary Last Departure Poi KODIAK,AK Destination SAME AS ACC/INC ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	n - IFR		ON AIR Airport D ANCHOR Runway Runway Runway	ata	- 06 - 10897/	
Personnel Information Pilot-In-Command Certificate(s)/Rating( COMMERCIAL SE LAND,ME LAND,SE	s)	C M	. 25 nial Flight Review Current - YES Months Since - 1 Lircraft Type - PA-3	To Ma 1 Ir	ol Certifica Flig Stal - Ske/Model- Strument- Ulti-Eng -	ht Time (F 4083 40 67	lours) Last : Last :	NO WAIVER 24 Hrs - 30 Days- 90 Days-	2
Instrument Rating(s	) - AIRPL	ANE						<b></b>	
Narrative URING TAKEOFF AT KODIAK, AK, HAT WHEN HE WAS RETRACTING T LEW BY THE TOWER & WAS INFOR OULD LAND ON A FOAMED RWY. H HE LEFT WING RECEIVED MINOR ETAINING PINS, PN 01821-06, INS REVEALED THAT 2 HAD CRAC EAR INDICATION. MAINTENANCE AD ADJUSTED THE LEFT GEAR UP	HE GEAR, H MED THAT T IE WAS UNAB DAMAGE DUR WERE MISSI KS IN THE PERSONNEL	E FELT A BUM HE LEFT GEAR LE TO RETRAC ING THE LAND NG & THE OTH NECK REGION. HAD INSPECTE	MP & GOT AN UNSAFE G R APPEARED TO BE MIS CT THE GEAR. BEFORE DING. AN EXAM OF THE HER 2 WERE SHEARED O EARLIER ON THE SAM ED, REMOVED, CLEANED	EAR LIGHT SING. THE LANDING, TOP MAIN FF. AN EX E DAY OF , GREASED	. HE IMMEDI: PLT THEN F HE SHUT DOW GEAR BEARI AM OF THE R THE INCIDEN & REINSTAL	TAELY EXTE LEW TO ANO N & SECURE NG REVEALE IGHT MAIN T, THE ACF LED ALL AC	NDED THE ( HORAGE WHI D THE LEF D THAT 2 ( GEAR RETA T HAD AN ( TUATING RO	GEAR & ERE HE I ENG. DF 4 INING JNSAFE DDS &	

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

-Basic Information								
Type Operating Certificate Name of Carrier	AIR CARRIER - WESTERN AIRLI-	FLAG/DOMESTIC	Aircraft Dan MINOR	nage	Fatal	Injur Serious	ies Minor	None
Type of Operation	-AFRIEKN WIKET	NES RESTIC DAY/CADON		Crew		Serious O	O	none 7
Type of Operation Flight Conducted Under	-14 CFR 121	LSTIC, PANY CANGO	IN FLIGHT		-	0	Õ	80
Incident Occurred During	-TAKEOFF							
-Aircraft Information		,						
Make/Model - BOEING 72			odel - P/W JT-	·8D-15		Installed/A		
Landing Gear - TRICYCLE-F Max Gross Wt - 191000	RETRACTABLE	Number Eng	rines - 3 e - TURBOJE	- т	S	tall Warnin	g System	- YES
No. of Seats - 152			r - UNK/NR	: 1				
		rated rowe						
-Environment/Operations Info Weather Data	mation	Itinerary			Airport	Proximity		
Wx Briefing - FSS		Last Depart	ure Point		UNK/NR			
Method - IN PERSO	ON	JUNEAU, AK			<b>3</b> 74.1, 14.1			
Completeness - FULL		Destination			Airport D	ata		
Basic Weather - IMC		ANCHORAGE	, AK				_	
Wind Dir/Speed- UNK/NR							UNK/NR	
Visibility - UNK/NR	D. D. T. ODG	ATC/Airspace		•		Lth/Wid -		
Lowest Sky/Clouds - Lowest Ceiling -	OVERCAST		ght Plan - IFF arance - SPE			Surface - Status -	UNK/NR UNK/NR	
Obstructions to Vision-			ndg - UN		Kuriway	Status	ONK/ NK	
Precipitation -		. , , , , , , , , , , , , , , , , , , ,		,,				
Condition of Light -	DAYLIGHT							
-Personnel Information								
Pilot-In-Command		Age - 41		ical Certifica			IVERS/LIM	ĮΤ
Certificate(s)/Rating(s) ATP		Biennial Flight R Current	eview - YES	Total -	ht Time (H	ours)	Une - UNI	/ ND
ME LAND		Months Since	- 5	Total - Make/Model- Instrument- U	1400	Last 30	Davs- UN	C/NR
ME CANO		Aircraft Type	- 727	Instrument- U	NK/NR	Last 90	Days- UN	K/NR
				Multi-Eng - U	NK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s)	- AIRPLANE							
T DEVELOPED SMOKE IN THE COCK	PIT ON TAKFOFF	& SUBSFOUENTLY T	HE SMOKE ARATE	D. A SECOND F	PISODE OCC	URRED AT TH	E TOP OF	
CLIMB. THE RIGHT HAND TAXI I								
E.								

File No. - 5092 10/07/83 JUNEAU,AK A/C Reg. No. N2808W Time (Lc1) - 1813 PDT

Occurrence
Phase of Operation

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  $is/are\ finding(s)\ 1,2$ 

MINOR Fire Crew O O O O O O O O O O O O O O O O O O O	Type of Operation -PERSONAL Fire Crew 0 0 0 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 0 Incident Occurred During -LANDING -L	Type Operating Certificate-NONE (GENERAL AVI  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Incident Occurred During -LANDING  -Aircraft Information Make/Model - PIPER PA-12 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1625 No. of Seats - 3	MINOR Fire NONE  Eng Make/Model - LYO Number Engines - 1 Engine TypeREO Rated Power -	Crew Pass COMING 0-320A CIPROCATING-CARBURE	0 0 ELT II St	Serious 0 0 	Minor 0 0 	1 0 - YES/NO
Fire NONE Pass 0 0 0 0 1 NONE Pass 0 0 0 0 0 0  mg Make/Model - LYCOMING 0-320A ELT Installed/Activated - YES/NO Stall Warning System - NO NO NOT Proximity ON AIRPORT ON AIRPO	Type of Operation	Flight Conducted Under -14 CFR 91 Incident Occurred During -LANDING  -Aircraft Information Make/Model - PIPER PA-12 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1625 No. of Seats - 3  -Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - ACFT RADIO	Fire NONE  Eng Make/Model - LY( Number Engines - 1 Engine Type - Rated Power -	Pass COMING 0-320A CIPROCATING-CARBURE	0 0 ELT II St	0 0 	O O  ctivated	1 0 - YES/NO
NONE Pass 0 0 0 0 0  Make/Model - LYCOMING D-320A ELT Installed/Activated - YES/NO Stall Warning System - NO Stall Warning System - NO Stall Warning System - NO MIRPORT ON AIRPORT ON AIRP	Fiight Conducted Under	Flight Conducted Under -14 CFR 91 Incident Occurred During -LANDING  -Aircraft Information Make/Model - PIPER PA-12 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1625 No. of Seats - 3  -Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - ACFT RADIO	NONE  Eng Make/Model - LY( Number Engines - 1 Engine Type - RE( Rated Power -	Pass COMING 0-320A CIPROCATING-CARBURE	0  ELT II St	0  nstalled/A	0  ctivated	O  - YES/NO
ng Make/Model - LYCOMING 0-320A ELT Installed/Activated - YES/NO  umber Engines - 1 Stall Warning System - NO  ngine Type - RECIPROCATING-CARBURETOR ated Power - 150 HP  erary Airport Proximity  st Departure Point ON AIRPORT ON AIR	Incident Occurred During -LANDING  -Aircraft Information Make/Model - PIPER PA-12	Incident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-12 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1625 No. of Seats - 3 Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - ACFT RADIO	Eng Make/Model - LY( Number Engines - 1 Engine Type - Rec Rated Power -	COMING 0-320A	ELT I	nstalled/A	 ctivated	- YES/NO
Number Engines - 1       Stall Warning System - NO         ngine Type - → RECIPROCATING-CARBURETOR       ated Power - 150 HP         erary       Airport Proximity         st Departure Point       ON AIRPORT 0         SAME AS ACC/INC       Airport Data         tination       LAKE HOOD         Runway Ident - 31       Runway Lth/Wid - 2200/ 80         pe of Flight Plan - NONE       Runway Surface - GRAVEL         pe of Clearance - NONE       Runway Status - DRY         pe Apch/Lndg - FULL STOP       SOFT     Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Review  Flight Time (Hours)	Make/Model - PIPER PA-12 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1625 No. of Seats - 3	Make/Model - PIPER PA-12 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1625 No. of Seats - 3	Number Engines - 1 Engine Type - REC Rated Power	CIPROCATING-CARBURE	Sta			
<pre>umber Engines - 1     ngine Type    - *RECIPROCATING-CARBURETOR ated Power</pre>	Landing Gear - TAILWHEEL-ALL FIXED	Landing Gear - TAILWHEEL-ALL FIXED  Max Gross Wt - 1625  No. of Seats - 3	Number Engines - 1 Engine Type - REC Rated Power	CIPROCATING-CARBURE	Sta			
ngine Type - *RECIPROCATING-CARBURETOR ated Power - 150 HP  erary	Max Gross Wt - 1625 No. of Seats - 3  Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 3  Rated Power - 150 HP	Max Gross Wt - 1625 No. of Seats - 3Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - ACFT RADIO	Engine Type - ARE( Rated Power - 	CIPROCATING-CARBURE		all Warnin	g System	- NO
ated Power - 150 HP  erary st Departure Point SAME AS ACC/INC tination LOCAL LOCAL Airspace pe of Flight Plan - NONE pe of Clearance - NONE pe Apch/Lndg - FULL STOP  Airspace Aedical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Review  Airport Proximity ON AIRPORT SHAME AIRPORT  Airport Proximity ON AIRPORT SHAME Airport Proximity ON AIRPORT SHAME AIRPORT AIRPORT SHAME AIRPORT SHAME AIRPORT AIRPORT AIRPORT SHAME AIRPORT AIRPORT AIRPORT SHAME AIRPORT AIRPO	No. of Seats - 3  Rated Power - 150 HP  -Environment/Operations Information Weather Data Ws Briefing - UNK/NR Last Departure Point Ompleteness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed - 350/008 KTS Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE  Airport Proximity ON AIRPORT ON Airport Data LAKE HOOD Airport Data LAKE HOOD Runway Ident - 31 Runway Ident - 31 Riport Proximity ON AIRPORT ON Airport Data LAKE HOOD Runway Ident - 31 Runway Ident - 31 Runway Ident - 31 Runway Ident - 31 Runway Surface - GRAVEL Runway Surface - GRAVEL Runway Status - DRY SOFT FULL STOP  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Flight Time (Hours) Flight Time (Hours) PRIVATE  Current - YES Total - 154 Last 24 Hrs - UNK/NR	No. of Seats - 3	Rated Power		TOR			
erary st Departure Point SAME AS ACC/INC tination LOCAL LAKE HOOD Runway Ident - 31 Airspace Runway Lth/Wid - 2200/ 80 pe of Flight Plan - NONE Runway Surface - GRAVEL pe of Clearance - NONE Runway Status - DRY pe Apch/Lndg - FULL STOP  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Review Flight Time (Hours)	-Environment/Operations Information Weather Data  Weather Data  Itinerary  Itinerary  Weather Data  Itinerary  Itinerary  Weather Data  Itinerary  It		Itinerary	150 HP				
St Departure Point ON AIRPORT ON	Weather Data  Wx Briefing - UNK/NR  Method - ACFT RADIO  Completeness - WEATHER NOT PERTINENT  Basic Weather - VMC  Wind Dir/Speed- 350/008 KTS  Wisibility - 60.0 SM  Lowest Sky/Clouds - CLEAR  Lowest Ceiling - NONE  Completenes - NONE  Condition of Light - DAYLIGHT  -Personnel Information  Pilot-In-Command  Certificate(s)/Rating(s)  PRIVATE  Itinerary  Last Departure Point  SAME AS ACC/INC  Destination  Lost Acc/INC  Lost Colling  Airport Proximity  ON AIRPORT  ON A	Weather Data Wx Briefing - UNK/NR Method - ACFT RADIO						
St Departure Point ON AIRPORT AIRPORT ON AIRPORT ON AIRPORT AIRPOR	Wx Briefing - UNK/NR	Wx Briefing - UNK/NR Method - ACFT RADIO						
SAME AS ACC/INC tination LOCAL LAKE HOOD Runway Ident - 31 Airspace Pe of Flight Plan - NONE Pe of Clearance - NONE Pe Apch/Lndg - FULL STOP  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Review Flight Time (Hours)	Method - ACFT RADIO SAME AS ACC/INC Completeness - WEATHER NOT PERTINENT Destination LOCAL LAKE HOOD Wind Dir/Speed- 350/008 KTS Wisibility - 60.0 SM ATC/Airspace Runway Ident - 31 Visibility - 60.0 SM ATC/Airspace Runway Lth/Wid - 2200/ 80 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRAVEL Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP 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 Last 24 Hrs - UNK/NR	Method - ACFT RADIO	Last Departure Point			,		
tination  LOCAL  LAKE HOOD  Runway Ident - 31  Airspace  Pe of Flight Plan - NONE  Pe of Clearance - NONE  Pe Apch/Lndg - FULL STOP  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  Flight Review  Airport Data  LAKE HOOD  Runway Ident - 31  Runway Lth/Wid - 2200/ 80  Runway Surface - GRAVEL  Runway Status - DRY  SOFT  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  Flight Review  Flight Time (Hours)	Completeness - WEATHER NOT PERTINENT Basic Weather - VMC LOCAL LAKE HOOD Wind Dir/Speed- 350/008 KTS Wisibility - 60.0 SM ATC/Airspace Runway Ident - 31 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRAVEL Lowest Ceiling - NONE Type of Clearance - NONE Runway Surface - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP 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 Last 24 Hrs - UNK/NR		Last beparture rount		ON AIRP	o TRC		
LOCAL  LAKE HOOD  Runway Ident - 31  Airspace  Pe of Flight Plan - NONE  Pe of Clearance - NONE  Pe Apch/Lndg - FULL STOP  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  Flight Review  Flight Time (Hours)	Basic Weather - VMC Wind Dir/Speed- 350/008 KTS Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE  LOCAL LOWEST CALCAL LOCAL RUNWAY Ident - 31 RUNWAY Surface - GRAVEL RUNWAY Status - DRY SOFT FULL STOP SOFT  Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 154 Last 24 Hrs - UNK/NR	Completeness - WEATHER NOT PERTINENT	SAME AS ACC/INC					
Runway Ident - 31  Airspace Runway Lth/Wid - 2200/ 80  pe of Flight Plan - NONE Runway Surface - GRAVEL  pe of Clearance - NONE Runway Status - DRY  pe Apch/Lndg - FULL STOP SOFT   29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  Flight Review Flight Time (Hours)	Wind Dir/Speed- 350/008 KTS  Visibility - 60.0 SM		Destination		Airport Da	ta		
Airspace Runway Lth/Wid - 2200/ 80 pe of Flight Plan - NONE Runway Surface - GRAVEL pe of Clearance - NONE Runway Status - DRY pe Apch/Lndg - FULL STOP SOFT  29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Review Flight Time (Hours)	Visibility - 60.0 SM ATC/Airspace Runway Lth/Wid - 2200/ 80 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRAVEL Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP SOFT Precipitation - NONE Condition of Light - DAYLIGHT	Basic Weather - VMC	LOCAL		LAKE HO	OD.		
pe of Flight Plan - NONE Runway Surface - GRAVEL pe of Clearance - NONE Runway Status - DRY pe Apch/Lndg - FULL STOP SOFT  29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Review Flight Time (Hours)	Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRAVEL Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP SOFT Precipitation - NONE Condition of Light - DAYLIGHT	Wind Dir/Speed- 350/008 KTS			Runway	Ident -	31	
pe of Flight Plan - NONE Runway Surface - GRAVEL pe of Clearance - NONE Runway Status - DRY pe Apch/Lndg - FULL STOP SOFT  29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Review Flight Time (Hours)	Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRAVEL Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP SOFT Precipitation - NONE Condition of Light - DAYLIGHT	Visibility - 60.0 SM	ATC/Airspace		Runway	Lth/Wid -	2200/	80
pe of Clearance - NONE Runway Status - DRY pe Apch/Lndg - FULL STOP SOFT  29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Review Flight Time (Hours)	Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP 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 Last 24 Hrs - UNK/NR	Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE				
pe Apch/Lndg - FULL STOP SOFT  29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Review Flight Time (Hours)	Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP 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 Last 24 Hrs - UNK/NR	• •						
29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Review Flight Time (Hours)	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 Last 24 Hrs - UNK/NR							
Flight Review Flight Time (Hours)	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 Last 24 Hrs - UNK/NR		rype mpen, amag				•	
Flight Review Flight Time (Hours)	-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 Last 24 Hrs - UNK/NR	Condition of Light - DAYLIGHT						
Flight Review Flight Time (Hours)	Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 154 Last 24 Hrs - UNK/NR							
Flight Review Flight Time (Hours)	PRIVATE Current - YES Total - 154 Last 24 Hrs - UNK/NR			Medical Certificat	e - VALID !	MEDICAL-NO	WAIVERS	/LIMIT
	PRIVATE Current - YES Total - 154 Last 24 Hrs - UNK/NR	Certificate(s)/Rating(s) Bier	nnial Flight Review					
ent - YES Tota1 - 154 Last 24 Hrs - UNK/NR	SE LAND,SE SEA Months Since - 12 Make/Model- 68 Last 30 Days- UNK/NR Aircraft Type - PA-12 Instrument- 0 Last 90 Days- 17	PRIVATE	Current - YES	Total -	154	Last 24	Hrs - U	NK/NR
hs Since - 12 Make/Model- 68 Last 30 Days- UNK/NR	Aircraft Type - PA-12 Instrument- O Last 90 Days- 17	SE LAND, SE SEA	Months Since - 12	Make/Model-	68	Last 30	Days- U	NK/NR
raft Type - PA-12 Instrument- 0 Last 90 Days- 17			Aircraft Type - PA-12	Instrument-	0	Last 90	Days-	17
	Instrument Rating(s) - NONE	Instrument Rating(s) - NONE						
ent - YES Total - 154 Last 24 Hrs - UN hs Since - 12 Make/Model - 68 Last 30 Days - UN raft Type - PA-12 Instrument - 0 Last 90 Days -	Instrument Dating(s) - NONE	Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age Certificate(s)/Rating(s) Bier PRIVATE SE LAND, SE SEA	nnial Flight Review Current - YES	Fligh Total -	nt Time (Ho	urs) Last 24	Hrs - U	١

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

# Brief of Accident/Incident

File No 6000 12/19/83 ANG	CHORAGE, AK	A/C Reg. No. J8	151	Time (Lc1)	- 0005 AST	
Basic Information Type Operating Certificate-AIR CARRIE Name of Carrier -JAPAN AIRL Type of Operation -SCHEDULED, Flight Conducted Under -14 CFR 12	INES INTL,CARGO	Aircraft Damage SUBSTANTIAL Fire NONE	Pass	•	ries Minor O O	None 3 0
Aircraft Information Make/Model - BOEING 747-200F Landing Gear - UNK/NR Max Gross Wt - 820000 No. of Seats - UNK/NR	Eng Make/Mod Number Engin Engine Type Rated Power	el - P & W JT9D-7Q es - 4 - TURBOFAN - 53000 LBS TH	RUST	ELT Installed/ Stall Warni	ng System	
Environment/Operations Information Weather Data  Wx Briefing - COMPANY Method - IN PERSON Completeness - UNK/NR Basic Weather - IMC Wind Dir/Speed- CALM Visibility125 SM Lowest Sky/Clouds - 100 FT Lowest Ceiling - 100 FT OE Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DARK)		N /INC t Plan - IFR	oN Airpo AN Ru Ru Ru Ru Ru	nway Lth/Wid nway Surface		150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP ME LAND	Age - 52 Biennial Flight Rev Current - Months Since - Aircraft Type -	iew YES Total 1 Make/M B-747 Instru	rtificate - V Flight Tim - 17000 odel- 3300 ment- UNK/NR Eng - UNK/NR	Last 2 Last 3	4 Hrs - O Days- UN O Days- UN	7 K/NR K/NR
Instrument Rating(s) - AIRPLANE						
Narrative T 2359 THE LOCAL CONTROLLER CLEARED THE FL ICK-UP TRUCK ONTO RWY 6R FOR A TAPLEY RUN. ONTROLLER TO ALLOW THE TRUCK ON THE RWY. H AS BUSY WITH OTHER COMMUNICATIONS & WAS NO ROUND CONTROLLER BELIEVED THE LOCAL CONTRO PPROACH END OF THE RWY WHILE THE ACFT'S MA HE LANDING ATTITUDE. THE FLT CREW STATED TANGE(RVR) WAS 600 FT VARIABLE 800 FT.	THE GROUND CONTROLLER HE WAS NOT AWARE THAT T OT SURE IF HE ACKNOWLED OLLER SAID "OKAY." THE AIN LANDING GEAR WAS ON	STATED THAT HE RE HE B-747 HAD BEEN GED THE REQUEST FR ACFT STRUCK THE TR THE GROUND BUT TH	QUESTED CLEAR CLEARED TO LA OM GROUND CON UCK ABOUT 2,0 E NOSE HAD NO	ANCE FROM THE ND. THE LOCAL TROL; HOWEVER, OO FT BEYOND T T YET BEEN LOW	LOCAL CONTROLLER THE HE ERED FROM	

#### Brief of Accident/Incident (Continued)

12/19/83 A/C Reg. No. J8151 Time (Lc1) - 0005 AST File No. - 6000 ANCHORAGE, AK

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

File No 5070 5/	/26/83	MUSCLE SHOALS,AL	A/C Reg. No	. N6935C	Т	ime (Lc1	) - 1446 CDT	
-Basic Information Type Operating Certificat	te-NONF (G	FNFRAL AVIATION)	Aircraft Dama	iue		In	juries	
, , po spo, a g		energe Avintion,	MINOR	•	Fatal	Seriou	•	None
Type of Operation	-PERSONA	L	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR	91	NONE	Pass	Ō	Ō	Ō	0
Incident Occurred During					-	_	_	_
-Aircraft Information								
Make/Model - PIPER PA-			Model - CONTINEN	TAL TSIO-360E	ELT	Installe	d/Activated	- UNK/NI
Landing Gear - TRICYCLE-	-RETRACTAB	LE Number Er	gines - 2		S	tall War	ning System	- YES
Max Gross Wt - 4570		Engine Ty	pe - RECIP-FU	EL INJECTED				
No. of Seats - 7		Rated Pow	er - 200 H	IP				
-Environment/Operations Info	ormation							
Weather Data		Itinerary		Α	irport	Proximit	y	
Wx Briefing - UNK/NR		Last Depar	ture Point		ON AIR	PORT		
Method - UNK/NR		CULLMAN,						
Completeness - WEATHER	R NOT PERT			Αi	rport D			
Basic Weather - VMC		SAME AS	ACC/INC			SHOALS		
Wind Dir/Speed- UNK/NR						Ident	- UNK/NR	
Visibility - 10.0		ATC/Airspace			Runway	Lth/Wid	- UNK/NR	
Lowest Sky/Clouds -			ight Plan - NONE		Runway	Surface		
Lowest Ceiling -			earance - NONE		Runway	Status	- DRY	
Obstructions to Vision-		Type Apch/	Lndg - NONE					
Precipitation -	- NONE							
Condition of Light -	- DAYLIGHT			~				
-Personnel Information								
Pilot-In-Command		Age - UNK/NR	Medic	al Certificate				
Certificate(s)/Rating(s)	)	Biennial Flight		Flight				
COMMERCIAL, CFI		Current	- UNK/NR T	otal -			24 Hrs -	11
SE LAND, ME LAND		Months Since		ake/Model- UNK/	NR	Last	30 Days-	11
		Aircraft Typ	e - UNK/NR I	nstrument-	0	Last	90 Days-	11
Instrument Rating(s)	- AIRPLA	NE .						
-Narrative RIGHT MAIN LANDING GEAR STR MAKE THE STRUT AVAILABLE FO			CAUSE FOR THE FA	ILURE WAS NOT D	ETERMIN	ED, THE	OWNER WOULD	

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

File No 5040 6/18/83 	OZARK,AL	A/C Reg. No.	N/515V	Time (Lc1) - 1703 CDT				
Type Operating Certificate-NONE (C	GENERAL AVIATION)	Aircraft Damag SUBSTANTIAL	je	Injuries Fatal Serious Minor N				
Type of Operation -INSTRUC	TIONAL	Fire	Crew	, atai	0	0	None 2	
Flight Conducted Under -14 CFR	91	NONE	Pass	ŏ	ŏ	Ŏ	2	
Incident Occurred During -CRUISE			Other	Ó	Ō	Ö	2	
-Aircraft Information		•						
Make/Model - CESSENA 177RG		Model - LYCOMING	IO-360-A1B6D		Installed/A			
Landing Gear - TRICYCLE-RETRACTAE		gines - 1		S	tall Warnin	g System	- YES	
Max Gross Wt - 2800		pe - RECIP-FUE						
No. of Seats - 4	Rated POW	er - 200 HP	, 					
-Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - FSS	•	ture Point		OFF AI	RPORT/STRIP			
Method - TELEPHONE Completeness - FULL	OZARK,AL Destination			Airport D	-+-			
Basic Weather - VMC	LOCAL		,		ata ELL FIELD			
Wind Dir/Speed- 110/003 KTS	LUCAL				Ident -	NI/A		
Visibility - 7.0 SM	ATC/Airspace	•			Lth/Wid -			
Lowest Sky/Clouds - 3500 F1					Surface -		IRF	
Lowest Ceiling - UNK/NR		earance - NONE			Status -			
Obstructions to Vision- NONE	Type Apch/	Lndg - FORCE	D LANDING			•		
Precipitation - NONE		_						
Condition of Light - DAWN								
-Personnel Information								
Pilot-In-Command	Age - 31		1 Certificate			WAIVERS/	LIMIT	
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review		t Time (H				
COMMERCIAL			otal -				3	
SE LAND		- UNK/NR Ma	ke/Model-	59	Last 30	Days- UN	IK/NR	
HELICOPTER	Aircraft lyp	e - 177 RG Ir	strument-	190	Last 90 Rotorcr	Days- aft -	20 1154	
Instrument Rating(s) - HELICO	PTER							
-Narrative LE IN CRUISE FLIGHT THE ENGINE FAILED	TO RESPOND TO THROTTI	E MOVEMENT DUE TO	THE THROTTLE	LINKAGE	REING LOOS	F		
CED LANDING WAS MADE TO A PASTURE.	. TO RESTORD TO THROTTE	L MOVEMENT DUE TO	THE HINOTIE	LINNAGE	SETING EGGS			
TES EMISSING WAS PLAST TO A TASTORE.								

File No 50	40 6/18/83	OZARK,AL	A/C Reg. No. N7515V	Time (Lc1) - 1703 CDT
Occurrence #1 Phase of Operation	AIRFRAME/COMPONER	NT/SYSTEM FAILURE,	/MALFUNCTION	
Finding(s) 1. THROTTLE/POWER	_EVER,LINKAGE - LOO	DSE 		
Occurrence #2 Phase of Operation	FORCED LANDING MANEUVERING			
Occurrence #3 Phase of Operation	NOSE GEAR COLLAPS	SED		

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

----Probable Cause----

Basic Information	L AVIATION)	+ Dama		T 4		
Type Operating Certificate-NONE (GENERA	L AVIATION) ATCCEAT MINOR	t Damage	Fa+a1	Injur Serious		None
Type of Operation -INSTRUCTIONA		Crew			0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	ŏ	0	ŏ	1
Incident Occurred During -TAXI						
Aircraft Information						
Make/Model - CESSNA 150M	Eng Make/Model - CO	NTINENTAL 0-200-A	ELT			
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		. S	tall Warnin	g System -	YES
Max Gross Wt - 1600	Engine Type - RE		ETOR			
No. of Seats - 2	Rated Power -	100 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	PORT		
Method - N/A	PASCAGOULA, AL		4 3 B			
Completeness - N/A Basic Weather - VMC	Destination		Airport D	ata YN FIELD		
Wind Dir/Speed- CALM	MOBILE, AL			Ident -	LINIZ /NID	
Visibility - 15.0 SM	ATC/Ainspace			Lth/Wid -		
Lowest Sky/Clouds - 1500 FT SCAT		~ NOME		Surface -		
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg			•	,	
Precipitation - NONE	,, , , ,	,				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 36 Biennial Flight Review	Medical Certifica			WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H	ours)		_
COMMERCIAL, CFI	Current - YES	Total -	2355	Last 24	Hrs -	3
SE LAND	Months Since - 2	Make/Mode!-	1475	Last 30	Days- UNK	
	Aircraft Type - UNK/NR	Instrument- Multi-Eng ~	90	Last 90	Days-	28
		Multi-Eng -	108			
Instrument Rating(s) - AIRPLANE						
Narrative						

File No. - 5101 10/23/83 MOBILE,AL A/C Reg. No. N9196U Time (Lc1) - 1700 CDT

Occurrence
Phase of Operation

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - UTILITY POLE(MARKED)

CLEARANCE - NOT MAINTAINED - FLIGHT INSTRUCTOR(ON GROUND)

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

Type Operating Certificate-AIR CARRIER		Aircraft Damage			Injur	ies ·	
Name of Carrier -AMERICAN AIR	RLINES, INC.	NONE		Fatal	Serious		
Type of Operation -SCHEDULED, IN	NTL,PAX/CARGO	Fire	Crew	0	0	0	13
Flight Conducted Under -14 CFR 121 Incident Occurred During -CRUISE		NONE	Pass	0	0	13	65
-Aircraft Information							
Make/Model - MCDONNELL-DOUGLAS DC-10		odel - GENERALELECT	R CF6-50A		nstalled/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng Engine Typ			St	all Warnin	g Syste	m - YES
Max Gross Wt - 555000 No. of Seats - 345	Rated Powe		прист				
	Rated Fowe						
-Environment/Operations Information Weather Data	Itinerary			Airport P	rovimity		
Wx Briefing - COMPANY	Last Depart	ure Point			PORT/STRIP		
Method - IN PERSON	SAN JUAN.			J ,,,,,,			
Completeness - FULL	Destination		Δ	irport Da	ta		
Basic Weather - VMC	JAMAICA,N	Υ					
Wind Dir/Speed- UNK/NR				Runway		N/A	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - UNK/NR		ght Plan - IFR arance - IFR			Surface -	N/A N/A	
Obstructions to Vision- NONE		arance - IFR ndg - UNK/NR		Runway	Status -	N/A	
Precipitation - NONE	Type Apolly E	nag on, m					
Condition of Light - NIGHT(BRIGHT)	)						
-Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 53 Biennial Flight R			- VALID Time (Ho	MEDICAL-WA urs)	IVERS/L	IMIT
COMMERCIAL, ATP	Current	- UNK/NR Total	- UNK	/NR	Last 24		
SE LAND, ME LAND	Months Since		Model- UNK	/NR	Last 30	Days-	UNK/NR
	Aircraft Type		ument- UNK	/NR	Last 90	Days-	UNK/NR
		Multi	-Eng - UNK	/NR	Rotorcr	aft -	UNK/NR
Instrument Rating(s) - AIRPLANE							
-Narrative							
ACFT ENCOUNTERED MODERATE TO SEVERE TURBL	JLENCE AS IT SEEMED	TO PASS THROUGH A	CUMULUS CL	OUD. RADA	R SHOWED N	0	

File No 5127	10/12/83	ATLANTIC OCEAN, AO	A/C Reg. No. N123AA	Time (Lc1) - 0019 EDT	
	ITUDE DEVIATI ISE - NORMAL	ON, UNCONTROLLED			
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

File No 5024 5/28/83 LUKE	AFB,AZ	A/C Reg.	No. N943N	Т	ime (Lc1)	- 0839	MST
Basic Information Type Operating Certificate-AIR CARRIER Name of Carrier -REPUBLIC AIR Type of Operation -SCHEDULED,DO Flight Conducted Under -14 CFR 121 Incident Occurred During -LANDING	RLINES, INC.	Aircraft D NONE Fire NONE	Jamage Crew Pass	Fatal O O	Inju Serious O O	ries Mino O	5
Aircraft Information Make/Model - DOUGLAS DC-9-31 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 108000 No. of Seats - 102	Eng Make/Moc Number Engir Engine Type Rated Power	nes - 2 - TURBO			Installed/ tall Warni		ed - NO -N/A em - YES
Environment/Operations Information Weather Data Wx Briefing - COMPANY Method - TELETYPE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 020/003 KTS Visibility - 30.0 SM Lowest Sky/Clouds - SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	PHOENIX,AZ ATC/Airspace Type of Fligh Type of Clear	nt Plan - I cance - I	FR	OFF AI Airport D LUKE A Runway Runway Runway	FB Ident Lth/Wid Surface	- 03R - 9910.	/ 150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND, ME LAND, SE SEA  Instrument Rating(s) - AIRPLANE	Age - 45 Biennial Flight Rev Current - Months Since - Aircraft Type -	riew YES UNK/NR	Total - 2	nt Time (F 26150 5650 JK/NR	lours) Last 2 Last 3 Last 9	4 Hrs - O Days-	4 UNK/NR UNK/NR
HILE DESCENDING THROUGH 31,600 FT THE MASTER JANTITY TRANSFER CIRCUIT BREAKER WAS FOUND TAS DECLARED TO ALBUQUERQUE ARTC CENTER & THE ESTARTED AT 10,000 FT. THE ACFT LANDED AT LUDINTINUED TO OPERATE FOR ABOUT 20 MIN BEFORE CFT. THE FLT HAD DEPARTED PHOENIX FOR FRESNOW JEL GAUGES READ 15,000 LBS. WITH THE FUEL QUESTION THEY WERE IN WHEN POWER IS LOST; HOWNSTRUMENT PANEL IS DEPRESSED. NO MALFUNCTION	FRIPPED, & WHEN RESET F FLT WAS VECTORED TO JKE AFB WITH BOTH ENG IT SHUT DOWN DUE TO O ON 5/27 WITH 15,000 JANTITY TRANSFER CIRC VEVER, THE FUEL GAUGE	THE FUEL LUKE AFB. SOPERATIN FUEL EXHAU LBS OF FUEL SUIT BREAKE	QUANTITY GAUGES THE RIGHT ENG F IG. AFTER BOTH EN ISTION. 4-5/8 GAU IEL. NO FUEL WAS IR OUT, THE FUEL TEST WHEN THE F	WENT TO Z FLAMED OUT IGS WERE S S OF FUEL ADDED AT GAUGES WI PRESS-TO-T	ERO. AN EM AT 24,000 HUT DOWN, REMAINED FRESNO BEC LL STAY IN EST BUTTON	ERGENCY FT & THE APU ABOARD AUSE TH	THE

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

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

File No 5123 6/	O4/83 YUMA	, AZ	A/C Reg	. No. N68043		Time (Lc1)	- 2100 MS	т
-Basic Information Type Operating Certificat	e-AIR CARRIER	- FLAG/DOMESTIC	Aircraft [	)amane		 Ini	uries	
Name of Carrier		AIRLINES INC.	NONE	Jamage	Fatal	Serious		None
			Fire	Cr	rew 0	1	0	8
Type of Operation Flight Conducted Under			NONE	Pa	ass O	0	0	258
Incident Occurred During	-CRUISE							
-Aircraft Information								
	DOUGLAS DC-10			RAL ELEC CF6-6			/Activated	
Landing Gear - TRICYCLE-	RETRACTABLE	Number Eng				Stall Warn	ing System	- YES
Max Gross Wt - 430000			e - TURBO					
No. of Seats - 225		Rated Powe	er - UNK/1	VR 				
-Environment/Operations Info	rmation							
Weather Data		Itinerary				_Proximity _		
Wx Briefing - COMPANY		Last Depart			UNK/N	R		
Method - TELETYP	_	HOUSTON, 1	X			<b>.</b>		
Completeness - WEATHER Basic Weather - VMC	NUI PERIINEN	T Destination SAN DIEGO			Airport	Jata		
Wind Dir/Speed- 250/002	VTC .	SAN DIEGO	J, CA		Dunwa	y Ident	- UNK/NR	
Visibility - 7.0		ATC/Airspace				v Lth/Wid		
Lowest Sky/Clouds -			ght Plan - 1	r F R		y Surface		
	NONE		earance -				- UNK/NR	
Obstructions to Vision-	NONE	Type Apch/L		JNK/NR			,	
Precipitation -	NONE		_					
Condition of Light -	NIGHT(DARK)							
-Personnel Information								
Pilot-In-Command		Age - 57		edical Certif			WAIVERS/LI	MIT
Certificate(s)/Rating(s)		Biennial Flight F			light Time (I			
ATP		Current	- YES		- 23000		24 Hrs -	3
SE LAND		Months Since		Make/Model-			30 Days-	9
		Aircraft Type	e - DC10-10	Instrument		Last	90 Days-	180
				Multi-Eng -	- 20000			
Instrument Rating(s)	- AIRPLANE							
-Narrative								
ING CRUISE FLIGHT THE ACFT E	XPERIENCED A	PITCH EXCURSION UP	THEN DOWN W	HILE IN AUTOPI	TIOT ON OPER	ATION. A C	RACKED	
AIN GUAGE BRIDGE WIRE WAS FO		· · · · · · · · · · · · · · · · · · ·	, Dom. w	2,0 /,0 / 0,1				

File No. - 5123 6/04/83 YUMA, AZ A/C Reg. No. N68043 Time (Lc1) ~ 2100 MST

Occurrence Phase of Operation CRUISE - NORMAL

ABRUPT MANEUVER

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

Basic Information Type Operating Certificate-AIR CARRIER	? - FLAG/DOMESTIC	Aircraft Dar	nage		Injur	ies	
	•	MINOR	J	Fatal	•	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	17
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	395
Incident Occurred During -TAXI							
Aircraft Information							
Make/Model - BOEING 747-123		Model - PRATT V	WHITNEY JT9D		installed/A		
Landing Gear - TRICYCLE-FIXED		gines - 4		S <sup>+</sup>	all Warnin	g System	- YES
Max Gross Wt - 710000		oe - TURBOFA					
No. of Seats - 495	Rated Powe	er - 41000					
Environment/Operations Information							
Weather Data	Itinerary			Airport F	•		
Wx Briefing - UNK/NR Method - UNK/NR	Last Depart			ON AIRE	URI		
Method - UNK/NR Completeness - UNK/NR	SAME AS A Destination			Airport Da	+-		
Basic Weather - VMC	NEW YORK.			LOS ANO			
Wind Dir/Speed- UNK/NR	NEW TORK,	, 14 1				UNK/NR	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - UNK/NR		ight Plan - IFF	₹		Surface -		
Lowest Ceiling - UNK/NR	Type of Cle	earance - UNA	(/NR			UNK/NR	
Obstructions to Vision- NONE	Type Apch/L	_ndg - NOM	۱E				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 52	Med '	ical Certificat			IVERS/LIM	ΙT
<pre>Certificate(s)/Rating(s)     ATP</pre>	Age - 52 Biennial Flight F Current	REVIEW	Fligh			Line LINI	Z/ND
ME LAND	Months Since		Total - 1	6800	Last 24	Dave- UN	Y/NK Z/ND
ME LAND	Aircraft Type	- UNK/NR - UNK/NR	Make/Model- UN Instrument- UN	IK/INK IK/ND	Last 30	Days- UNI	Y/NK Z/MD
	All Clair Type	e ONK/INK	Multi-Eng - UN	K/NR	Rotorcr	aft - UN	C/NR
			marci Eng on	1117	NO COT OT	a, c 0, t,	.,
Instrument Rating(s) - AIRPLANE							
Narrative							
LEFT MAIN LANDING GEAR COLLAPSED WHILE T	HE ACET WAS TAYTING	END TAKENEE	DISSAMBLY DEVE	ALED THAT	THE OUTED	CVLINDED	
SHATTERED & METALLURGICAL EXAMINATION RE							

File No. - 5122 1/16/83 LOS ANGELES,CA A/C Reg. No. N9664 Time (Lc1) - 0850 PST

Occurrence
Phase of Operation

MAIN GEAR COLLAPSED 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

Basic Information Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC		N DIEGO,CA	A/C Reg	. No. N602TW	1	Т	ime (Lc1)	- 2044 F	PST
Type of Operation -PERSONAL Fire Crew 0 0 0 12 Flight Conducted Under -14 CFR 91 Incident Occurred During -DESCENT Aircraft Information Make/Model - BOEING 767-231 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - UNK/NR No. of Seats - 196 Environment/Operations Information Weather Data Wx Briefing - UNK/NR Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Obstructions to Vision- NONE Condition of Light - NIGHT(BRIGHT) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND, ME LAND  Type of Clearance - UNK/NR  Aircraft Type - UNK/NR  NONE Pass O O O 0 147 None Fight Time (Hours) Pass O O O 0 147 None Pass O O O O O O O O O O O O O O O O O O		ER - FLAG/DOMESTIC		Damage		Fatal	•		n None
Aircraft Information Make/Model - BOEING 767-231 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - UNK/NR No. of Seats - 196 No. of Seats -	Flight Conducted Under -14 CFR 91 Incident Occurred During -DESCENT		Fire			0	0	0	12
Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(BRIGHT) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND, ME LAND  Wx Briefing - UNK/NR Wx Briefing - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Multi-Eng - UNK/NR Multi-Eng - UNK/NR Aircraft Type - UNK/NR Multi-Eng - UNK/NR Aircraft Type - UNK/NR Multi-Eng - UNK/NR Multi-Eng - UNK/NR Mignort Proximity OFF AIRPORT/STRIP OFF	-Aircraft Information Make/Model - BOEING 767-231 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - UNK/NR	Number Eng Engine Typ	ines - 2 e - TURB	OFAN					
Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(BRIGHT) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND  Destination SAME AS ACC/INC SCAME AS ACC/INC SCAM	Weather Data Wx Briefing - UNK/NR	Last Depart				,		;P	
Pilot-In-Command Age - 48 Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 8228 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - UNK/NR Make/Model - 127 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR	Completeness - WEATHER NOT PERTIN Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(BRIG	ENT Destination SAME AS A  ATC/Airspace Type of Fli Type of Cle Type Apch/L	CC/INC ght Plan - arance - ndg -	IFR ILS-COMPLETE		LINDBE Runway Runway Runway	RG Ident Lth/Wid Surface	- N/A - ASPHAL	_Т
	Pilot-In-Command Certificate(s)/Rating(s) ATP	Biennial Flight R Current Months Since	eview - YES - UNK/NR	Total Make/Mode Instrumen	Flight - 8 1- it- UNK	Time (H 228 127 /NR	ours) Last 2 Last 3 Last 9	00 Days-	UNK/NR UNK/NR
Instrument Kating(s) - AIRPLANE	Instrument Rating(s) - AIRPLANE			Marti Eng	O W	, 1 <b>4</b> 10	Notor	., .	5/4// / TEX

File No. - 5000

1/23/83

SAN DIEGO, CA

A/C Reg. No. N6O2TW

Time (Lc1) - 2044 PST

Occurrence
Phase of Operation

AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

eration 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

File No 5138 3/18/	83 LOS ANGELES,CA	A/C Reg. No.	9VSQQ	Time (Lc1) - 19	45 PST
Basic Information Type Operating Certificate-A Name of Carrier -S Type of Operation -S Flight Conducted Under -1 Incident Occurred During -T	INGAPORE AIRLINES, LTD. CHEDULED,INTL,PASSENGER 4 CFR 121	Aircraft Damage MINOR Fire NONE	Fata Crew (	Injuries al Serious M O O	inor None 0 21 0 354
Aircraft Information Make/Model - BOEING 747 Landing Gear - TRICYCLE-FIX Max Gross Wt - UNK/NR No. of Seats - UNK/NR	ED Number Eng	Model - P&W JT9D-7/ gines - 4 pe - TURBOFAN er - 46250 LBS	•	ELT Installed/Acti Stall Warning S	
	Itinerary Last Department of HONOLULU Destination SAME AS ATC/Airspace M ATC/Airspace 500 FT Type of F1 500 FT BROKEN Type of C16 NE Type Apch/I	,HI	ON Airpor LOS Rur Rur Rur Rur	ort Proximity AIRPORT  T Data S ANGELES INTL  nway Ident - UN  nway Lth/Wid - UN  nway Surface - UN  nway Status - DR	K/NR IK/NR
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,FOREIGN ME LAND	Age - UNK/NR Biennial Flight I Current Months Since Aircraft Type	Review - YES Tota	Flight Time al - †3000		s - UNK/NR
Instrument Rating(s) -	AIRPLANE				
Narrative N323EA WAS STOPPED 44 FT PRIOR TO THE LIMIT LINE. 9VSQQ WAS TAXIING PASS BEHIND N323EA AT A 90 DEG RT N323EA. THE CREW OF 9VSQQ STATED TO THRUST REVERSER WAS DESTROYED AND LIGHTS OPERATING WHILE STOPPED ON COLLISION, "DON'T LOOK AT THE STROE	AT "PILOTS DISCRETION" ALONG ANGLE. THE RT WING OF 9VSQQ ( HEY SAW N323EA, BUT FELT SUF 9VSQQ'S RT WING TIP WAS RIPP THE RAMP. THE CAPTAIN OF 9VS(	THE TAXIWAY CENTE COLLIDED WITH THE T FICIENT CLEARANCE O ED FROM LEADING TO	RLINE WHEN AN ATT THRUST REVERSER A EXISTED BTWN THE TRAILING EDGE. N	FEMPT WAS MADE TO AND TAIL PIPE OF TWO ACFT. N323EA' N323EA HAD STROBE	S

File No. - 5138 3/18/83 LOS ANGELES.CA

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

File No 5138 3/18/83 LOS	ANGELES, CA	A/C Reg	No. N323EA	1	Time (Lc1) -	1945 PST	
Basic Information Type Operating Certificate-AIR CARRIEF Name of Carrier -EASTERN AIF Type of Operation -SCHEDULED, C Flight Conducted Under -14 CFR 121 Incident Occurred During -STANDING	LINES	MINOR	Damage Crew Pass		Injur Serious O O		None . 15 198
Aircraft Information Make/Mode1 - LOCKHEED L-1011 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - UNK/NR No. of Seats - UNK/NR	Number Eng Engine Typ				Installed/A Stall Warnir		
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 250/007 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 3500 FT Lowest Ceiling - 3500 FT BRO Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Depart UNK/NR Destination UNK/NR  ATC/Airspace Type of Fli Type of Cle Type Apch/L	ght Plan - l arance - l	JNK/NR JNK/NR	ON AIF Airport D LOS AN Runway Runway Runway	Oata NGELES INTL	UNK/NR	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND, ME LAND	Age - UNK/NR Biennial Flight R Current Months Since Aircraft Type	eview - UNK/NR - UNK/NR	Total - Ū Make/Model - U	pht Time (H NK/NR NK/NR NK/NR	dours) Last 24 Last 30 Last 90	Hrs - UN Days- UN Days- UN aft - UN	K/NR K/NR
Instrument Rating(s) - AIRPLANE							
Narrative N323EA WAS STOPPED 44 FT PRIOR TO THE FINAL THE LIMIT LINE. 9VSQQ WAS TAXIING AT "PILOTS PASS BEHIND N323EA AT A 90 DEG RT ANGLE. THE N323EA. THE CREW OF 9VSQQ STATED THEY SAW N3 THRUST REVERSER WAS DESTROYED AND 9VSQQ'S R3 LIGHTS OPERATING WHILE STOPPED ON THE RAMP. COLLISION, "DON'T LOOK AT THE STROBES THEY'L	DISCRETION" ALONG RT WING OF 9VSQQ C SEA, BUT FELT SUFF WING TIP WAS RIPPE THE CAPTAIN OF 9VSQ	THE TAXIWAY OLLIDED WITH ICIENT CLEAF D FROM LEAD	CENTERLINE WHEN I THE THRUST REV RANCE EXSISTED E ING TO TRAILING	I AN ATTEMP PERSER AND STWN THE TW EDGE N323	PT WAS MADE TAIL PIPE O VO ACFT. N32 BEA HAD STRO	TO F 3EA'S	

File No. - 5138 3/18/83 LOS ANGELES,CA A/C Reg. No. N323EA Time (Lc1) - 1945 PST

Occurrence
Phase of Operation

ON GROUND COLLISION WITH OBJECT

Phase of Operation STANDING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT

- 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

INGTON BEAC, CA	A/C Reg. No. N4913G		Гіме (Lc1) -	· 1830 PDT	
AL AVIATION) Ai	rcraft Damage		Iniur	ries	
		Fatal		Minor	None
		-	0	0	1
N	ONE P	ass O	0	0	2
Eng Make/Model	- LYCOMING 0-320-H2	AD ELT	Installed/A	ctivated -	YES-UN
			Stall Warnir	ng System -	· YES
		BURETOR			
Rated Power	-, 150 HP				
Itinerary					
	Point	OFF A	[RPORT/STRIP	)	
LOCAL					
ATO /A :					
	Diam NONE				
				•	
		Runwa	/ Status -	N/A	
Type Apcil/Ling	- NOINE				
Age - 30	Medical Certif	icate - VALII	MEDICAL-WA	TVFRS/LTM1	т
					• •
Current - Y	S Total			Hrs -	2
Months Since - 1	1 Make/Model				(/NR
Aircraft Type - 1	72 Instrument	- 0	Last 90	Days-	6
	Eng Make/Model Number Engines Engine Type Rated Power  Itinerary G Last Departure   SANTA ANA,CA Destination LOCAL  ATC/Airspace Type of Flight   Type of Clearand Type Apch/Lndg  Age - 30 Biennial Flight Review	MINOR Fire CONONE POINT  Eng Make/Model - LYCOMING 0-320-H2. Number Engines - 1 Engine Type - RECIPROCATING-CARI Rated Power - 150 HP  Itinerary G Last Departure Point SANTA ANA,CA Destination LOCAL  ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type of Clearance - NONE Type Apch/Lndg - NONE  Age - 30 Medical Certif Biennial Flight Review Current - YES Total Months Since - 11 Make/Model	MINOR Fire Crew NONE  Eng Make/Model - LYCOMING O-320-H2AD  Eng Make/Model - LYCOMING O-320-H2AD  Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP  Itinerary Airport SANTA ANA,CA Destination LOCAL JOHN W Runway ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE  Age - 30  Medical Certificate - VALID Biennial Flight Review Current - YES Total - 237	MINOR Fire Crew O O NONE Pass O O O NONE Pass O O O  Eng Make/Model - LYCOMING O-320-H2AD	MINOR Fire Crew O O O NONE Pass O O O O NONE  Eng Make/Model - LYCOMING O-320-H2AD ELT Installed/Activated - Stall Warning System - Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP  Itinerary G Last Departure Point SANTA ANA,CA Destination LOCAL Destination Airport Data LOCAL JOHN WAYNE Runway Ident - N/A ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type of Clearance - NONE Type Apch/Lndg - NONE  Age - 30 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Age - 30 Biennial Flight Review Current - YES Total - 237 Last 24 Hrs -

File No. - 5020 5/05/83 HUNTINGTON BEAC, CA A/C Reg. No. N4913G Time (Lc1) - 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

	CE CREEK,CA A/C	Reg. No. N6488N	T 	ime (Lc1) -	1615 PDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra MINDF	aft Damage	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Incident Occurred During -STANDING	Fire NONE	Crew Pass	0	0 0	0 0	1 0
-Aircraft Information Make/Model - CESSNA T-210N Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4000 No. of Seats - 6	Number Engines -	ECIP-FUEL INJECTED		Installed/Adtall Warning		
-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 Poir FRESNO,CA Destination SAME AS ACC/INC  ATC/Airspace Type of Flight Plar Type of Clearance Type Apch/Lndg	n - NONE -	ON AIR Airport D DEATH Runway Runway Runway	ata VALLEY Ident - Lth/Wid - Surface -		70
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND	Age - 42 Biennial Flight Review Current - UNK/N Months Since - UNK/N Aircraft Type - UNK/N	Fligh IR Total - UN IR Make/Model- UN	nt Time (H WK/NR WK/NR WK/NR	ours) Last 24 Last 30 Last 90	Hrs - UN Days- UN	K/NR K/NR K/NR
Instrument Rating(s) - AIRPLANE						
Narrative E ACFT OVERRAN THE RWY WHILE LANDING WITH A PEARED TO BE NORMAL.	TAILWIND COMPONENT & WITH	I A TEMPERATURE OF 10	5 DEGREES	. THE BRAKES	5	

File No. - 5077 6/09/83 FURNACE CREEK.CA A/C Reg. No. N6488N Time (Lc1) - 1615 PDT 

Occurrence #1 Phase of Operation LANDING - ROLL

NOSE OVER

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

	ANGELES,CA	A/C Reg. No.	N88708		Time (Lcl) 	- 0925 PD	)T 
Basic Information Type Operating Certificate-AIR CARRIE	R - FLAG/DOMESTIC	Aircraft Damag	je		Inj	uries	
	AIRLINES INC.	MINOR		Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, I Flight Conducted Under -14 CFR 121	OOMESTIC, PASSENGER	Fire	Cre		0	1	6
		NONE	Pas	s O	0	0	127
Incident Occurred During -LANDING							
Aircraft Information			_				
Make/Model - BOEING 727-200		Model - P&W JT89-	·D			/Activated	
Landing Gear - TRICYCLE-RETRACTABLE		gines - 3			Stall Warr	ing System	1 - YES
Max Gross Wt - 142000		oe - TURBOFAN	•				
No. of Seats - 134	Rated Powe	er - 1450 HP	, 				
Environment/Operations Information							
Weather Data	Itinerary				Proximity	•	
Wx Briefing - UNK/NR	Last Depar			UNK/NI	₹		
Method - UNK/NR Completeness - WEATHER NOT PERTINE	+HOUSTON, NT Destination			Airport i	20+0		
Basic Weather - VMC	SAME AS					ERNATIONAL	
Wind Dir/Speed- UNK/NR	SAME AS A	ACC/ INC			/ Ident	- UNK/NR	•
Visibility - 7.0 SM	ATC/Airspace					- UNK/NR	
Lowest Sky/Clouds -	•	ight Plan - IFR			/ Surface		
Lowest Ceiling - 2500 FT		earance - IFR				- UNK/NR	
Obstructions to Vision- NONE		_ndg - UNK/N	<b>I</b> R	•	•		
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 44		11 Certific			NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight F			ght Time (I			
COMMERCIAL, ATP, CFI	Current		tal -			24 Hrs -	3
SE LAND, ME LAND	Months Since		ke/Mode1-			30 Days-	77
GLIDER	Aircraft Type		nstrument- ılti-Eng -		Last	90 Days-	253
			<u>.</u> g	.2.55			
Instrument Rating(s) - AIRPLANE							
Narrative							
RING TAXI INTO THE TERMINAL THE ACFT LEFT	WING HIT A PARKED	TOW TRUCK BOOM. T	HE TOW TRU	CK WAS NOT	AUTHORIZE	D TO BE	
RED IN THE CLEAR ZONE DUE TO ITS HEIGHT.					- · · · - · <del></del>		

File No 5085	7/02/83 LOS ANGELES,CA	A/C Reg. No. N88708	Time (Lc1) - 0925 PDT	
	GROUND COLLISION WITH OBJECT [ - FROM LANDING			
Finding(s) 1. PROCEDURES/DIRECTIVES	S - INADEQUATE - COMPANY/OPERATOR M	GMT		
Probable Cause				

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

-Basic Information							
Type Operating Certificate-AIR CARRIER Name of Carrier -FLIGHT TRAI		Aircraft Dama MINOR	age	Fatal	Injur		None
Type of Operation -SCHEDULED, C	OMESTIC DAY/CADGO	Fire	Crew				None 3
Flight Conducted Under -14 CFR 121	OMESTIC, FAX, CARGO	IN FLIGHT		0 0	0	0	5
Incident Occurred During -CLIMB - TO		114 7 21 3111	, 400	Ŭ	Ŭ	Ŭ	· ·
-Aircraft Information							
Make/Model - CONVAIR 440		odel - P & W R	-2800-CB16	ELT I	[nstalled/Ad		
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng				tall Warning	g Syst <b>e</b> m	- YES
Max Gross Wt - 49000 No. of Seats - 48	Rated Power	- RECIPRO( - 2500 h		IUR			
-Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - COMPANY	Last Departu			OFF AIR	RPORT/STRIP		
Method - UNK/NR Completeness - WEATHER NOT PERTINEN	LOS ANGELI	S,CA					
Basic Weather - VMC	T Destination SANTA BAR	DADA CA	•	Airport Da	ата		
Wind Dir/Speed- UNK/NR	SANTA BARE	DAKA, CA		Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		ght Plan - IFR			Surface -		
Lowest Ceiling - NONE	Type of Clea	arance - NONE	Ē	Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/L	ndg - NONE	Ξ				
Precipitation - NONE							
Condition of Light - NIGHT(DARK)							
-Personnel Information Pilot-In-Command	Age - 52	Media	cal Certificate	- VΔI TD	MEDICAL-NO	WATVERS/	ITMTT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Re	aview	Fligh	+ Time (Ho	nune)	•	
ATP	Biennial Flight Re Current Months Since	- YES	rotal - 1:	3200	Last 24	Hrs - UN	K/NR
SE LAND, ME LAND	Months Since	- 8	Make/Model-	800	Last 30	Days- UN	K/NR
	Aircraft Type	- 440	[nstrument- UN⊦	<td>Last 90</td> <td>Days- UN</td> <td>K/NR</td>	Last 90	Days- UN	K/NR
		P	Multi-Eng - UN	K/NR	Rotorcra	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE							
ENGINE FIRE ERUPTED DURING THE CLIMB TO C	DUTCE FOLLOWING AN	EMEDOENCY I AND	THE IT WAS DE	TEDMINED 1	THAT THERE !	1A C A	

A/C Reg. No. N827AA File No. - 5086 7/12/83 POINT MUGU, CA 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

File No 5018 7/16/83 FULLE	RTON,CA A/C R	eg. No. N5274C	T	ime (Lc1) -	- 1305 PDT	
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur	ries	
	MINOR	3	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Incident Occurred During -LANDING						
-Aircraft Information						
Make/Model - BEECH B-35	Eng Make/Model - CO	NTINENTAL E185-11				
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 3200	Engine Type - RE		ETOR			
No. of Seats - 4	Rated Power -	196 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•		ON AIR	PORT		
Method - N/A	CORONA, CA	**		_		
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	FULLERTON, CA		FULLER		40	
Wind Dir/Speed- CALM Visibility - 7.0 SM	ATC/Airspace	6		Ident - Lth/Wid -	- 40	75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		15
Lowest Ceiling - NONE	Type of Flight Flan  Type of Clearance				- DRY	
Obstructions to Vision- NONE	Type of Crearance Type Apch/Lndg		Runway	Status	DKI	
Precipitation - NONE	Type Aperly Endg	STRAIGHT IN				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 39	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flia	ht Time (H	ours)	•	
PRIVATE	Current - YES	Total -		Last 24	4 Hrs -	3
SE LAND	Months Since - UNK/NR	Make/Model-	119	Last 30	Days- UN	K/NR
	Aircraft Type - B-35	Instrument-	30	Last 90	Days-	16
Instrument Rating(s) - NONE						
GEAR COLLAPSED ON THE LANDING ROLL. GEAR	WERE FOUND TO BE DRY. TGE P	ILOT HAD A GEAR FL	AG BUT DOE	S NOT REMEN	MBER A	
EN LIGHT.	, , , , , , , , , ,					
· ·						

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

File No 5009 7/17/83 HUNTI	NGTON BCH.,CA	A/C Reg. No. N2	:35UV	T	ime (Lc1)	- 2100 PE	)T
	I AVIATION)	Aircraft Damage			Inju	ries	
Type operating certificate none (denera		MINOR		Fatal			None
Type of Operation -PERSONAL		ire	Crew		0		1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Incident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 411	Eng Make/Mode	el - CONTINENTAL	GTSI0-52	O-C ELT	Installed/	Activated	i - YES/Y
Landing Gear - TRICYCLE-RETRACTABLE	Number Engine			S	tall Warni	ng System	ı - YES
Max Gross Wt - 6300	<u> </u>	- RECIP-FUEL I	NJECTED				
No. of Seats - 6	Rated Power	- 340 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•	Point		ON AIR	PORT		
Method - N/A	THERMAL,CA			_			
Completeness - N/A	Destination			Airport Da			
Basic Weather - VMC	HUNTINGTON E	BCH, CA		MEADOWI			
Wind Dir/Speed- CALM	ATO /A :					- 90	0.0
Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight	Dian - NONE			Lth/Wid Surface		
Lowest Ceiling - NONE	Type of Cleara				Status		
Obstructions to Vision- NONE		g - STRAIGHT	- TN	Runway	Status	DKI	
Precipitation - NONE	Type Apeny Ende	j STRAIGHT	114				
Condition of Light - NIGHT(BRIGHT)							
Personnel Information							
Pilot-In-Command	Age - 46	Medical C	ertifica	te - VALID	MEDICAL-N	D WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Revi			ht Time (Ho			
ATP	Current -			16075			
SE LAND, ME LAND	Months Since -			510			
	Aircraft Type -		ument-		Last 9	Days-	110
		Multi	-Eng -	12075			
Instrument Rating(s) - AIRPLANE							
Narrative .OT INADVERTANTLY LANDED WITH GEAR UP DUE T	O THE DISTRACTION OF	MAKING A SHODT E	TEID IAN	DING			
OF INADVERTABLE LANDED WITH GEAR OF DUE T	O THE DISTRUCTION OF	MAKING A SHUKI F	ILLD LAN	DING.			

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

Occurrence
Phase of Operation

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

-Basic Information Type Operating Certificate-AIR CARRIER	- FLAG/DOMESTIC	Aircraft Da	amane		Inju	ries	
Name of Carrier -REPUBLIC AIR	LINES INC.	NONE	amage	Fatal	Serious		None
Type of Operation -SCHEDULED,DO Flight Conducted Under -14 CFR 121	MESTIC, PASSENGER	Fire	Crev	0	0	0	5
Flight Conducted Under -14 CFR 121		IN FLIGHT	Pass	. 0	0	0	74
Incident Occurred During -TAKEOFF							
-Aircraft Information							
Make/Model - MCDONNELL-DOUGLAS DC-9-					Installed/		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 140000		jines - 2 e - TURBOI		5	tall Warni	ng System	- YES
No. of Seats - 172	2 1	r - 20850					
-Environment/Operations Information Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - COMPANY	Last Depart	ure Point		ON AIR	,		
Method - IN PERSON	SAME AS A			0.1 7.2.1			
Completeness - WEATHER NOT PERTINENT	Destination	•		Airport D	ata		
Basic Weather - VMC	MINNEAPOL	IS,MN		JOHN W			
Wind Dir/Speed- 190/015 KTS						- 19	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid		150
Lowest Sky/Clouds - SCATTERED Lowest Ceiling - NONE		ght Plan - II arance - II			Surface Status		
Obstructions to Vision- NONE			RAFFIC PATTERN	Rullway	Status	DKI	
Precipitation - NONE	. ypc		TATE OF TATE OF				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 49		dical Certifica			AIVERS/LIM	1IT
Certificate(s)/Rating(s)	Biennial Flight R	eview		ht Time (H		4 11	_
COMMERCIAL, ATP	Current Months Since	- YES					5 IV /ND
SE LAND,ME LAND,SE SEA GLIDER	Aircraft Type			7300	Last 3	O Days- UN O Days-	220
GLIDER	An Clart Type	00 9 82	Tris tr differre	O	Last 5	O Days	220
Instrument Rating(s) - AIRPLANE							
-Nonnotive							
-Narrative T AFTER TAKEOFF THE LEFT ENGINE FAILED DUE	TO A FATICUE FATI	LIDE OF THE 7	TH STAGE DEAD	COMPDESSIO	N STATOD A	SSEMBLY	
ERAL HOMES UNDER THE FLIGH PATH SUSTAINED							

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

Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da	mage		Injur	ies	
		MINOR	•	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91	L	Fire	Crew	•	0	0	2
Incident Occurred During -TAKEOFF		NONE	Pass		0	0	0
Incident occurred buring -TAKEOFF			0the	r 0			
ircraft Information							
Make/Model - CESSNA 152II		/Mode1 - LYCOMII	NG 0-235-L2C		Installed/A		
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 1670		ype - RECIPRO		ETOR			
No. of Seats - 2	Rated Po	wer - 110	HP 				
nvironment/Operations Information							
eather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING		rture Point		ON AIR	PORT		
Method - N/A	VACAVIL						
Completeness - N/A	Destinatio	on		Airport D YOLO C			
Basic Weather - VMC Wind Dir/Speed- 340/003 KTS	LOCAL					34	
Visibility - 20.0 SM	ATC/Airspac				Lth/Wid -		100
Lowest Sky/Clouds - CLEAR		light Plan - NOI	NF		Surface -		100
Lowest Ceiling - NONE		learance -			Status -		
Obstructions to Vision- NONE		/Lndg - TR/			•		
Precipitation - NONE	••	_					
Condition of Light - DAYLIGHT							
ersonnel Information							
Pilot-In-Command	Age - 51		ical Certifica			IVERS/LIM	ΛIΤ
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ht Time (H	ours)		
ATP	Current	- YES	Total - Make/Model-	10000	Last 24	Hrs -	4
SE LAND		e - 1	Make/Model-	1505	Last 30	Days- UN	
	Aircraft ly	pe - UNK/NR	Instrument-	400			183
			Multi-Eng -	4000	Rotorcr	art -	800
Instrument Rating(s) - AIRPLANE							
arrative							
ESSNA 152 WAS PERFORMING A TOUCH AND GO			HEN THE BOEING D CLEAR OF THE				

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

File No 5094 10/15/83 WOODL	AND,CA A/C Reg	j. No. N747JR	Time (Lc1) - 1145 PDT			
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur	ies	
	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 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2950 No. of Seats - 2	Eng Make/Model - CONT Number Engines - 1 Engine Type - RECI Rated Power - 2	PROCATING-CARBURE	Ş	Installed/A Stall Warnir		
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	PORT		
Method - N/A	SACRAMENTO, CA					
Completeness - N/A	Destination		Airport [			
Basic Weather - VMC	LOCAL			COUNTY		
Wind Dir/Speed- 340/003 KTS					34	
Visibility - 20.0 SM	ATC/Airspace			/ Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			/ Surface -		Т
Lowest Ceiling - NONE	Type of Clearance -		Runway	/ Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						- /
Pilot-In-Command		ledical Certificat			MAINER	S/LIMII
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (F		11	LINUX /NID
COMMERCIAL	Current - YES	Total -				
SE LAND	Months Since - 7 Aircraft Type - UNK/NR	Make/Model-	151	Last 30	Days-	UNK/NR
	Aircraft Type - UNK/NR	Instrument- Multi-Eng -	320	Last 90	Days-	37
Instrument Rating(s) - AIRPLANE						
Narrative HE CESSNA 152 WAS PERFORMING A TOUCH AND GO ING AND PROPELLER OF THE CESSNA 152. BOTH AC ROADCASTING THEIR INTENTIONS ON MULTI-COM RA	FT LANDED SUCESSFULLY AND TAX					

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

File No 5084 10/20/83 VAN	NUYS,CA A/C Re	S,CA A/C Reg. No. N414JC			Time (Lc1) - 1013 PDT				
Basic Information Type Operating Certificate-EXTERNAL LO	AD Aircraft	Damage		Injur	ies				
	NONE		Fatal	Serious	Minor	None			
Type of Operation -PERSONAL	Fire	Crew	-	0	0	1			
Flight Conducted Under -14 CFR 91 Incident Occurred During -CLIMB	NONE	Pass	0	0	0	0			
Incident Occurred During -CLIMB									
Aircraft Information									
Make/Model - CESSNA 414	Eng Make/Model - CON	TINENTAL TSI0-520		Installed/A					
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2		S	tall Warnin	g System	- NO			
Max Gross Wt - 6750	Engine Type - REC								
No. of Seats - 7	Rated Power -	620 HP							
Environment/Operations Information									
Weather Data	Itinerary		Airport	Proximity					
Wx Briefing - FSS	Last Departure Point		OFF AI	RPORT/STRIP					
Method - TELEPHONE	SAME AS ACC/INC								
Completeness - FULL	Destination		Airport D	ata					
Basic Weather - IMC	UNK/NR								
Wind Dir/Speed- CALMABLE			Runway	Ident -	N/A				
Visibility - UNK/NR	ATC/Airspace		Runway	Lth/Wid -	N/A				
Lowest Sky/Clouds -	Type of Flight Plan -	IFR	Runway	Surface -	N/A				
Lowest Ceiling - 8 FT	Type of Clearance -	IFR	Runway	Status -	N/A				
Obstructions to Vision- FOG	Type Apch/Lndg -	UNK/NR							
Precipitation - NONE									
Condition of Light - DAYLIGHT									
Pilot-In-Command	Age - 31	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	IT			
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fliq	ht Time (H		•				
COMMERCIAL, ATP, CFI	Current - YES	Total -		Ĺast 24	Hrs -	1			
SE LAND, ME LAND	Months Since - 1	Make/Model-	200	Last 30	Days- UN	K/NR			
GLIDER	Aircraft Type - UNK/NR	Instrument-	185	Last 90	Davs-	31			
	,	Multi-Eng -	2810		,				
Instrument Rating(s) - AIRPLANE									
This is different Rating(3) ATRICANE									
Narrative									
RING CLIMB TO CRUISE THE PILOT STATED THE	NOSE OF THE ABRUPTLY PITCHED	UP. HE PHYSICALLY	OVERPOWER	ED THE FORC	ES AND				
NDED THE ACFT. EXAMINATION OF THE ACFT & S	YSTEMS REVEALED NO FAILURES T	HAT WOULD ACCOUNT	FOR THE P	ITCH UP.					

File No 508	4 10/20/83	VAN NUYS,CA	.A/C Reg. No. N414UC	Time (Lcl) - 1013 PDT	
Occurrence Phase of Operation	LOSS OF CONTROL CLIMB - TO CRUIS	–			
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

File No 5088 10/26/83 SA	5088 10/26/83 SAN FRANCISCO,CA A/C Reg. !			Reg. No. N5KW Time (Lc1) - 1			
Basic Information Type Operating Certificate-NONE (GEN	NERAL AVIATION)	Aircraft Damag	e		Inju		
		MINOR		Fatal	Serious	Minor	None
Type of Operation -EXECUTIVE	E/CORPORATE	Fire	Crew		0	0	2
Flight Conducted Under -14 CFR 9		NONE	Pass	0	0	0	2
Incident Occurred During -TAXI - FF	ROM LANDING						
Aircraft Information							
Make/Model - BEECH 200		/Mode1 - P & W PT6/	A-41			Activated	
Landing Gear - TRICYCLE-RETRACTABLE		ngines - 2		S	tall Warni	ng System	- YES
Max Gross Wt - 12500		/pe - TURBOPROP					
No. of Seats - 10	Rated Po	ver - 850 HP					
Environment/Operations Information	-						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - UNK/NR	Last Depa	rture Point		ON AIR	PORT		
Method - UNK/NR	PORTLANI	O,OR					
Completeness - WEATHER NOT PERTIN	NENT Destination	ר		Airport Da	ata		
Basic Weather - VMC	SAME AS	ACC/INC		SAN FR	ANCISCO IN	_	
Wind Dir/Speed- 160/005 KTS						- UNK/NR	
Visibility - UNK/NR	ATC/Airspace	•			Lth/Wid		
Lowest Sky/Clouds - CLEAR		light Plan - IFR			Surface		
Lowest Ceiling - NONE		learance - IFR		Runway	Status	- UNK/NR	
Obstructions to Vision- NONE	Type Apch,	/Lndg - UNK/NI	R				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 38	Medica	1 Certifica			AIVERS/LIM	ΙT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Flig	ht Time (H	ours)		
COMMERCIAL, ATP	Current		tal -			4 Hrs -	2
SE LAND, ME LAND		-	ke/Model-			Days- UN	K/NR
GLIDER	Aircraft Typ		strument-		Last 9	O Days-	63
		Mu	lti-Eng -	2537			
Instrument Rating(s) - AIRPLANE	E						
narrative RING TAXI AFTER LANDING THE RIGHT WINGT]	ID LITT A CTEEL AUGITAL	S. CLIDDODT					
KING TAKI AFTER LANDING THE RIGHT WING!	TE UTI W SIEEF WANTING	JUFFUKI.					

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

File No 5118	11/02/83	SAN FRANCISCO,CA	A/C Reg	No. N605TW	Т	ime (Lc1) -	0710 PST	
Basic Information Type Operating Certific	cate-AIR CAR	 RIER - FLAG/DOMESTIC	Aircraft [	)amage		Injur	ies	
Name of Carrier	-TRANS W	ORLD AIRLINES, INC	MINOR	J	Fatal	Serious	Minor	None
Type of Operation Flight Conducted Under	-SCHEDUL	ED,DOMESTIC,PASSENGER	? Fire	Cr		0	0	8
		121	NONE	Pa	ss 0	0	0	96
Incident Occurred Duri	ng - IAXI 							
-Aircraft Information								
Make/Model - BOEING			e/Model - UNKNO	OWN UNKNOWN		Installed/A		
Landing Gear - TRICYC			ingines - 2		S	tall Warnin	g System	- YES
Max Gross Wt - UNK/NR No. of Seats - UNK/NR			Type - UNK/N ower - UNK/N					
No. of Seats - UNK/NR		Rated PC	ower - UNK/	NK 				
Environment/Operations I	nformation							
Weather Data	up.	Itinerary			•	Proximity		
Wx Briefing - UNK/ Method - UNK/			arture Point ANCISCO,CA		ON AIR	PURI		
Completeness - WEAT					Airport Da	ata		
Basic Weather - VMC	TILK NOT FERT	ST LOUI				ANCISCO INT	41	
Wind Dir/Speed- 200/	007 KTS	3, 2301	,		Runway	-	UNK/NR	
Visibility - UNK/	NR	ATC/Airspac	ce		Runway	Lth/Wid -	UNK/NR	
Lowest Sky/Clouds -						Surface ~		
	- 4500 FT		Clearance - N		Runway	Status -	UNK/NR	
Obstructions to Vision		Type Apch	n/Lndg - N	IONE				
Precipitation Condition of Light	- NONE							
	- DATEIGHT							
Personnel Information Pilot-In-Command	-	Age - UNK/NR		edical Certifi	and HARLE /ALL	2		
Certificate(s)/Rating	(e)	Biennial Flight			ight Time (H			
UNK/NR	(3)		- YES	Total -			Hrs - UN	k/NR
Ontry ritt			e - UNK/NR	Make/Model-			Days- UN	•
			pe - UNK/NR	Instrument-	•		Days- UN	
				Multi-Eng -	UNK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(	s) - UNK/NR							
-Narrative ING PUSHBACK THE RIGHT WI	NOTED OF THE	POETNO 767 CTDUCK TI	TE BIIDDED OF A	DOUGLAS DO-O	DADVED AT TH	E AD.IACENT	CATE	
ING PUSHKALK IMP RIGHT WII	NGITH OF THE	DUETING /0/ SIKUCK IF	IE KUUDEK UF A	DOUGLAS DC-9	PAKKEU AT IM	E ADUACENI	GAIC.	
B-767 WAS BEING PUSHED B	ACK BY TWO M	ECHANICS ONE ON THE	THE & ONE HNDER	THE LEFT WIN	G			

File No 51	18 11/02/83	SAN FRANCISCO, CA	A/C Reg. No. N605TW	Time (Lc1) - 0710 PST	
Occurrence Phase of Operation	ON GROUND COLLIS				
Finding(s) 1. OBJECT - AIRCRA	FT PARKED				
Probable Cause				·	
The National Transpo	rtation Safety Boa	ard determines that the	Probable Cause(s) of this incid	ent	

is/are finding(s) 1

# apated 140 87/02

# National Transportation Safety Board Washington, D.C. 20594

File No 5096 12/29/83 DAKLA	ND,CA	A/C Reg. No. N2773		Time (Lc1) - 1015 PST				
Type Operation Type of Operation -NON SCHED,DO Flight Conducted Under -14 CFR 121 Incident Occurred During -LANDING	MESTIC, PASSENGER F		Fatal Crew O Pass O	Injurio Serious O O	es Minor O O	None 7 158		
Aircraft Information Make/Model - BOEING 707-123B Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 258000 No. of Seats - 177	Eng Make/Mode Number Engine Engine Type Rated Power	- TURBOFAN		Installed/Activation				
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 BROK Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	OAKLAND,CA ATC/Airspace Type of Flight EN Type of Cleara	IN Plan - IFR	ON AIF Airport I METROF Runway Runway Runway		29 10000/ ASPHALT	150		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND Instrument Rating(s) - AIRPLANE	Age - 53 Biennial Flight Revie Current - 1 Months Since - Aircraft Type - 7	'ES Total 4 Make/Mode	Flight Time (F - 14758 I- UNK/NR t- UNK/NR	loune)	Hrs - Days- Days-	5 47 175		
Instrument Rating(s) - AIRPLANENarrative THE ACFT EXPERIENCED A STRONG SHIMMY & VIBRAT ON DECELERATION THE VIBRATION BECAME SO SEVER WAS DETERMINED THAT THE NOSE GEAR TOWING & ST THE STEERING QUICK RELEASE PIN INSTALLED IN T NOSE WHEELS WHICH WERE ALLOWED FREE PLAY.	ION ON TAKEOFF WHICH WE THAT THE PLT STOPPED	Multi-Eng WAS ATTRIBUTED TO DE O ON THE RWY CENTERL WAS DISCONNECTED F	- UNK/NR  EP RUTS IN THE INE & ORDERED ROM THE NOSE S	Rotorcraft  SNOW. AFTER AN EVACUATION STEERING COLLA	Ft - UN  LANDING N. IT AR WITH			

File No. - 5096 12/29/83 DAKLAND,CA A/C Reg. No. N2773 Time (Lc1) - 1015 PST

Occurrence Phase of Operation MISCELLANEOUS/OTHER 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  $is/are\ finding(s)\ 1,2$ 

# 44887/02

# National Transportation Safety Board Washington, D.C. 20594

Basic Information	AVIATION) A:			T 4.		
Type Operating Certificate-NONE (GENERAL		rcraft Damage INOR	Fatal		ıries Minor	None
Type of Operation -SCHEDULED, DOM			Crew 0	0		5
Flight Conducted Under -14 CFR 121		ONE	Pass 0	Ō	Ō	77
Incident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - BOEING 737-200		- P& W JT-8D-17	EL	T Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines			Stall Warni	ng System	- YES
Max Gross Wt - 117500 No. of Seats - 106	Engine Type	- 16000 LBS THRUS	т			
		- 10000 LB3 171R03	, 			
Environment/Operations Information	<b>.</b>					
Weather Data Wx Briefing - COMPANY	Itinerary Last Departure R	20:01		rt Proximity		
Method - IN PERSON	SAME AS ACC/IN		UN A	IRPURI		
Completeness - FULL	Destination	••	Airport	Data		
Basic Weather - VMC	ATLANTA, GA			LETON INT'L		
Wind Dir/Speed- 120/008 KTS	•		Runw	ay Ident	- 17R	
Visibility - 20.0 SM	ATC/Airspace			ay Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight I			ay Surface		Ξ
Lowest Ceiling - 25000 FT OVERC Obstructions to Vision- NONE		ce - IFR - STRAIGHT-IN	Run	ay Status	- DRY	
Precipitation - NONE	Type Apch/Lndg	- SIRAIGHI-IN				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - UNK/NR	Medical Certi	ficate - UNK	/ND		
	Biennial Flight Review	w mearcar cerer	Flight Time	(Hours)		
ATP	Current - YE	S Total	- UNK/NR		4 Hrs - U	NK/NR
SE LAND, ME LAND	Months Since - UN	NK/NR Make/Mode	1- UNK/NR	Last 3	O Days- U	NK/NR
	Aircraft Type - B	-737 Instrumen	1- UNK/NR t- UNK/NR	Last 9	O Days- U	
		Multi-Eng	- UNK/NR	Rotoro	raft - U	NK/NR
Instrument Rating(s) - AIRPLANE						
RING TAKEOFF THE INBOARD LEFT MAIN LANDING G	EAR TIRE & WHEEL DFPAR	RTED THE ACET. THE	FLIGHT RETUR	NED AND LAND	ED WITHOU	г
RTHER INCIDENT. EXAMINATION OF THE WHEEL RIM						

File No. - 5028 3/21/83 DENVER,CO A/C Reg. No. N7358F Time (Lc1) - 1604 MST

Occurrence
Phase of Operation

OTHER GEAR COLLAPSED 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  $is/are\ finding(s)\ 1,2,3,4$ 

-Basic Information							
Type Operating Certificate-AIR CARR		Aircraft Damage		÷	Inju		••
Name of Carrier -TRANS WO	D DOMESTIC DASSENGED	MINOR Fire	Crew	Fatal O	Serious O	Minor O	None 7
Type of Operation -SCHEDULE Flight Conducted Under -14 CFR 1	21	NONE	Pass	Ö	0	Ö	18
Incident Occurred During -TAXI	-,		, 440	ŭ	Ü	Ü	
-Aircraft Information							
Make/Model - BOEING 727-31H		Node1 - P & W JT8D-	7B			Activated	
Landing Gear - TRICYCLE-RETRACTABL				S	tall Warni	ng System	- YES
Max Gross Wt - 142000 No. of Seats - 134		pe - TURBOFAN er - 15000 LBS	TUDUCT				
NO. OF SeatS - 134	Rated Powe	er - 12000 FR2					
-Environment/Operations Information Weather Data				Ainmont	Dnavimit		
Wx Briefing · - NWS	Itinerary Last Depart	ure Point		UNK/NR	Proximity		
Method - IN PERSON		SPRING, CO		UINK/ INK			
Completeness - WEATHER NOT PERTI		51 K114G, 00		Airport Da	ata		
Basic Weather - VMC	UNK/NR						
Wind Dir/Speed- 180/010 KTS				Runway	Ident	- UNK/NR	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR		ght Plan - IFR			Surface		
Lowest Ceiling - NONE Obstructions to Vision- NONE		earance - IFR		Runway	Status	- UNK/NR	
Precipitation - NONE	Type Apch/L	.ndg - UNK/NR					
Condition of Light - DAYLIGHT							
Pilot-In-Command	Age - 45		Certificat				
Certificate(s)/Rating(s)	Biennial Flight R	leview		t Time (H			
ATP	Current	- YES Tota	1 - 1			4 Hrs -	_
SE LAND, ME LAND	Months Since Aircraft Type	- UNK/NR Make e - 727 Inst	/Model- rument- UN			O Days- UN O Days- UN	
	All Craft Type		i-Eng - UN			raft - UN	
Instrument Rating(s) - UNK/NR							
Thistrument Rating(s) - UNA/NR							
-Narrative							
LE STARTING TO TAXI FROM THE GATE FOR T HE WAS FOLLOWING THE GROUND GUIDE. T							
HAD NEVER RECIEVED ANY TRAINING.							

File No. - 5060

5/23/83

COLORADO SPRING, CO

A/C Reg. No. N840TW

Time (Lc1) - 1545 MDT

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
- IMPROPER USE OF PROCEDURE, EXPERIENCE GROUND PERSONNEL

----Probable Cause----

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

File No 5119 8/19/83 D	ENVER, CO	A/C Reg.	No. N609UA	Т	ime (Lc1)	1820 MDT	
Basic Information Type Operating Certificate-AIR CARR	IER - FLAG/DOMESTIC	Aircraft D	amage		Injur	ies	
Name of Carrier -UNITED A	IRLINES	NONE	J	Fatal			None
Type of Operation -SCHEDULE			Cre	_	0	0	8
Flight Conducted Under -14 CFR 1 Incident Occurred During -DESCENT	21	NONE	Pas	s 0	0	0	197
Aircraft Information							
Make/Model - BOEING 767	Eng. Mako /M	lodel - P&W J	TOD_704	ELT	Installed/A	hotevital	- NO -N/A
Landing Gear - TRICYCLE-RETRACTABL			130-784		tall Warnir		
Max Gross Wt - 302000		e - TURBO	FAN	3	itaii waiiiii	ig System	123
No. of Seats - 197	Rated Powe		O LBS THRUST				
Environment/Operations Information	-						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - COMPANY	Last Depart	ure Point		OFF AI	RPORT/STRIF	•	
Method - TELETYPE	LOS ANGEL	ES,CA					
Completeness - FULL	Destination			Airport D	ata		
Basic Weather - VMC	SAME AS A	CC/INC		_			
Wind Dir/Speed- 160/009 KTS						- N/A	
Visibility - 40.0 SM	ATC/Airspace		·		Lth/Wid		D.F.
Lowest Sky/Clouds - 7500 FT Lowest Ceiling - 25000 FT		gnt Plan - I arance - S			Surface - Status -		
Obstructions to Vision- NONE	Type Apch/L			Runway	Status	SNOW - C	KUSTED
Precipitation - NONE	Type Apcil/L	riag - IV	UNE				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command			dical Certific	ate - VALID ght Time (F		IIVEK2/LIM	11
Certificate(s)/Rating(s) COMMERCIAL.ATP	Biennial Flight R Current	eview	Fli Total -			. Una 1161	v /ND
ME LAND.SE SEA	Months Since	- 1ES	Make/Medel-	250	Last 24	Dave- IN	K/NK K/ND
ME LAND, SE SEA	Aircraft Type			INK /ND	Last St	Days UN	K/ND
	All Clart Type	ONA NA	Multi-Eng -		Rotorce	aft - UN	K/NR
Torthograph Batima(a) ATBBIAN	ır		_				
Instrument Rating(s) - AIRPLAN	<b> </b> 						
Narrative							
HE ACFT WAS DESCENDING FROM FL 410 WITH							*
CEEDED MAX EGT. 18 SECS LATER THE RIGHT							
200 & 177 RESPECTIVELY. THE ENGS WERE							
TER THE MANUALLY INDUCED SURGE WAS DUE	TO CONTAMINATED FUEL N	IOZZLES WHICH	SIGNIFICANTLY	REDUCED CO	IMBUSTION CH	HAMBER	
FFICIENCIES & WHICH RESULTED IN A SUBIDL	E STALL.	•					

File No 5119	8/19/83 DENVER,CO	A/C Reg. No. N609UA	Time (Lc1) - 1820 MDT
	OF POWER(TOTAL) - MECH FAILURE/M ENT - NORMAL	ALFUNCTION	
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)  $\mathbf{1}$ 

File No 5090 10/18	/83 PUEBLO,CO	A/C	Reg. No. N70634	٦	ime (Lc1) -	2015 MDT	
Basic Information							
Type Operating Certificate-			aft Damage		Injur		
Name of Carrier -	UNITED AIRLINES I	NC. NONE		Fatal	Serious	Minor	None
Type of Operation Flight Conducted Under	SCHEDULED, DOMESTI	C,PASSENGER Fire		ew O	0	0	7
		NONE	Pa	ass O	0	0	0
Incident Occurred During -	CLIMB						
Aircraft Information							
Make/Model - BOEING 727-		Eng Make/Modei - F			Installed/A		
Landing Gear - TRICYCLE-RE	TRACTABLE	Number Engines ~		\$	itall Warnin	g System	- YES
Max Gross Wt - 142000		Engine Type - 1					
No. of Seats - 147		Rated Power -	15000 LBS THRUST				
Environment/Operations Inform	ation						
Weather Data		Itinerary		Airport	Proximity		
Wx Briefing - COMPANY		Last Departure Poir	nt	OFF AI	RPORT/STRIP		
Method - IN PERSON	Ī	DENVER, CO					
Completeness - FULL		Destination		Airport D	ata		
Basic Weather - VMC		WICHITA,KS					
Wind Dir/Speed- 060/010 K	TS			Runway	Ident -	N/A	
Visibility - 30.0	SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 1	6000 FT SCATTERED	Type of Flight Plan	n - IFR		Surface -	N/A	
Lowest Ceiling - 2	5000 FT OVERCAST	Type of Clearance	- IFR	Runway	Status -	N/A	
Obstructions to Vision- N	IONE	Type Apch/Lndg	- UNK/NR				
Precipitation - N	IONE	_					
Condition of Light - N	IIGHT (DARK)						
Personnel Information							
Pilot-In-Command	Age	- 55	Medical Certif	cate - VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Bien	nial Flight Review	Fi	ight Time (F			
ATP	•	Current - YES	Total -	UNK/NR	Last 24	Hrs - UN	
SE LAND, ME LAND, SE SEA		Months Since - UNK/N	<pre>IR Make/Mode1-</pre>	UNK/NR	Last 30 Last 90	Days- UN	K/NR
		Aircraft Type - UNK/N	NR Instrument∙	· UNK/NR	Last 90	Days- UN	K/NR
			Multi-Eng -	UNK/NR	Rotorcr	aft - UNI	K/NR
Instrument Rating(s) -	AIRPLANE						
							<b></b>
E ACFT EXPERIENCED AN UNCONTROL	LED ALTITUDE DEVI	ATTON AS A DESILIT OF	ENCOUNTEDING CAT	AT 27000 FT	IT CLIMBED	AT: 6000	
						~ 1 0000	
M TO 3200 FT. THE ACFT WAS 40 T	N 50 MILES NODIU 1	& SITCHTIVRFINW THE .	IFT CODE NO TUDRI	II FNCF WAS FO	DECAST		

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

File No 5043 11/09/83 DEN	VER,CO	A/C Re	g. No. N3512T	-	Time (Lcl) - 0940 MST					
Basic Information  Type Operating Certificate-AIR CARRIE!  Name of Carrier -CONTINENTAL  Type of Operation -SCHEDULED, I  Flight Conducted Under -14 CFR 121  Incident Occurred During -LANDING	_ AIRLINES	Aircraft NONE Fire NONE	C · P	Fatal Crew O	Injur Serious O O		None 5 48			
Aircraft Information Make/Model - MCDONNELL DOUGLAS DC-9 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 109000 No. of Seats - 116	Number Engi Engine Type	odel - P & ines - 2 e - TURI			Installed// Stall Warnir	ng System	- YES			
Environment/Operations Information Weather Data  Wx Briefing - COMPANY Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed- VARIABLE/OO8 KTS Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departument HOUSTON, TX Destination SAME AS AC  ATC/Airspace Type of Flig Type of Cleat Type Apch/Lr	CC/INC ght Plan - irance -		ON AIF Airport [ STAPLE Runway Runway Runway		26R 7926/ CONCRETE				
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND	Age - 39 Biennial Flight Re Current Months Since Aircraft Type	eview - YES - 1	Medical Certif F Total Make/Model Instrument Multi-Eng	light Time (F - 11000 - UNK/NR - UNK/NR	lours) Last 24 Last 30 Last 90	Hrs - UNI Days-	K/NR 66 247			
Instrument Rating(s) - AIRPLANENarrative APPROACHING FROM THE EAST THERE ARE 4 PARALE RWY 26R & RWY 25. RWY 26L & TAXIWAY CHARLIE ON RWY 26R. RWY 26L WAS BEING USED FOR INSTR REMOVAL EQUIP'T HAD CLEARED RWY 26L, RWY 26F 1/8 INCH OF MELTING SLUSH. THE CREW STATED TO RWY 26L, 26R & 25. THEY LANDED ON THE MIDDLE THE TAXIWAY THEY HAD LANDED ON HAS A LOAD BE ASSOCIATED WITH THE RWYS & THE APPROACH, WITH DURING FINAL THAT THEY WERE LINED UP WITH RW	ARE THE SAME LENGTH. RUMENT APPROACHES. AE R & TAXIWAY CHARLIE E FHEY SAW WHAT APPEARE E STRIP. THE 3 "RWYS" EARING WEIGHT OF 700, FH THE EXCEPTION OF R	ALL 4 ARI BOUT 2 INCH BUT ALL RW D TO THEM THEY SAW OOO LBS.	E CONCRETE COV HES OF SNOW HA 'S & TAXIWAYS TO BE 3 SNOW WERE IN FACT THE RWY LIGHTS SI LIGHTS, HAD	ERED. THE FLT D FALLEN THE WERE 60-75% ( PLOWED RWYS A 26L, TAXIWAY , TAXIWAY LIC BEEN TURNED	WAS CLEARE PREVIOUS NI COVERED WITH HEAD OF THE CHARLIE & 2 GHTS & ALL L	D TO LAND GHT. SNOW UP TO M: 6R. IGHTING				

Occurrence #1
Phase of Operation

MISCELLANEOUS/OTHER
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

# Updated AABSTOL

# National Transportation Safety Board Washington, D.C. 20594

Basic Information							
Type Operating Certificate-NONE (GENERAL	_ AVIATION)	Aircraft Dar NONE	nage	Fo+o1	Injur Serious	ies Minor	None
Type of Operation -SCHEDULED, DOM	MESTIC DASSENGED	Fire	Cre	Fatal w O	Serious	Minor	None 7
Flight Conducted Under -14 CFR 121	MESTIC, PASSENGER	NONE	Pas		0	0	6
Incident Occurred During -TAKEOFF				-	· ·	·	
Aircraft Information							
Make/Model - BOEING 767		odel - UN UN			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng			S	tall Warning	g System -	- YES
Max Gross Wt - 350000		e - TURBOFA	AN				
No. of Seats - UNK/NR	Rated Power	r - UNK/NR					
Environment/Operations Information							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - COMPANY Method - IN PERSON	Last Departo SAME AS AG			ON AIR	PORT		
Completeness - WEATHER NOT PERTINENT	Destination	JC/ INC		Airport D	2+2		
Basic Weather - VMC	SAN FANCIS	SCO CA		•	TON INT'L		
Wind Dir/Speed- 360/005 KTS	SAN TANOI.	300,04				UNK/NR	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 25000 FT THIN					Surface -		
Lowest Ceiling - NONE	Type of Clea	arance - IFF	₹	Runway	Status -	DRY	
Obstructions to Vision~ NONE	Type Apch/Li	ndg - NON	1E				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information					_		
	Age - UNK/NR		cal Certific				
Certificate(s)/Rating(s) ATP	Biennial Flight Re Current		Total -	ght Time (H		Hrs - UNK	/ /ND
SE LAND	Months Since		Make/Model-			Days- UNK	
SE EARD	Aircraft Type	•	Instrument-			Days - UNK	
	2. 2. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		Multi-Eng -	•		aft - UNK	
Instrument Rating(s) - AIRPLANE							
TAKEOFF ROLL THE NO 3 WHEEL ON THE RIGHT MA	ATN LANDING GEAD FI	ELL OFF THE AC	ET THE ACET	DETLIDNED A	ND LANDED		
THOUT FURTHER INCIDENT. THE WHEEL BEARING WA					TAINDED		

File No. - 5072 12/09/83 DENVER,CO A/C Reg. No. N613UA Time (Lc1) - 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  $is/are\ finding(s)\ 1,2$ 

# Updated 111887/02

# National Transportation Safety Board Washington, D.C. 20594

File No 5078 10/17/83 W	ASHINGTON,DC	A/C Reg. No.	N2111J	т	ime (Lc1) -	1036 EDT	
Basic Information Type Operating Certificate-NONE (GEI	NERAL AVIATION)	Aircraft Damage MINOR		Fatal	Injur Serious	ies Minor	None
Type of Operation -SCHEDULE Flight Conducted Under -14 CFR 1: Incident Occurred During -TAKEOFF	D,DOMESTIC,PASSENGER 21	Fire NONE	Crew Pass	0	0 0	0	4 47
Aircraft Information Make/Model - BAC 1-11/204/AF Landing Gear - TRICYCLE-RETRACTABL Max Gross Wt - UNK/NR No. of Seats - 74	Number Eng Engine Typ	fodel - ROLLS ROYC gines - 2 pe - TURBOJET er - UNK/NR	E SPEY 506-		Installed/Adtall Warning		
Environment/Operations Information							
Weather Data Wx Briefing - COMPANY Method - IN PERSON	Itinerary Last Depart UNK/NR	cure Point			Proximity RPORT/STRIP		
Completeness - WEATHER NOT PERTI				Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- 180/001 KTS	PROVIDENC	CE,RI			GTON INT'L	22	
	Type of Cle	ight Plan - IFR earance - IFR .ndg - STRAIG	HT-IN	Runway Runway	Ident - Lth/Wid - Surface - Status -	5212/ ASPHALT	200
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 49 Biennial Flight F		Certificate	e ~ VALID t Time (H		WAIVERS/	LIMIT
ATP	Current	- YES Tot	al - 1'	7100	Last 24	Hrs - UN	IK/NR
SE LAND	Months Since Aircraft Type	- UNK/NR Mak	e/Model- 4 trument-	1700	Last 30 Last 90	Davs- UN	JK/NR
Instrument Rating(s) - AIRPLAN	≣						
Narrative N INITIAL CLIMB BUT THE FOWARD RIGHT GAL ANDED WITHOUT FURTHER INCIDENT. THE DOOR			INED REASONS	S. THE AC	FT RETURNED	AND	

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

File No 5048 2/15/83 M	IAMI,FL	A/C Reg.	No. N8831E	Т	ime (Lc1) -	2029 EST	
Basic Information Type Operating Certificate-AIR CARR Name of Carrier -EASTERN A Type of Operation -SCHEDULE Flight Conducted Under -14 CFR 12 Incident Occurred During -LANDING	AIRLINES D,DOMESTIC,PAX/CARGO	Aircraft [ MINOR Fire NONE	Damage Cre Pas		Injur Serious O O	ries Minor O O	None 7 67
Aircraft Information Make/Model - BOEING B-727-200 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 172700 No. of Seats - 157		e - TURBO			Installed/Æ		
Environment/Operations Information Weather Data  Wx Briefing - COMPANY Method - TELETYPE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 220/003 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 3000 FT S Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(BRICE	Itinerary Last Depart WEST PALM Destination JAMAICA,N ATC/Airspace SCATTERED Type of Fli Type Apch/L	I BEACH,FL IY ght Plan - I arance - I ndg - I		ON AIR Airport D MIAMI Runway Runway Runway	Data INTERNATION / Ident - / Lth/Wid - / Surface -	09R 13002/	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,FLT ENG SE LAND,ME LAND	Age - 49 Biennial Flight R Current Months Since Aircraft Type	eview - YES - 3		ght Time (H 12353 2725 UNK/NR	lours) Last 24 Last 30 Last 90	WAIVERS/ Hrs - Days- UN Days- UN	3 K/NR 143
Instrument Rating(s) - AIRPLANGNarrative URING GEAR RETRACTION AFTER TAKEOFF, THE EMAINED ILLUMINATED. THE LANDING GEAR CON HE LEFT MLG WERE ALSO UNSUCCESSFUL. DURIN OWN; HOWEVER, THE LEFT MLG WAS ONLY PART! WHEELS UP LANDING WAS MADE. AFTER BEING ERE EXTENDED & THE ACFT WAS TOWED FROM TH CTUATOR MOUNTING BOLTS & A SERRATED FITT! QUIPPED WITH AN ORIGINAL PRODUCTION MLG S XTENSION WITHOUT HYD PRESSURE. HOWEVER, 1	AIRCREW NOTED THAT TH NTROL WAS CYCLED, BUT NG TOWER FLY-BY'S, THE IALLY EXTENDED & THE L HOISTED, THE LEFT MLG HE RWY. AN EXAM REVEAL ING WERE LOOSE. THE SY SAFETY BAR TO PREVENT	THE CONDITION AIRCREW WEREFT MLG DOOR WAS FOUND HED NO DISCRESTEM MALFUNCINTERFERENCE	ON WAS NOT CORRED THAT  WAS IN AN APR HANGING DOWN & PANCIES EXCEPT TION COULD NOT BETWEEN THE D	ECTED. ATTE THE NOSE & X 45 DEG PO WEDGED ON T THE LEFT M BE DUPLICA OOR & GEAR	MPTS TO EXT RIGHT MLG SITION. SUE HE DOOR. AL IGL DOOR TED. THE AC DURING EMER	END WERE SEQUENTLY L GEAR	

File No. - 5048 2/15/83 MIAMI,FL A/C Reg. No. N8831E Time (Lc1) - 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

# Brief of Accident/Incident

File No 6006 2/21/83 ZEBasic Information			No. NCGNHL				
Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft D	amage		Inju		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Acc/Inc Occurred During -CLIMB		NONE Fire NONE	Crew Pass	-		Minor 1 3	None 0 0
-Aircraft Information Make/Model - CESSNA 182 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2950 No. of Seats - 4	Number Ei Engine Ty	ngines - 1	NENTAL 0470 -FUEL INJECTED O HP		Installed// tall Warni		
Weather Data  Wx Briefing - NO RECORD OF BRIEF  Method - N/A	Itinerary ING Last Depa ZEPHYRH			Airport ON AIR	Proximity PORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 110/014 KTS	Destination WEST PAI	1		Airport D ZEPHYR	HILLS	- 40	
Visibility - 15.0 SM Lowest Sky/Clouds - 12000 FT S Lowest Ceiling - 18000 FT 0 Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	VERCAST Type of C	ight Plan - N	ONE	Runway Runway	Lth/Wid Surface	- 5000/	
-Personnel Information Pilot-In-Command	Age - 59	Me	dical Certifica	te - VALID	MEDICAL-WA	AIVERS/LIM	 IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review					
PRIVATE,FOREIGN SE LAND,SE SEA		- UNK/NR e - UNK/NR pe - UNK/NR		NK/NR NK/NR NK/NR NK/NR	Last 24 Last 30 Last 90 Rotorce	4 Hrs - Days- Days- raft - UNH	1 1 1 
Instrument Rating(s) - NONE							
Narrative INITIAL CLIMB AT ABOUT 250 FT AGL THE E /RINKLED RIDGE WAS FOUND IN THE FUEL TAN			THE GASCOLATOR	AND IN THE	FUEL TANKS	5.	<del></del>

### Brief of Accident/Incident (Continued)

File No. - 6006 2/21/83 ZEPHYRHILLS,FL A/C Reg. No. NCGNHL Time (Lc1) - 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

-Basic Information		A / C. b. D			<b>T</b>		
Type Operating Certificate-COMMUTER	N POSTON ATDLT	Aircraft Damage MINOR		5a+a1	Injur Serious		None
Name of Carrier -PROVINCETOW Type of Operation -SCHEDULED,D	OMESTIC PASSENGED	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 135	Sines (10), Assertaen	NONE	Pass	-	Õ	Ô	4
Incident Occurred During -CRUISE				· ·			
·Aircraft Information							
Make/Model - CESSNA 402C		del - CONTINENTAL	L TSI0-520		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engi			St	tall Warnin	g Syste	m - YES
Max Gross Wt - 6850		- RECIP-FUEL	INJECTED				
No. of Seats - 10	Rated Power	- 325 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
W×Briefing - UNK/NR Method - UNK/NR	Last Departu			OFF ATE	RPORT/STRIP		
Method - UNK/NR Completeness - UNK/NR	TALLAHASSE Destination	E,FL		Airport Da	.+		
Basic Weather - VMC	JACKSONVIL	1 E EI		A II POI C Da	ala		
Wind Dir/Speed- 270/011 KTS	0.0000000112	22,12		Runway	Ident -	N/A	
Visibility - 6.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		ht Plan - IFR			Surface -		
Lowest Ceiling - NONE		rance - IFR		Runway	Status -	N/A	
Obstructions to Vision- HAZE	Type Apch/Ln	dg - UNK/NR					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							- /
<pre>Pilot-In-Command   Certificate(s)/Rating(s)</pre>	Age - 25 Biennial Flight Re	Medical View		te - VALID ht Time (Ho	MEDICAL-NO ours)	WAIVER	S/LIMII
ATP	Current	- YES Tota				Hrs -	8
SE LAND, ME LAND	Months Since	- 5 Make	e/Model-	600	Last 24 Last 30 Last 90	Days-	UNK/NR
	Aircraft Type		trument-		Last 90	Days-	160
		Mu 1 ·	ti-Eng ~	1200			
Instrument Rating(s) - AIRPLANE							
·Narrative							

File No. - 5013 3/19/83 NEAR TAYLOR,FL A/C Reg. No. 65PB Time (Lc1) - 1245 EST

Occurrence AIRFRAME/COMPONI Phase of Operation CRUISE - NORMAL

AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

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

File No 5016	4/04/83	NEAR ORLANDO	),FL A/C	Reg. No. N369)	(L 	T	ime (Lc1)	- 2220 	EST 
-Basic Information Type Operating Certific	ate-ON-DEM	AND AIR TAXI	Aircr	aft Damage			Inju	ries	
			MINO			Fatal	Serious	Mino	
Type of Operation	-FERRY		Fire		Crew		0	0	
Flight Conducted Under			NONE		Pass	0	0	0	0
Incident Occurred During	g -DESCEN	T 							
-Aircraft Information									
Make/Mode1 - GATES L			Eng Make/Model -		1-2				ed - YES/N
Landing Gear - TRICYCL	E-RETRACTA	BLE	Number Engines -			S.	tali Warni	ng Syst	em - YES
Max Gross Wt - 17000			Engine Type -	TURBOFAN					
No. of Seats - 10			Rated Power -	3500 LBS THRU	JST 				
-Environment/Operations In	formation-								
Weather Data			tinerary				Proximity		
Wx Briefing - UNK/NI			Last Departure Poi	nt		OFF AI	RPORT/STRI	P	
Method - UNK/NI			LAS CRUCES,NM						
Completeness - UNK/NI	R	- [	Destination			Airport Da	ata		
Basic Weather - VMC			SAME AS ACC/INC			_			
Wind Dir/Speed- UNK/N			4					- N/A	
Visibility - 10.0			C/Airspace		•		Lth/Wid		
Lowest Sky/Clouds -		·	Type of Flight Pla	n - IFR			Surface		
Lowest Ceiling	- NONE		Type of Clearance			Runway	Status	- N/A	
Obstructions to Vision			Type Apch/Lndg	- UNK/NR					
Precipitation	- NONE	ADIC)		•					
Condition of Light	- NIGHT(D	AKK) 							
-Personnel Information									
Pilot-In-Command			37	Medical Cert				O MAIVE	RS/LIMIT
Certificate(s)/Rating(s	s)		ial Flight Review			nt Time (H			_
ATP			urrent - YES			3412		4 Hrs -	
SE LAND, ME LAND			onths Since - 1	make/mod	1e i -	2162	Last 3	O Days-	UNK/NR
		Α :	ircraft Type - 35A	Instrume	ent-	118 2359	Last 9	O Days-	118
to the country of the		-		Multi-Er	ıg -	2359			
Instrument Rating(s	) - AIRPL	ANE							
-Narrative					<b></b> -			<b></b>	
ING DESCENT THE PILOT IN C	OMMAND MAT	NTATMED DED I	THE ATPODEED THE	ATDODAET THEN O	NCOUNT	TEDED CLEA	ATD THER	III ENCE	
LOWED BY A LOSS OF CONTROL								OLLINOL,	
LUMED DI A LUGG OF CONTROL	. INE FILU	I FVIEWDED IL	IF FRIADTIAG GEWK IO	JEON THE MIKOKA	ai i mivi	> WEGNIN OF	714 I KOL.		

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 AAB 87/03/2.12

## National Transportation Safety Board Washington, D.C. 20594

### Brief of Incident

Time Opensting Coutificate AID CARRIE					
Type Operating Certificate-AIR CARRIE		Damage		uries	
Name of Carrier -EASTERN AI		_	Fatal Serious		None
Type of Operation -SCHEDULED,	INTL, PASSENGER Fire	Crew	0 0	0	10
Flight Conducted Under -14 CFR 121 Incident Occurred During -DESCENT	NONE	Pass	0 0	0	162
-Aircraft Information					
Make/Model ~ LOCKHEED L-1011	Eng Make/Model - ROLI	S-ROYCE RB-211-22B			
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3		Stall Warn	ing System	- YES
Max Gross Wt - 452000	Engine Type - TURE				
No. of Seats - 358	Rated Power - 410	)30 LBS THRUST			
-Environment/Operations Information Weather Data	Itinerary	,	Airport Proximity		
Wx Briefing - COMPANY	Last Departure Point	<i>'</i>	OFF AIRPORT/STR		
Method - IN PERSON	SAME AS ACC/INC		011 /12111 0111/ 01111		
Completeness - WEATHER NOT PERTINE	NT Destination	A	irport 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		150
Lowest Sky/Clouds - 2300 FT SC Lowest Ceiling - 8000 FT BR	ATTERED Type of Flight Plan - OKEN Type of Clearance -		Runway Surface	- ASPHALI - DRY	
Obstructions to Vision- NONE	, i	PRECAUTIONARY LAND:	Runway Status	- DRT	
Precipitation - NONE	Type Apeny Endy	TRECACTIONART EARD.	LIVU		
Condition of Light - DAYLIGHT					
-Personnel Information					
Pilot-In-Command	•	Medical Certificate		NO WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Time (Hours)		. /
ATP ME LAND	Current - YES Months Since - 3	Total - 120 Make/Model-		24 Hrs - UNI 30 Days- UNI	•
ME LAND	Aircraft Type - L-1011	Instrument- UNK		30 Days- UNI 90 Days- UNI	
	All Clart Type L 1011				
		Multi-Eng - UNK,	THE ROLLING	craft - UNI	

LOCATING & DONNING LIFE VESTS.

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
- 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

File No 5079 6/	25/83 TAMPA,	FL	A/C Reg	g. No. N405EA		T	ime (Lc1)	- 2200 ED	т
Basic Information									
Type Operating Certificat	e-AIR CARRIER -	FLAG/DOMESTIC	Aircraft	Damage			Inju		
Name of Carrier Type of Operation	-EASTERN AIRLI	NES	MINOR			atal	-	Minor	None
Type of Operation	-SCHEDULED, DOM	ESTIC,PAX/CARGO	Fire		Crew	0	O	0	5
Flight Conducted Under Incident Occurred During			IN FLIGH	<del>1</del> 1	Pass	0	0	0	72
Aircraft Information									
	DOUGLAS DC-9-5	1 Eng Make/M	odel - P/W	JT8D-17		FIT '	[nstalled/	Activated	I - NO -N/
Landing Gear - TRICYCLE-		Number Eng					tall Warni		
Max Gross Wt - 122000	NET MAGTABLE	Engine Typ				~	carr warrin	ig system	, ,,,
No. of Seats - UNK/NR		Rated Powe							
Environment/Operations Info	 rmation								
Weather Data		Itinerary			Air	port F	Proximity		
Wx Briefing - NWS		Last Depart	ture Point			OFF AIRPORT/STRIP			
Method - TELETYP	E	ATLANTA, G	Α						
Completeness - WEATHER	NOT PERTINENT	Destination			Airp	ort Da	ata		
Basic Weather - VMC		TAMPA,FL			1	AMPA			
Wind Dir/Speed- CALM					F	≀unway	Ident	- N/A	
Visibility - UNK/NR		ATC/Airspace					Lth/Wid		
Lowest Sky/Clouds -							Surface		
Lowest Ceiling -		Type of Cle			F	≀unway	Status	- N/A	
Obstructions to Vision-		Type Apch/L		ILS-COMPLETE					
Precipitation -				STRAIGHT-IN					
Condition of Light -	NIGHT(DARK) 								
Personnel Information Pilot-In-Command		A 40		tadiaal Cauti	r:+-	V/A1 TD	MEDICAL N	. WATVEDO	/1 TMTT
Certificate(s)/Rating(s)		Age - 48 Biennial Flight R		Medical Certi	Ficate - Flight Ti			) MAINEKS	/ CIMII
ATP		Current						1 Hrs - U	NIZ /NID
SE LAND, ME LAND		Months Since		Make/Mede	9700 1- IIII - I	<i>)</i> 1	Last 24	TOWER U	NK/NK
SE LAND, ME LAND		Aircraft Type		Make/Mode Instrumen Multi-Eng	I - UIVK/IVR		Last St	Days- U	NK/NR
		All Clart Type	DC 9	Multi-Eng	- IINIZ/NE	· •	Potono	raft - U	NK/NK
				Marti Liig	OIVE/ IVE	•	KO (OI CI	art 0	INN/ INN
Instrument Rating(s)	- AIRPLANE								
Narrative									
OKE WAS OBSERVED COMING FROM (	UNDER THE RIGHT	REAR LAVATORY DO	OR DURING T	HE TAXI FROM	LANDING	THE F	TRE WAS NO	ıτ	
NTAINED WITHIN THE WASTE RECEI								- ,	

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

File No 5131 8/27/83	o 5131 8/27/83 PALM BEACH,FL A/C Reg			Т	Time (Lc1) - 1900 EDT			
-Basic Information Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraft Da	 amage		Inju	ries		
.,,,		MINOR		Fata1	Serious	Minor	None	
Type of Operation -PERSON	IAL	Fire	Crew	0	0	1	0	
Flight Conducted Under -14 CFR	? 91	ON GROUND	Pass	0	0	1	0	
Incident Occurred During -TAXI								
-Aircraft Information								
Make/Mode1 - SEMCO CHALLENGER		Model - N/A			Installed/			
Landing Gear - UNK/NR		ngines - N/A		S	tall Warniı	ng Syste	m - UNK/NR	
Max Gross Wt - UNK/NR	Engine Ty							
No. of Seats - UNK/NR	Rated Pow	ver - N/A						
-Environment/Operations Information-								
Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BR		ture Point		OFF AI	RPORT/STRII	<b>-</b>		
Method - N/A	PALM BEA							
Completeness - N/A	Destination	1		Airport D	ata			
Basic Weather - VMC	LOCAL							
Wind Dir/Speed- 040/008 KTS				Runway		- N/A		
Visibility - 16.0 SM	ATC/Airspace	)		Runway	Lth/Wid	- N/A		
Lowest Sky/Clouds - CLEAR	Type of F1	ight Plan - No	ONE	Runway	Surface	- GRASS/	TURF	
Lowest Ceiling - NONE	Type of Cl	earance - No	ONE	Runway	Status	- DRY		
Obstructions to Vision- NONE	Type Apch/	Lndg - No	ONE					
Precipitation - NONE								
Condition of Light - DAYLIGH	łT							
-Personnel Information								
Pilot-In-Command	Age - 33	Med	dical Certifica	te - UNK/N	₹			
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Flig	ht Time (H	ours)			
PRIVATE, COMMERCIAL	Current	- YES	Total -	140	Last 2	4 Hrs - I	JNK/NR	
SE LAND	Months Since	e - 17	Make/Mode1-	65	Last 30	Days- U	JNK/NR	
FREE BALLOON	Aircraft Typ	e - UNK/NR	Instrument-	0	Last 90	Days- I	JNK/NR	
Instrument Rating(s) - NONE								
Managetter								
-Narrative LE BEING GROUND HANDLED AFTER LANDIN								
	IC A DALLOOM CONTACTED L		TCU VOLTAGE WID	E C.				

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

File No 5054 9,	/O1/83 MIAMI,	FL	A/C Re	g. No.	YV134	7	ime (Lc1) -	1100 E	ΣT
Basic Information Type Operating Certifica	te-AIR CARRIER -	FLAG/DOMESTIC	Aircraft MINOR	Damage	· · · · · · · · · · · · · · · · · · ·	Fatal	Injur Serious	ies Minor	None
Type of Operation Flight Conducted Under Incident Occurred During	-14 CFR 129	L,PASSENGER	Fire NONE		Cre Pas	w O	0	0	13 188
Aircraft Information Make/Model - MCDONNELI Landing Gear - N/A Max Gross Wt - UNK/NR No. of Seats - 268	_ DOUGLAS DC-10-						Installed// itall Warnir		
Obstructions to Vision	3 KTS SM 2500 FT SCATT - 25000 FT BROKE - NONE - NONE	Itinerary Last Depart CARACAS Destination SAME AS A ATC/Airspace ERED Type of Fi	ACC/INC ight Plan - earance -			OFF AI Airport D Runway Runway Runway	/ Ident - / Lth/Wid - / Surface -	N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s ATP SE LAND,ME LAND		Age - 38 Biennial Flight F Current Months Since Aircraft Type	Review - UNK/NR - UNK/NR	Tota Maka Ins		2000 UNK/NR	lours) Last 24 Last 30 Last 90	! Hrs - ) Days- l ) Days- l Paft - l	JNK/NR JNK/NR
Instrument Rating(s)	- AIRPLANE								
T-Narrative IE ACFT EXPERIENCED THE SEPAR. PARATED AND CAUSED SLIGHT DAY IE INCIDENT WAS NOT NOTICED UP ITIFIED BY TELEX OF THE FAILUP ITS CASE AND A COLD BOND METH ICTORS IN THE FAILURE OF THE ENTERMINED.	MAGE TO A PARKED NTIL A LOCAL RES RE DUE TO DELAMI DD WITH INADEQUA	) AUTO ON THE STRE SIDENT CALLED TO F NATION OF THE VAN TE SURFACE PREPAR	EET BELOW. REPORT THE P NE FROM MOIS RATION AND	THE ACF FALLEN A STURE II INSUFFIO	T CONTINU ARTICLE. NGESTION. CIENT PRE	ED ON TO AN ALL DC-10 C A SKIN REF SSURE DURIN	I UNEVENTLY OPERATORS WE VAIR HAD BEE IG BONDING W	LANDING RE N MADE	IN

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

Make/Model - BEECH AIRCRAFT Landing Gear - TRICYCLE-RETRAC Max Gross Wt - 10100 No. of Seats - 10	AIR SERVICES SCHED, DOMESTIC, PASS FR 135 ING CORP. E18S Eng TABLE Num Eng Rat Itiner BRIEFING Last	NONE  Make/Model - P/W ber Engines - 2 ine Type - REC ed Power -	Cr Pa V R-985AN14B CIPROCATING-CARE 450 HP	URETOR	Injur Serious 0 0 This installed/Astall Warning Proximity	Minor 0 0  ctivated	1 5 
Flight Conducted Under -14 C Incident Occurred During -LAND  -Aircraft Information Make/Model - BEECH AIRCRAFT Landing Gear - TRICYCLE-RETRAC Max Gross Wt - 10100 No. of Seats - 10  -Environment/Operations Informatio Weather Data Wx Briefing - NO RECORD OF	FR 135 ING CORP. E18S Eng TABLE Num Eng Rat Itiner BRIEFING Last	NONE  Make/Model - P/W ber Engines - 2 ine Type - REC ed Power -	Pa N R-985AN14B CIPROCATING-CARE 450 HP	ew Oss O	O O Installed/A Stall Warning	0 0  ctivated	1 5 
Flight Conducted Under -14 C Incident Occurred During -LAND  -Aircraft Information Make/Model - BEECH AIRCRAFT Landing Gear - TRICYCLE-RETRAC Max Gross Wt - 10100 No. of Seats - 10  -Environment/Operations Informatio Weather Data Wx Briefing - NO RECORD OF	FR 135 ING CORP. E18S Eng TABLE Num Eng Rat Itiner BRIEFING Last	NONE  Make/Model - P/W ber Engines - 2 ine Type - REC ed Power -	Pa N R-985AN14B CIPROCATING-CARE 450 HP	ELT URETOR	O Installed/A Stall Warning	0  ctivated	5  - YES/N
Incident Occurred During -LAND  -Aircraft Information Make/Model - BEECH AIRCRAFT Landing Gear - TRICYCLE-RETRAC Max Gross Wt - 10100 No. of Seats - 10  -Environment/Operations Informatio Weather Data Wx Briefing - NO RECORD OF	ING	Make/Model - P/W ber Engines - 2 ine Type - REC ed Power -	V R-985AN14B CIPROCATING-CARE 450 HP	ELT S URETOR	Installed/A Stall Warnin	ctivated	 - YES/N
Make/Model - BEECH AIRCRAFT Landing Gear - TRICYCLE-RETRAC Max Gross Wt - 10100 No. of Seats - 10	TABLE Num Eng Rat n Itiner BRIEFING Last	ber Engines - 2 ine Type - REC ed Power	CIPROCATING-CARE 450 HP	URETOR	Stall Warning		
Landing Gear - TRICYCLE-RETRAC Max Gross Wt - 10100 No. of Seats - 10  -Environment/Operations Informatio Weather Data Wx Briefing - NO RECORD OF	TABLE Num Eng Rat n Itiner BRIEFING Last	ber Engines - 2 ine Type - REC ed Power	CIPROCATING-CARE 450 HP	URETOR	Stall Warning		
Max Gross Wt - 10100 No. of Seats - 10Environment/Operations Informatio Weather Data Wx Briefing - NO RECORD OF	Eng Rat  n Itiner BRIEFING Last	ine Type - REC ed Power - a	CIPROCATING-CARE 450 HP	URETOR		g System	- UNK/NI
No. of Seats - 10	Rat  n Itiner BRIEFING Last	ed Power - ary	450 HP		Proximity		
-Environment/Operations Informatio Weather Data Wx Briefing - NO RECORD OF	n Itiner BRIEFING Last	ary		Airport	Proximity		
Weather Data Wx Briefing - NO RECORD OF	Itiner BRIEFING Last			Airport	Proximity		
Wx Briefing - NO RECORD OF	BRIEFING Last			Airport	Proximity		
		Departure Point					
Method - N/A		A 14 T		ON AIR	RPORT		
		AMI,FL		Ainmant [	\a+a		
Completeness - N/A Basic Weather - VMC		nation . LAUDERDALE,FL		Airport [ OPA-LO			
Wind Dir/Speed- 110/009 KTS	FI	. LAUDERDALE, FL				12	
Visibility - 7.0 SM	ATC/Ai	renace			/ Lth/Wid -		244
	FT SCATTERED Type		- LINK/NR		/ Surface -		
Lowest Ceiling - 2500		of Clearance				DRY	
Obstructions to Vision- NONE			- STRAIGHT-IN		• • • • • • • • • • • • • • • • • • • •		
Precipitation - NONE	. 71	.,,	•				
Condition of Light - DAYLI	GHT						
-Personnel Information	~						
Pilot-In-Command	Age -	53	Medical Certifi	cate - VALI	MEDICAL-WA	IVERS/LI	MIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial F	light Review	F1	ight Time (F	Hours)		
ATP	Curren	t - YES	Total -	16450	Last 24	Hrs -	3
SE LAND, ME LAND		Since - 23	Make/Model-	4515	Last 30	Days- U	NK/NR
•	Aircra	ft Type - UNK/NR			Last 90		180
			Multi-Eng -	10500	Rotorcr	aft -	450
Tuntuument Dating(c)	DI ANE						
Instrument Rating(s) - AIR	PLANE 						
-Narrative							
H NORMAL AND EMERGENCY LANDING GEA	R SYSTEMS FAILED DU	RINGTHE LANDING A	APCH. THE GEAR M	OTOR CUTOUT	SWITCH WAS	STRUCK A	N
EMERGENCY INSTRUCTION PLATE IN TH	E COCKPIT WAS INSTA	LLED BACKWARDS. 1	THE PILOT STATES	THAT HE HAD	TRIED TURN	ING THE	
DLE IN BOTH DIRECTIONS.							

File No. - 5080 9/22/83 OPA-LOCKA, FL A/C Reg. No. N967 Time (Lc1) - 1823 EDT AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 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

File No 5116 9/23/83	VERNA, FL	A/C Reg. No.	N7032W	Tim	e (Lc1) -	1830 EDT	
Basic Information							
Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraft Damag			Injur		
Type of Operation -PERSON	A.I.	MINOR Fire	Crew	atal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	Ó
Incident Occurred During -CRUISE			. 455	Ü	· ·	ŭ	ŭ
Aircraft Information							
Make/Model - PIPER PA 28-180		Model - AVCO LYCO	MING 0-360-A3A				
Landing Gear - TRICYCLE-FIXED		ngines - 1		Sta	11 Warnin	g System ·	- YES
Max Gross Wt - 2400 No. of Seats - 4	Engine ly Rated Pow	/pe - RECIPROCA /er - 180 HP					
No. or seats - 4	Rated POW	rer - 180 AP					
Environment/Operations Information-							
Weather Data	Itinerary				oximity		
Wx Briefing - NO RECORD OF BR		ture Point	(	OFF AIRP	ORT/STRIP		
Method - N/A Completeness - N/A	VENICE,F Destination		Aine	ort Dat	<b>-</b>		
Basic Weather - VMC	ORLANDO,		ATIT	Jort Dat	а		
Wind Dir/Speed- 060/012 KTS	OKEANOO,	'-	ŗ	Runway I	dent -	N/A	
Visibility - 6.0 SM	ATC/Airspace	<b>!</b>			th/Wid -	N/A	
Lowest Sky/Clouds - 3000 F					urface -		RF
Lowest Ceiling - 10000 F			į	Runway S	tatus -	ROUGH	
Obstructions to Vision- NONE	Type Apch/	Lndg - NONE					
Precipitation - NONE Condition of Light - DAYLIGH	т						
Personnel Information Pilot-In-Command	Aae - 58	Medica	1 Certificate -	EXPIRED			
<pre>Certificate(s)/Rating(s)</pre>	Age - 58 Biennial Flight	Review	Flight T				
PRIVATE	Current	- YES To	ta1 - 894	1	Last 24	Hrs - UNK	(/NR
SE SEA	Months Since	24 <sub>.</sub> Mal	ke/Model- UNK/NF				
e de la companya de	Aircraft Typ	e - UNK/NR In	strument- (	)	Last 90	Days- UNK	C/NR
Instrument Rating(s) - NONE							
	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~						
FT MADE AN EMERGENCY DUE TO POWERPLAN	T FAILURE, ACCESS TO TH	IE WRECKAGE WAS NET	VER GAINED				
			· - · · · · · · · · · · · · · ·				

File No 51	16 9/23/83	VERNA, FL	A/C Reg. No. N7032W	Time (Lc1) - 1830 EDT
Occurrence #1 Phase of Operation				
Finding(s)				
1. MISCELLANEOUS -	•			
	OOR - PILOT IN COM	_	IITIAL TRAINING - PILOT IN COMMAND	
3. IMPROPER US		CRAFI, INADEQUATE IN	TITIAL TRAINING - PILOT IN COMMAND	
Occurrence #2				
Phase of Operation	LANDING - FLARE/			
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	rd determines that	the Probable Cause(s) of this incide	ent

Basic Information	. NONE (051)			_				
Type Operating Certificat	te-NONE (GEN	ERAL AVIATION)	Aircraft [ MINOR	Damage	Fatal	Injur Serious	ies Minor	None
Type of Operation	-BUSINESS		Fire	Crew		0	0	1
Flight Conducted Under			NONE	Pass	0	0	0	0
Incident Occurred During	-LANDING							
Aircraft Information								
Make/Model - PIPER PA-			ke/Mode1 - AVCO	LYCOMING I0540-				
Landing Gear - TRICYCLE- Max Gross Wt - 3400	-KETRACTABLE		· Engines - 1 · Type - RECIA	CHEL THIECTED	5	tall Warnin	g System	- YES
No. of Seats - 7		•	, i	OO HP				
Environment/Operations Info	ormation							
Weather Data		Itinerary	,		Airport	Proximity		
Wx Briefing - FSS			parture Point		ON AIR	PORT		
Method - TELEPHO	DNE		SBORO					
Completeness - FULL		Destinat			Airport D			
Basic Weather - VMC Wind Dir/Speed- 050/020	NTC.	URLAN	IDO,FL		ORLAND		07	
Visibility - 15.0		ATC/Airsp	1200			Lth/Wid -	-	150
Lowest Sky/Clouds -				TFR		Surface -	•	100
	NONE		Clearance - 1			Status -		
Obstructions to Vision-	- NONE	Type Ap	ch/Lndg - S	STRAIGHT-IN				
Precipitation -	- NONE		ı	FULL STOP				
Condition of Light -	- DAYLIGHT							
Personnel Information						MEDICAL III		
Pilot-In-Command Certificate(s)/Rating(s)	•	Age - 27 Biennial Flic		edical Certifica	te - VALID ht Time (H		IVERS/LIN	AITI
COMMERCIAL, CFI	•		- YES	Total -	,	Last 24	Hrs -	6
SE LAND, ME LAND			nce - 8	Make/Model-		Last 30		
HELICOPTER			Type - UNK/NR	Instrument-	26	Last 90 Rotorcr	Days-	277
	3.			Multi-Eng -	713	Rotorcr	aft -	116
<pre>Instrument Rating(s)</pre>	- AIRPLANE							
 Narrative								
MADE AN INTENTIONAL GEAR L	JP LANDING A	FTER BOTH NORMAL	& EMERGENCY PRO	CEDURES FAILED T	O LOWER TH	E GEAR. IT	WAS	
DMINED THAT THE HYDDALL TO P	H DOTOM DMIK	AD FATIED NORMAL	& EMERGENCY SYS	STEMS WERE INTER	DEPENDENT.	THE EMERGE	NCY GEAR	
HRAGM WAS BLOCKED BY MUD DA			Linenalitoi 511					

File No. - 5111 9/25/83 ORLANDO, FL A/C Reg. No. N301WA Time (Lc1) - 1356 EDT

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

### Brief of Accident/Incident

Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Dama	age		Injur <sup>.</sup>		
<b>-</b>		DESTROYED	_	Fatal	Serious	Minor	None
Type of Operation -FERRY Flight Conducted Under -14 CFR 103		Fire NONE	Crew Pass	-	O 1	2 1	0
Acc/Inc Occurred During -LANDING		NUNE	Pass	U	ı	'	O
Aircraft Information							
Make/Model - SIKORSKY S-61N		/Model - GE CT-58	3-140-1		Installed/Ad		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 1900		ngines - 2	<b>.</b> D	S	tall Warning	y System	- UNK/NR
No. of Seats - 8		ype - TURBOPRO wer - 1150 k					
	Rated FO	wei 1130 i					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
W× Briefing - FSS Method - IN PERSON	Last Depa NASSAU	rture Point		OFF AT	RPORT/STRIP		
Completeness - WEATHER NOT PERTINENT		n		Airport D	ata		
Basic Weather - VMC		ACC/INC			EACH INTERNA	TIONAL	
Wind Dir/Speed- 100/007 KTS						N/A	
Visibility - UNK/NR	ATC/Airspac				Lth/Wid -		
Lowest Sky/Clouds - 3000 FT		light Plan - VFR			Surface -		
Lowest Ceiling - 30000 FT Obstructions to Vision- NONE	Type of C	learance - NONE	ETO DATTEDN	Runway	Status -	DRY	
Precipitation - NONE	Type Apch	/Lndg - TRAF	FIC PATTERN				
Condition of Light - DUSK							
						<del>-</del>	
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 34		al Certifica			WAIVERS/	LIMIT
COMMERCIAL	Biennial Flight Current		riigi otal -	ht Time (H 7500	Last 24	Hre -	16
SE LAND, ME SEA	Months Sinc		fake/Model-			Days- UN	
HELICOPTER	Aircraft Ty	=	instrument-	350	Last 90	Days-	150
		·	Multi-Eng -		Rotorcra		7350
Instrument Rating(s) - HELICOPTER							
Name							
Narrative ILE DESCENDING FOR A LANDING THERE WAS A SE		UTDOADD SESTION S	SE THE MATN D			00404	

### Brief of Accident/Incident (Continued)

File No 60		WEST PALM BEACH, FL	A/C Reg. No.	YV323	Time (Lc1) - 1916 EDT
Occurrence #1 Phase of Operation		NT/SYSTEM FAILURE/MALFUN	CTION		
Finding(s) 1. ROTOR SYSTEM,MA 2. INSUF 3. ROTOR SYSTEM,MA 4. ROTOR SYSTEM,MA	FICIENT STANDARDS/ IN ROTOR BLADE - S	REQUIREMENTS, AIRCRAFT - TRESS CORROSION ATIGUE			
Occurrence #2 Phase of Operation					
Occurrence #3 Phase of Operation		NCY			
Probable Cause					
The National Transpois/are finding(s) 1	rtation Safety Boa	rd determines that the P	robable Cause(s) of	this accident/ir	nc i dent
Factor(s) relating t	o this incident is	/are finding(s) 2,3,4			

File No 5083 10/13/83 DAYTO	DNA,FL A/C R	eg. No. N2864W 	Time (Lc1) - 0930 EDT			
-Basic Information Type Operating Certificate-NONE (GENERA		t Damage		Injur		
Time of Openstion DUCINECO	MINOR	0	Fatal	Serious		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	-	0	0	1
Incident Occurred During -LANDING		rass	_	Ū	•	O
-Aircraft Information						
Make/Model - BEECHCRAFT A-36	Eng Make/Mode1 - CO					
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		9	itall Warnir	ng System	- YES
Max Gross Wt - 3600	Engine Type - RE					
No. of Seats - 5	Rated Power -	285 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIF	PORT		
Method - UNK/NR	ORLANDO, FL					
Completeness - WEATHER NOT PERTINENT			Airport [			
Basic Weather - IMC	DAYTONA BEACH, FL			IA BEACH REG		
Wind Dir/Speed- 180/010 KTS				Ident -		
Visibility - 7.0 SM	ATC/Airspace	7.50		Lth/Wid -		
Lowest Sky/Clouds - SCATTERED Lowest Ceiling - BROKEN	Type of Flight Plan Type of Clearance			Surface - Status -		
Obstructions to Vision- NONE	Type Of Creamance Type Apch/Lndg		Runway	Status -	URT	
Precipitation - NONE	Type Apch/Endg	FULL STOP				
Condition of Light - DAYLIGHT		TOLL STOP				
-Personnel Information						
Pilot-In-Command	Age - 58	Medical Certifica	te - VALIC	MEDICAL-WA	IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (F	lours)		
PRIVATE	Current - UNK/NR		1852	Last 24		2
SE LAND	Months Since - UNK/NR		1500	Last 30	Days- U	
	Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	159
Instrument Rating(s) - NONE						
That dillett Rating(s) None						
-Narrative						
LEFT MAIN LANDING GEAR COLLAPSED ON LAND						
GEAR COLLAPSED POSSIBLY DUE TO LOW GEAR D		T GEAR UP BRACKET F	HAD NOT BE	EN INSTALLE	D. AN	
UAL INSPECTION SIGNOFF WAS PENDING THIS IN						

File No. - 5083 10/

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

	Brief of Incid	dent			
File No 5065 10/19/83	MIAMI,FL A/C	Reg. No. N357PA	Ti	me (Lc1) - 1430 ED	Т
Basic Information Type Operating Certificate-AIR Name of Carrier -NOR Type of Operation -SCH Flight Conducted Under -14 Incident Occurred During -LAN	THEASTER INTER. AIRWAY MING EDULED,DOMESTIC,PASSENGER Fire CFR 121 NONE	Crew	-	Injuries Serious Minor O O O O	None 6 67
Aircraft Information Make/Model - BOEING 727-21 Landing Gear - TRICYCLE-RETRA Max Gross Wt - UNK/NR No. of Seats - 135	Engine Type -	3		nstalled/Activated all Warning System	
Environment/Operations Informati Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 070/010 KTS Visibility - UNK/NR Lowest Sky/Clouds - 230 Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL	Itinerary Last Departure Poi FT. LAUDERDALE,F Destination ST. PETERSBURG,F  ATC/Airspace O FT SCATTERED Type of Flight Pla Type of Clearance Type Apch/Lndg	L L un - IFR - IFR	Airport P ON AIRPO Airport Da MIAMI II Runway Runway Runway Runway	ort ta NT'L. Ident - O9r Lth/Wid - 13000/ Surface - ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND	Age - UNK/NR Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - UNK/	Flig Total - U Make/Model- U	ht Time (Ho NK/NR NK/NR NK/NR	MEDICAL-NO WAIVERS urs) Last 24 Hrs - U Last 30 Days- U Last 90 Days- U Rotorcraft - U	NK/NR NK/NR NK/NR
Instrument Rating(s) - AI	RPLANE				

File No. - 5065 10/19/83 MIAMI,FL A/C Reg. No. N357PA Time (Lc1) - 1430 EDT

Occurrence Phase of Operation AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

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

-Basic Information	OFNEDAL AVIATION)	Administration Demo-			T 4				
Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraft Damag	MINOR			Injuries Fatal Serious Minor			
Type of Operation -PERSON	<b>A</b> L	Fire	Crew	0	0		None 1		
Flight Conducted Under -14 CFR	91	NONE	Pass	0	0	0	1		
Incident Occurred During -CRUISE									
-Aircraft Information									
Make/Model - BEECH BE-33A		Model - CONTINEN	AL IO-520-B		installed/				
Landing Gear - TRICYCLE-RETRACTAL				St	all Warnir	ng Syste	m - YES		
Max Gross Wt - 3300	Engine ly	oe - RECIP-FUE	L INJECTED						
No. of Seats - 4	Rated Powe	er - 285 HF	, 						
-Environment/Operations Information-									
Weather Data	Itinerary			Airport F					
Wx Briefing - FSS	Last Depar			OFF AIR	RPORT/STRIF	,			
Method - UNK/NR Completeness - WEATHER NOT PER	SAVANA,G TINENT Destination			Airport Da	.+-				
Basic Weather - VMC	FT. MYER			AVON PA					
Wind Dir/Speed- 260/006 KTS	TIT MILK	J, 1 C				- 09			
Visibility - UNK/NR	ATC/Airspace			,	Lth/Wid -		75		
Lowest Sky/Clouds - 3000 F	SCATTERED Type of Fi	ight Plan - IFR			Surface -				
Lowest Ceiling - NONE	Type of Cle	earance - IFR		Runway	Status -	DRY			
Obstructions to Vision- NONE	Type Apch/l	_ndg - STRA1	GHT-IN						
Precipitation - NONE	_	•							
Condition of Light - DAYLIGH	Г 								
-Personnel Information									
Pilot-In-Command	Age - 59	Medica	ıl Certifica			IVERS/L	IMIT		
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight I	REVIEW - UNK/NR To	Filgr	nt Time (Ho	ours)	l Una	c		
SE LAND	Months Since	- UNK/NR Ma	rai ke/Model-	2100	Last 24	) Dave- I	IIVIK \VIB		
SE EAND	Aircraft Type	e - UNK/NR Ir	strument-	20	Last 90	Days (	UNK/NR		
	ж			_,		, 50,0	J,		
Instrument Rating(s) - AIRPLA	ANE								
Managettee									
-Narrative LE IN CRUISE FLIGHT THE ENGINE FAILEI	DUE TO A EATLURE CETT	CDANIZELIAET TU	CDANKSHAET	WAS NOT EN	AMINED TO	DETERMIN			
_c in ckuise flight the engine fallet	J DOE IO A FAILUKE UFIHI	: UKANKSHAFI.  Ht	: CRANKSHAFI	WAS NUT EX	CAMINED IO	NEIFKWI	NE		

File No 50	87 11/05/83	NEAR AVON PARK,FL	A/C Reg. No. N5483U	Time (Lc1) - 1625 EST
Occurrence #1 Phase of Operation		DTAL) - MECH FAILURE/MALF	UNCTION	
Finding(s) 1. ENGINE ASSEMBLY 2. ENGINE ASSEMBLY	•	TERMINED	·	
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	urd determines that the P	robable Cause(s) of this incid	ent

File No 5112 11/06/83 MI	AMI,FL	A/C Reg. No. N	203EA	Т	ime (Lc1) -	1908 EST	
-Basic Information							
Type Operating Certificate-AIR CARRI		Aircraft Damage			Injur		
Name of Carrier -EASTERN A	IRLINES INC.	MINOR		atal	Serious	Minor	None
Type of Operation -SCHEDULED Flight Conducted Under -14 CFR 12	,DUMESTIC,PAX/CARGU	Fire	Crew	0	0	0	10
Incident Occurred During -TAKEOFF -		NONE	Pass	0	0	0	240
The racing occurred burning -TAREBER -	GROUND RUN						
-Aircraft Information							
Make/Model - AIRBUS INDUSTRIE A30		odel - GENERAL ELEC	CT CF6-JOC		[nstalled/Ad		•
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng	=		S.	tall Warning	g System	- YES
Max Gross Wt - 847222		e - TURBOFAN	TURUST				
No. of Seats - 348	Rated Powe	r - 50400 LBS	HRU\$   				
-Environment/Operations Information							
Weather Data	Itinerary		Αi	rport	Proximity		
Wx Briefing - COMPANY	Last Depart			ON AIR	PORT		
Method - IN PERSON	SAME AS A	CC/INC					
Completeness - WEATHER NOT PERTIN				port Da			•
Basic Weather - VMC	CHICAGO, I	L		MIAMI :			
Wind Dir/Speed- 110/004 KTS						09L	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -		200
Lowest Sky/Clouds - 6000 FT S					Surface -		
Lowest Ceiling - NONE		arance - IFR		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/L	ndg - NONE					
Precipitation - NONE							
Condition of Light - NIGHT(DARK	) 						
-Personnel Information						_	
Pilot-In-Command	Age - 54		Certificate -			[VERS/LIN	1IT
Certificate(s)/Rating(s)	Biennial Flight R		Flight T				
ATP, FLT ENG	Current	~ YES Tota	1 - 2011	4	Last 24	Hrs - UN	
SE LAND, ME LAND, ME SEA	Months Since Aircraft Type	- UNK/NR Make	/Model- 148 rument- UNK/N	10	Last 30	Days- UN	IK/NR
	атгстатт туре		rument- UNK/N i-Eng - UNK/N			uays- un aft - UN	
		Muit	1-Eng - UNK/N	IK	ROTOFCF	art - UN	IK/ NK
Instrument Rating(s) - AIRPLANE							
-Narrative							
ING TAKEOFF GROUND ROLL THE NO-4 TIRE F	ATIED ENLIGHED BY EAT	LIIDES OF THE OTHER	STIDDOLINDANG	TIDES	THE TAKENE	= WAS	
				IIKES.	THE TAKEUF	MAG	
RTED AND THERE WAS NO FIRE. THE FUSE PL	IC IN THE NO.4 TIDE W	AC ENIND DADTIALLY	MELTED				

File No 5112	11/06/83 MIAMI,FL	A/C Reg. No. N203EA	Time (Lc1) - 1908 EST	
	ISCELLANEOUS/OTHER AKEOFF - GROUND RUN			
Finding(s) 1. SAFETY SYSTEM(OTHE	R) - FAILURE,PARTIAL			
Probable Cause		·		

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

-Basic Information						
Type Operating Certificate-ON-DEMAND A		t Damage		Injur		N1
Type of Operation -POSITIONING	MINOR Fire	Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	Ö
Incident Occurred During -LANDING - F		1 455	· ·	ŭ	· ·	v
-Aircraft Information						
Make/Model - CESSNA 182-RG	Eng Make/Model - LY			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			Stall Warnin	g System	- YES
Max Gross Wt - 3100 No. of Seats - 4	Engine Type - RE Rated Power -		: TOR			
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Point			RPORT		
Method - UNK/NR	ORLANDO, FL					
Completeness - WEATHER NOT PERTINEN			Airport [	Data		
Basic Weather - VMC	SAME AS ACC/INC			MUNICIPAL		
Wind Dir/Speed- 240/008 KTS				/ Ident -		
Visibility - UNK/NR	ATC/Airspace			/ Lth/Wid -		100
Lowest Sky/Clouds -	Type of Flight Plan			/ Surface -		
Lowest Ceiling - 1200 FT BROWN - 1200 FT BROWN Obstructions to Vision- NONE	KEN Type of Clearance Type Apch/Lndg		Runway	/ Status -	DRY	
Precipitation - NONE	Type Apch/Lhdg	- TRAFFIC PATTERN				
Condition of Light - DAYLIGHT	•					
-Personnel Information Pilot-In-Command	Age - 27	Medical Certificat	e - VALII	MEDICAL-NO	WAIVERS.	/LIMIT
Certificate(s)/Rating(s)	Riennial Flight Review	Fliat	nt Time (			
COMMERCIAL, CFI	Current - YES	Total -	3261	Last 24	Hrs -	4
SE LAND, ME LAND	Months Since - 11 Aircraft Type - UNK/NR	Make/Model-	45	Last 30	Days- U	NK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	179
Toology Delice (-)						
Instrument Rating(s) - AIRPLANE						
-Narrative						
ANDING TOUCHDOWN THE NOSEGEAR COLLAPSED A	AND THE ACFT SLID TO A STOP.	ONE OF THE NOSE GE	AR LOCK I	PINS WAS FOU	ND	
_ED.						

File No. - 5113 11/28/83 JACKSONVILLE, FL A/C Reg. No. N61125 Time (Lc1) - 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

File No 5117 12/14/83 WES	PALM BEACH, FL	A/C Reg. No. Ne			ime (Lc1) -	1/5/ E51	
Type Operating Certificate-AIR CARRIER Name of Carrier -PAN AMERICA Type of Operation -SCHEDULED, E Flight Conducted Under -14 CFR 121	N WORLD AIRWAY	Aircraft Damage MINOR Fire	Crew	Fatal O	Injur Serious O	Minor	None 8
Flight Conducted Under -14 CFR 121 Incident Occurred During -TAXI		NONE	Pass	0	0	1	104
-Aircraft Information Make/Model - DOUGLAS DC-10-10 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 430000 No. of Seats - 350	Number Eng Engine Typ	Model - GENERAL ELEC gines - 3 de - TURBOFAN er - 40000 LBS T			Installed/A		
Environment/Operations Information							
Weather Data Wx Briefing - COMPANY Method - IN PERSON	Itinerary Last Depar SAME AS A		Δ	irport ON AIR	Proximity PORT		
Completeness - WEATHER NOT PERTINEN			. А і	rport D	ata		
Basic Weather - VMC	NEW YORK	CITY, NY			EACH INT'L		
Wind Dir/Speed- 200/006 KTS Visibility - 10.0 SM	ATC/Airspace				Ident - Lth/Wid -	UNK/NR	
Lowest Sky/Clouds -		ight Plan - IFR			Surface -		
Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(BRIGHT	Type Apch/I	earance - IFR _ndg - UNK/NR		Runway	Status -	UNK/NR	
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 59 Biennial Flight F		ertificate Flight		MEDICAL-WA:	[VERS/LIM	1I T
ATP	Current	- YES Total	- 210	00	Last 24	Hrs -	3
SE LAND,ME LAND	Months Since Aircraft Type	- 4 Make/ e - DC-10 Instr Multi	Model- 18 ument- UNK/ -Eng - UNK/	OO NR NR	Last 30 Last 90 Rotorcra	Days- UN Days- aft - UN	IK/NR 65 IK/NR
Instrument Rating(s) - AIRPLANE							
Narrative ACFT EXPERIENCED A FAILURE OF THE RIGHT	MAIN LANDING GEAR	RUCK WHILE TAXIING	FOR TAKEOFF	METAL	LURGICAL EX	AMINATION	<del></del>

File No. - 5117 12/14/83 WEST PALM BEACH,FL A/C Reg. No. N61NA Time (Lc1) - 1757 EST

Occurrence
Phase of Operation

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

### Brief of Accident/Incident

, , , , , , , , , , , , , , , , , , ,	-NONE (GENERAL							
	-INSTRUCTIONAL		Aircraft SUBSTAN Fire NONE	TIAL	Fatal Crew O Pass O		juries s Minor O O	None 2 1
Acc/Inc Occurred During	-TAKEOFF							
Aircraft Information								
Make/Model - CESSNA 172 Landing Gear - TRICYCLE-F Max Gross Wt - 2300 No. of Seats - 4		Eng Make/Mod Number Engir Engine Type Rated Power	nes - 1 - REC	DMING 0-320-H IPROCATING-CAN 160 HP	RBURETOR	T Installed Stall Ward	ning Syste	em - YES
Environment/Operations Infor	mation							
Weather Data Wx Briefing - UNK/NR Method - UNK/NR		Itinerary Last Departur SAME AS ACC				t Proximity IRPORT	у	
	KTS SM CLEAR NONE NONE NONE	Destination LOCAL ATC/Airspace Type of Fligh Type of Clear Type Apch/Lno	ance -		Runw Runw Runw	Data LL ISLAND JUDICA LL ISLAND LUDICA LUDIC	- 3700/	
Personnel Information Pilot-In-Command		Age - 21		Medical Certi	ficate - VAL	ID MEDICAL	-NO WAIVER	S/LIMIT
Certificate(s)/Rating(s)		Biennial Flight Rev			Flight Time	•		
COMMERCIAL,CFI SE LAND		Current - Months Since - Aircraft Type -		Total Make/Mode Instrumen	1- 156	Last	24 Hrs - 30 Days- 90 Days-	6 UNK/NR 142
Instrument Rating(s)								

### Brief of Accident/Incident (Continued)

File No. - 6008 4/01/83 JEKYLL ISLAND, GA A/C Reg. No. NCGYCY Time (Lc1) - 1030 EST

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

Finding(s)

- 1. RUDDER IMPROPER USE OF DUAL STUDENT
- 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

### Brief of Accident/Incident

Basic Information								
Type Operating Certification	ate-NONE (GENERAL	. AVIATION)	Aircraft			Injur		
Time of Openstian	TAICTBUOTTONAL		SUBSTANT		Fatal		Minor O	None
Type of Operation Flight Conducted Under	-INSTRUCTIONAL	-	Fire NONE	Crew	_	0	0	2 2
Acc/Inc Occurred During			NONE	Pass	U	O	U	2
-Aircraft Information								
Make/Model - PIPER PA	A-28	Eng Make/	Model - LYCO	MING 0-320-D3G	ELT	Installed/A	ctivated	- YES/YE
Landing Gear - TRICYCL	E-FIXED		ngines - 1			tall Warnin		
Max Gross Wt - 2325		Engine Ty	pe - RECI	PROCATING-CARBUR	ETOR			
No. of Seats - 4		Rated Pow	ver - 1	60 HP				
-Environment/Operations In	formation							
Weather Data	_	Itinerary				Proximity		
Wx Briefing - UNK/NI		Last Depar	ture Point		ON AIR	PORT		
Method - UNK/NI								
Completeness - UNK/NI	₹	Destination	1		Airport D			
Basic Weather - VMC	00 KTC	LOCAL			ST. MA			
Wind Dir/Speed- 290/0		470/41					22	100
Visibility - 7.0		ATC/Airspace		NONE		Lth/Wid -		100
Lowest Sky/Clouds -	- NONE	ERED Type of F1	earance -	NONE		Surface -	DRY	
Lowest Ceiling Obstructions to Vision					Runway	Status -	DRT	
	- NONE	Type Apch/		TRAFFIC PATTERN TOUCH AND GO				
Condition of Light				TOUCH AND GO				
-Personnel Information								
Pilot-In-Command		Age - 24		edical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s		Biennial Flight			ht Time (F			
COMMERCIAL, CFI, FORE	I GN	Current	- UNK/NR	Total -		Last 24		2
SE LAND		Months Since		Make/Mode1-	62	Last 30	Days- UN	K/NR
		Aircraft Typ	e - UNK/NR	Instrument- U	NK/NR	Last 90	Days-	100
				Multi-Eng - U	NK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s	) - UNK/NR							
Instrument Rating(s	) - UNK/NR	Aircraft Typ	e - UNK/NR	Make/Model- Instrument- U Multi-Eng - U	NK/NR NK/NR	Last 90 Rotorcr	Days- aft - UN	K/

### Brief of Accident/Incident (Continued)

File No. - 6004 4/17/83 A/C Reg. No. CGBOA ST. MARYS,GA Time (Lc1) - 1330 EST NOSE OVER Occurrence #1 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 ON GROUND COLLISION WITH TERRAIN Occurrence #3 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

-Basic Information							
Type Operating Certificate-NONE (GENER	L AVIATION)	Áircraft Da MINOR	amage	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Incident Occurred During -LANDING		Fire NONE	Crew Pass	0	0	0	1 0
-Aircraft Information Make/Model - MOONEY AIRCRAFT CORPORA Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2575 No. of Seats - 4	Number Engine	e/Model - LYCOM Engines - 1 Type - RECIP Power - 20	FUEL INJECTED		Installed/Ao tall Warning		
-Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	•	parture Point S ACC/INC		Airport ON AIR	Proximity PORT		
Completeness - N/A	Destinati			Airport D			
Basic Weather - VMC	LOCAL			HINESV		4.4	
Wind Dir/Speed- 140/013 KTS Visibility - 50.0 SM Lowest Sky/Clouds - 5000 FT Lowest Ceiling - 25000 FT OVER Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	CAST Type of Type Apo	Flight Plan - N	ONE RAFFIC PATTERN	Runway Runway Runway	Ident - Lth/Wid - Surface - Status -	3700/ ASPHALT DRY	75
-Personnel Information		<b>N</b> 4 -			MEDICAL MA	TVEDC /L TM	**
Pilot-In-Command Certificate(s)/Rating(s)	Age - 54 Biennial Fligh		dical Certifica Fliq	te - VALID ht Time (H		IVERS/LIM	11
COMMERCIAL SE LAND, SE SEA	Current Months Sir	- YES nce - 9 ype - M20E		1917 1289 25	Last 24 Last 30 Last 90		K/NR 3
Instrument Rating(s) - NONE	· .	·* .	: 4				
-Narrative PILOT FAILED TO LOWER LANDING GEAR. THE S T SHE WAS PREOCCUPIED WITH A NOISE IN THE			NON-INTENTIONA	L GEAR UP.	THE PILOT	STATED	

File No 5007	5/15/83 HINESVILLE,GA	A/C Reg. No. N2594W	Time (Lc1) - 1715 EDT	
Occurrence Phase of Operation LAND	ING - FLARE/TOUCHDOWN			
Finding(s) 1. GEAR EXTENSION - NOT	PERFORMED - PILOT IN COMMAND		•	
Probable Cause				
The National Transportation is/are finding(s) 1	n Safety Board determines that t	he Probable Cause(s) of this incide	nt	

Basic Information Type Operating Certificate-NONE (G	ENEDAL AVIATION)	Aircraft Damage			Injur	ios	
Type operating certificate-none (d	ENERAL AVIATION)	MINOR		atal So	erious	Minor	None
Type of Operation -BUSINES	s	Fire	Crew	0	0	0	1
Flight Conducted Under ~14 CFR		NONE	Pass	0	0	0	0
Incident Occurred During -LANDING							
Aircraft Information							
Make/Model - MOONEY M2OC		/Model - LYCOMING O					•
Landing Gear - TRICYCLE-RETRACTAB				Stal	l Warning	g System	- YES
Max Gross Wt - 2575		ype - RECIPROCAT	ING-CARBURETOR				
No. of Seats - 4	Rated Po	wer - 180 HP					
Environment/Operations Information							
Weather Data	Itinerary		Air	port Pro	ximity		
	- FSS Last Departure Point			N AIRPOR	Γ		
Method - TELEPHONE	HINESVI						
Completeness - FULL	Destinatio		· ·	ort Data			
Basic Weather - VMC Wind Dir/Speed- 350/004 KTS	SAME AS	ACC/INC		MALCOLM Mo Runway Ide		22	
Visibility - 7.0 SM	ATC/Airspac	•		Runway Ide Runway Lti			150
Lowest Sky/Clouds - 2500 FT				lunway Eti			150
Lowest Ceiling - 3500 FT		learance - NONE		Runway Sta			
Obstructions to Vision- NONE		/Lndg - TRAFFI		armay or			
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	FULL S					
Condition of Light - DAYLIGHT							
 Personnel Information							
Pilot-In-Command	Age - 40	Medical	Certificate -	VALID ME	DICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight		Flight Ti				
PRIVATE	Current	- YES Tota	al - 2469	)	Last 24	Hrs -	. 3
SE LAND	Months Sinc	e - 5 Make	e/Model- 1906 trument- 24		Last 30	Days- UN	K/NR
	Aircraft Ty						
		MUI	ti-Eng - UNK/NF	•	Rotorcra	aft - UN	K/NR
Instrument Rating(s) - NONE							
Narrative						·	
HAD NEITHER A GREEN LIGHT NOR MECHA			NY THE TOWER		10 0545 0		

File No. - 5110 7/28/83 ST.SIMONSISLAND,GA A/C Reg. No. N9244V Time (Lc1) - 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

File No 5130 3/01/	'83 E. CA	MERON,GM	A/C Reg. No. N3593D			ime (Lcl) -	1000 C	ST
Basic Information Type Operating Certificate-0	N-DEMAND AI	R TAXI	Aircraft D	amage		Injur	ies	
Name of Carrier -F			MINOR	<u>.</u>	Fatal	Serious	Minor	None
Type of Operation -N	ON SCHED, DO	MESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under -1	14 CFR 135	,	NONE	Pass	0	0	0	3
Incident Occurred During -L								
Aircraft Information								
Make/Model - AEROSPATIALE	AS-350D	Eng Make/N	Model - LYCOM	ING LTS-101	ELT	Installed/A	ctivate	d - NO - N/A
Landing Gear - EMERGENCY FL	.OAT	Number Eng			S	tall Warnir	ng Syste	m - NO
Max Gross Wt - 4300		Engine Typ	e - TURBO	SHAFT				
No. of Seats - 6		Rated Powe	er - 53	1 HP				
Environment/Operations Informa	ation							
Weather Data		Itinerary				Proximity		
Wx Briefing - COMPANY		Last Depart			OFF AI	RPORT/STRIF	•	
Method - UNK/NR			N 33A,GM		11 B	_4_		
Completeness - FULL		Destination	N. 40D OM		Airport D	ата		
Basic Weather - VMC Wind Dir/Speed- 120/010 K1	r.e	E. CAMERO	ON 42B,GM		Bunyay	Ident -	N/A	
· · ·		ATC/Airspace				Lth/Wid -		
	EAR		ight Plan - C	DMDANY (VED)		Surface -		
			earance - N			Status -		CALM
Lowest Ceiling - NC Obstructions to Vision- HA		Type of Cre		DRCED LANDING	Runway	Status -	WATER-	CALM
		Type Apch/	inag - F	JRCED LANDING				
Precipitation - NC Condition of Light - DA								
Pilot-In-Command		Age - 24	Me	dical Certifica	te - VALID	MEDICAL-NO	WAIVER	S/LIMIT
Certificate(s)/Rating(s)		Biennial Flight F			ht Time (H			•,
COMMERCIAL		Current	~ YES	Total -		Last 24	Hrs -	1
SE LAND		Months Since	- 9		393	Last 30	Days-	UNK/NR
HELICOPTER		Aircraft Type	- AS-350D	Instrument-	109	Last 90		
				Multi-Eng -	25	Rotorc	aft -	1926
Instrument Rating(s) -	HELICOPTER							
Narrative	TNO DTO DI 4	TEODY THE ENGINE	DECEL EDATED		487ES TO 4	LL DOWED		
RING AN APPROACH TO AN OIL DRILL								
TH THE ACFT BELOW THE LANDING AF							16	
DE A MAYDAY CALL & TRIED TO ELEC								
FLATE & THERE WAS INSUFFICIENT TER & BEGAN TO FILL WITH WATER. F								
SCREPANCIES WERE FOUND THAT WOUL								
PLOYMENT) WERE WORN IN TWO AT A	CENTER HEX	MEAU SCREW. A FLEI	I INSPECTION	UF 3/ ACFT REV	EALED IMAI	OU% WEKE		
RN THRU IN THE SAME AREA.								

3/01/83 A/C Reg. No. N3593D File No. - 5130 E. CAMERON, GM Time (Lcl) - 1000 CST LOSS OF POWER Occurrence #1 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

Type Operating Certificate-ON-DEMAND A		Aircraft Dama	age		Injur		
Name of Carrier -RETROLEUM HE Type of Operation -SCHEDULED,DO	LICOPTERS, IN	NONE		Fatai			None
Flight Conducted Under -14 CFR 135		Fire NONE	Crew Pass	-	0	0	1
Incident Occurred During -CRUISE		NONE	Pass	U	U	U	U
Aircraft Information							
Make/Model - AEROSPATIALE AS 355 F		del - ALLISON	250-C20F		Installed/A		
Landing Gear - SKID Max Gross Wt - 5070	Number Engi	nes - 2 - TURBOSHA	N C T	S	tall Warnin	g System	- NO
No. of Seats - 6	Rated Power						
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				OFF AI	RPORT/STRIP		
Method - N/A	HIGH ISLAN	D 264,GM		4 4 . D			
Completeness - N/A Basic Weather - VMC	Destination LOCAL			Airport Da	ата		
Wind Dir/Speed- VARIABLE/010 KTS	LUCAL			Runway	Ident -	N/A	
Visibility ~ 15.0 SM	ATC/Airspace			,	Lth/Wid -	•	
Lowest Sky/Clouds - CLEAR	Type of Flig	ht Plan - VFR			Surface -		
Lowest Ceiling - NONE		rance - SPEC		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lr	dg - STRA	IGHT-IN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 41	Media	cal Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re			nt Time (H			
COMMERCIAL	Current		Total -	6133	Last 24	Hrs -	6
SE LAND, ME LAND	Months Since	- 1 N	Make/Model- Instrument-	381	Last 30	Days- UN	NK/NR
HELICOPTER	Aircraft Type	- UNK/NR I	Instrument- Multi-Eng -	370	Potonon	Days- aft -	178 5899
		''	ditti Eng	, ,	KO (O) CI	art	3033
Instrument Rating(s) - AIRPLANE,HE	LICOPTER						
Narrative							
DEVELOPED A SEVERE VERTICAL VIBRATION AN	ND MADE A PRECAUTION	ARY LANDING. F	ATIGUE CRACK	S WERE FOU	ND WHICH OR	IGINATED	

File No. - 5061 6/12/83 HIGH ISLAND 582,GM A/C Reg. No. N5796A Time (Lc1) - 1740 CDT

Occurrence
Phase of Operation

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

### Brief of Accident/Incident

Type Operating Certificate-AIR TRAVEL	CLUB	Aircraft D	amage			uries	
		NONE		Fatal			None
Type of Operation -SCHEDULED, I	NTL, PASSENGER	Fire	Cre		0	-	5
Flight Conducted Under -14 CFR 129 Acc/Inc Occurred During -CRUISE		NONE	Pas	s 0	1	2	63
Aircraft Information	dd Fran Mala	/M - d - 1	DOVOE LINUXIONIN	F. T	T 4 - 11!	/4-12	115112 /51
Make/Model - BRITISH AIRCRAFT BAC 1 Landing Gear - TRICYCLE-RETRACTABLE		/model - RULLS ngines - 2	ROYCE UNKNOWN			/Activated ing System	
Max Gross Wt - UNK/NR		vpe - TURBO	JIFT	3	taii waiii	ing system	163
No. of Seats - UNK/NR		wer - UNK/N					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - COMPANY	Last Departure Point			OFF AI	RPORT/STRI	IP	
Method - IN PERSON		BELIZECTYBELIZE					
Completeness - FULL		Destination NEW ORLEANS,LA			ata		
Basic Weather - VMC Wind Dir/Speed- UNK/NR	NEW URL	EANS, LA		MOISAN		- N/A	
Visibility - UNK/NR	ATC/Airspac	_			Lth/Wid		
Lowest Sky/Clouds - UNK/NR		e light Plan - I	ED		Surface		
Lowest Ceiling - UNK/NR		learance - I			Status		
Obstructions to Vision- HAZE	Type Anch	/Lndg - U	rk Nik /Nid	Rullway	Status	- IN/ A	
Precipitation - NONE	Type Apch	ring - u	INC/ INC				
Condition of Light - DAYLIGHT							
Personnel Information					********		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 50 Biennial Flight		dical Certific	ate - VALID ght Time (H		WAIVERS/LI	MII
COMMERCIAL, ATP	Current	- YES	Total ~			24 Hrs -	3
SE LAND, ME LAND						30 Days- UI	-
SE LAND, ME LAND	Aircraft Tv	e - 12 be - BAC1-11	Instrument-	400	last (	30 Days G	150
	All Graft Ty	Se BAG! !!	Multi-Eng -	18000		oo bayo	.00
Instrument Rating(s) - AIRPLANE							
Narrative							
Narrative E ESTABLISHED IN CRUISE FLIGHT DEVIATING	ADOLIND AN ADEA O		C THE ATDODAGE	EVELETENCE	D AN ENCOL	MITED	

### Brief of Accident/Incident (Continued)

File No 6	011 9/06/83	GREEN CANYON172,GM	A/C Reg. No. YS17C	Time (Lc1) - 1314 CDT	
Occurrence Phase of Operation	ALTITUDE DEVIATI CRUISE - NORMAL	ON, UNCONTROLLED			
Finding(s) 1. OBJECT - TURBU	LENCE,CLEAR AIR				
Probable Cause-					
The National Inamen	antation Safaty Por	and dotonminos that the P	nobable Cause(s) of this accid	ont/incident	

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

# Updated 148 87/02

### National Transportation Safety Board Washington, D.C. 20594

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Da	amage		Injur	ies	
Type speciality series were well (agreement	AV1,	MINÓR		Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, DOM	ESTIC, PASSENGER	Fire	Cre	w O	0	0	6
Flight Conducted Under -14 CFR 121 Incident Occurred During -TAXI		NONE	Pas	s 0	0	0	38
Aircraft Information Make/Model - BOEING 727-222	Fra. Malia /N	lada 1 DDATT	/WILLIAMS IT OD	4E FLT	Installed/A		- NO -N/
Landing Gear - TRICYCLE-RETRACTABLE	Eng Make/M Number End		/WHITNEY JT-8D		installed/A Stall Warnin		
Max Gross Wt - 192000		e - TURBOF	FAN	-	rearr warring	ig System	, _ 5
No. of Seats - 159	Rated Powe	r - UNK/NF	₹				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - COMPANY	Last Depart			ON AIR	PORT		
Method - TELETYPE	SAME AS A	CC/INC		Ainmont D			
Completeness - WEATHER NOT PERTINENT Basic Weather - IMC	Destination CHICAGO,I	1		Airport D DES MO			
Wind Dir/Speed- CALM	CHICAGO, I	L				UNK/NR	
Visibility500 SM	ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds - UNK/NR		ght Plan - If	-R		Surface -		
Lowest Ceiling - 300 FT OBSCU						DRY	
Obstructions to Vision- FOG	Type Apch/L						
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information	·						
	Age - 50		dical Certific			IVERS/LIM	MI I
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight R Current	eview - YES	Total -	ght Time (H	lours) Last 24	Une -	3
SE LAND, ME LAND	Months Since		Make/Model-	-	Last 30		68
SE EAND, ME EAND	Aircraft Type		Instrument-	0	Last 90		138
			Multi-Eng -	15377		<b>,</b> -	
Instrument Rating(s) - AIRPLANE							
Narrative			<del></del>				
E RIGHT LEADING EDGE SLAT WAS DAMAGED WHEN T	HE ACET TAYTED ON	TO A CLOSED 8	THUSIV MADEE	D TAXIWAY	THE CLOSED	TAXTWAY	

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

-Basic Information	D AID TAVE						
Type Operating Certificate-ON-DEMAN Name of Carrier -DWYER AC		Aircraft Damage MINOR		Fatal	Inju Serious		None
Type of Operation -NON SCHE	D DOMESTIC PASSENGER		Crew	0	0	0	1
Type of Operation -NON SCHE Flight Conducted Under -14 CFR 1	35	NONE	Pass	ő	ŏ	ŏ	ó
Incident Occurred During -LANDING				•			
-Aircraft Information							
Make/Model - BEECH E18S		de1 - P & W R-985			Installed/		
Landing Gear - TAILWHEEL-ALL RETRA		nes - 2			tall Warni	ng Syste	m - UNK/NF
Max Gross Wt - 9300 No. of Seats - 2		- RECIPROCATI	NG-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 450 HP					
-Environment/Operations Information					•		
Weather Data	Itinerary			Airport F	•		
Wx Briefing - FSS		Last Departure Point			PORT		
Method - ACFT RADIO	DES MOINES	, 1A		4 / mm = m +   D =			
Completeness - WEATHER NOT PERTI Basic Weather - VMC	NENT Destination SAME AS AC	C/TNC		Airport Da MUNICIF			
Wind Dir/Speed- 180/004 KTS	SAME AS AC	C/ INC				- 13	
Visibility - 8.0 SM	ATC/Airspace				Lth/Wid		150
Lowest Sky/Clouds - CLEAR		ht Plan - NONE			Surface		
Lowest Ceiling - NONE		rance - NONE				- DRY	
Obstructions to Vision- NONE	Type Apch/Ln	dg - TRAFFIC	PATTERN	•			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 24		Certificat			AIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Re			t Time (Ho			
COMMERCIAL				2250		4 Hrs -	3
SE LAND, ME LAND	Months Since		:/Model- :rument-			Days-	•
	Aircraft Type	•	rument- :i-Eng -	186 400	Last 9	O Days-	220
Instrument Rating(s) - AIRPLAN	E						
Manuativa							
-Narrative TAILWHEEL FAILED TO EXTEND FULLY DUE _APSED.	TO A LACK OF LUBRICATIO	N. THE ACFT WAS L	ANDED NORM	ALLY AND T	THE TAILWH	EEL	

7/11/83 CEDAR RAPIDS, IA A/C Reg. No. N5600D Time (Lc1) - 0600 CDT File No. - 5046

Occurrence Phase of Operation LANDING - ROLL

GEAR COLLAPSED

### 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  $is/are\ finding(s)\ 1,2,3,4$ 

Basic Information Type Operating Certificate-AIR CARRIER - F	LAC/DOMESTIC	Aircraft Dama	~=		Inii	ıries	
Name of Carrier -AMERICAN AIRLIN	ES ,	MINOR	ge	Fatal	Serious		None
Name of Carrier -AMERICAN AIRLIN Type of Operation -SCHEDULED, DOMES Flight Conducted Under -14 CFR 121	TIC,PAX/CARGO I	Fire	Crew	0	0		6
Flight Conducted Under -14 CFR 121 Incident Occurred During -TAKEOFF		NONE			0	-	195
Aircraft Information							NO N
Make/Mode1 - MCDONALD/DOUGLAS DC10-10 Landing Gear - TRICYCLE-RETRACTABLE	Eng Make/Mode Number Engine		CIRIC CE-6K			Activated ing System	
Max Gross Wt - 115000	Engine Type			3	all warm	ing system	163
No. of Seats - 269	Rated Power						
Environment/Operations Information							
Weather Data	Itinerary	- D-:		Airport I			
Wx Briefing - NWS Method - TELEPHONE	Last Departure DALLAS.TX	e Point		UN AIR	ZUK I		
Completeness - PARTIAL,LMTD BY PILOT	Destination			Airport Da	ata		
Basic Weather - VMC	SAME AS ACC	/INC		O'HARE			
Wind Dir/Speed- 040/008 KTS				Runway	Ident	- 32	
Visibility - 9.0 SM	ATC/Airspace					- 11600/	
Lowest Sky/Clouds - 1900 FT	Type of Fligh	t Plan - IFR				- CONCRET	E
Lowest Ceiling - 1900 FT OVERCAS			TOUT THE	Runway	Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	g - SIRA	IGHI-IN				
Condition of Light - NIGHT(DARK)							
Personnel Information							
	e - 53		al Certificat				
Certificate(s)/Rating(s) Bi ATP	ennial Flight Rev Current -	iew UNK/NR T	riigr 	nt Time (Ho	ours)	24 Hrs -	4
SE LAND.ME LAND	Months Since -	LINK/ND M	ake/Model-	700	Last 3	30 Days- UI	
SE CAND, ME CAND	Aircraft Type -					30 Days- U	
185 · 1		<b>,</b>				•	•
Instrument Rating(s) - UNK/NR		1 # 2 km //					
Narrative OO HIGH A DECK ANGLE WAS ATTAINED DURING THE FL IECE OF METAL ON THE RWY. THE FIRST OFFICER WAS		DATED DRAGGIN	G ITS TAIL ON	1 TOUCHDOW!	1 & LEAVIN	NG A 2 FT	
TEGE OF METAL ON THE NWT. THE TIRST OFFICER WAS	AT THE CONTROLS.						

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

File No 5103 6/20/83 CHIO	CAGO,IL	·A/C Reg.	No. N4717U		Time (Lc1) -	1129 CD	r
Basic Information  Type Operating Certificate-AIR CARRIER  Name of Carrier -UNITED AIRL  Type of Operation -SCHEDULED,	INES	Aircraft D MINOR Fire	Crev	_	Injur Serious O	Minor O	None 17
Flight Conducted Under -14 CFR 121 Incident Occurred During -STANDING		NONE	Pass Othe	-	0	0	410 13
Aircraft Information							
Make/Mode1 - BOEING B-747 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - UNK/NR No. of Seats - 427	Number Eng	lode1 - P & W lines - 4 le - TURBO er - UNK/N	-AN		Installed/A Stall Warnin		
Environment/Operations Information	•						
Weather Data Wx Briefing - COMPANY Method - IN PERSON	Itinerary Last Depart UNK/NR	ure Point		Airport ON AII	Proximity RPORT		
Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 120/006 KTS Visibility - 4.000 SM Lowest Sky/Clouds - 3500 FT SCA	Destination HONOLULU, ATC/Airspace ATTERED Type of Fli		-R	Runwa	Ξ		
Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT		arance - U	NK/NR			UNK/NR	
Personnel Information Pilot-In-Command	Age - UNK/NR	Mo	dical Certifica	+o - UNK/I	ND.		
Certificate(s)/Rating(s)	Biennial Flight R			tht Time (			
ATP ME LAND	Current Months Since Aircraft Type	- UNK/NR - UNK/NR	Total - l Make/Model- l Instrument- l Multi-Eng - l	INK/NR	Last 24	Hrs - UN Days- UN Days- UN aft - UN	•
Instrument Rating(s) - AIRPLANE	en e		the section				
Narrative THE UNITED AIRLINES B747 WAS STANDING IN THE HIS LEFT. THE CREW OF THE PARKED B747 OPENED THUMBS UP SIGN THAT THERE WAS ADEQUATE CLEAR PARKED B747 WITH THEIR RIGHT WING TIP. BOTH	THEIR OVERHEAD ESC RANCE. THE TAXIING B	APE HATCH AND 747 THEN PRO-	O INDICATED TO CEEDED FORWARD	THE TAXIII	NG B747 WITH HE NOSE AREA	Α	

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

OOMESTIC Aircraft [ MINOR ) Fire NONE	Damage Cre Pas: Othe	s 0	Injur Serious O O	ies Minor O	None 13 0
MINOR ) Fire	Cre Pas	w 0 s 0	Serious O O	Minor O	13
	Pas	s 0	Ö	-	
	_	-	-	0	^
	Oth	-r 0			U
		J. 0	0	0	427
Eng Make/Model - P & \	W JT9D	ELT :	nstalled/A	ctivated	- NO -N
Number Engines - 4		S-	tall Warnin	g System	- YES
Engine Type - TURBO	DFAN				
Rated Power - UNK/	NR				
nerary		Airport F	roximity		
ast Départure Point					
UNK/NR					
estination		Airport Da	ıta		
		O'HARE			
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		Runway	Ident -	UNK/NR	
:/Airspace				•	
	TFR				
		· · · · · · · · · · · · · · · · · · ·	014140	2	
ype Apoli, Eliag	10.12				
42 Ma	adical Contific	a+o - VALID	MEDICAL -NO	WATVEDS/	ITMIT
				WAIVERS	C11111
				Une	1
					19
		INIC AND	Last 30	Days-	13 V/ND
craft Type - UNK/NR		JNK/NK	Last 90	Days- UN	K/NR
and the second s	Multi-Eng - I	JNK/NR	Rotorcr	aft - UNI	K/NR
	Number Engines - 4 Engine Type - TURBI Rated Power - UNK/I  nerary ast Departure Point UNK/NR estination ANCHORAGE,AK  C/Airspace ype of Flight Plan - ype of Clearance - ype Apch/Lndg - I  42 Me I Flight Review	Engine Type - TURBOFAN Rated Power - UNK/NR  nerary Last Departure Point UNK/NR estination ANCHORAGE,AK  G/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - NONE  42 Medical Certification AIFT Ight Review Tent - UNK/NR Total - Total Total - Total Total - Total Total Type - UNK/NR Instrument - UNK/NR	Number Engines - 4 Engine Type - TURBOFAN Rated Power - UNK/NR  nerary ast Departure Point UNK/NR estination ANCHORAGE,AK C/Airspace Sype of Flight Plan - IFR Sype of Clearance - IFR Sype Apch/Lndg - NONE  Alight Review Frent - UNK/NR Medical Certificate - VALID String Tight Plan - Total - 7606 Synce - UNK/NR Make/Model - 1330	Number Engines - 4 Engine Type - TURBOFAN Rated Power - UNK/NR  nerary  nerary  nerary  ast Departure Point  UNK/NR estination  ANCHORAGE, AK  C/Airspace  sype of Flight Plan - IFR  sype of Clearance - IFR  sype Apch/Lndg - NONE  Medical Certificate - VALID MEDICAL-NO Flight Review  rent - UNK/NR  Make/Model- 1330  Last 30 Craft Type - UNK/NR  Instrument- UNK/NR  Airport Proximity  ON AIRPORT  ON AIRPORT  Airport Data  O'HARE  Runway Ident - Runway Surface - Runway Status - Flight Time (Hours)  The Company of t	Number Engines - 4 Engine Type - TURBOFAN Rated Power - UNK/NR  nerary  nerary

File No. - 5103 6/20/83 CHICAGO,IL A/C Reg. No. N808FT Time (Lc1) - 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

-Basic Information	UDIED ELAO/DOMECTIO	Administration		T m d		
Type Operating Certificate-AIR CAR Name of Carrier -UNITED		Aircraft Damag NONE		inj tal Serious	uries Minor	None
Type of Operation -SCHEDUL	FD. DOMESTIC. PAX/CARGO	Fire	Crew	0 0		10
Type of Operation -SCHEDUL Flight Conducted Under -14 CFR	121	NONE	Pass	0	Ō	112
Incident Occurred During -TAKEOFF	:					
-Aircraft Information	,					
Make/Model - DOUGLAS DC-8		lode1 - GE CFM-56		ELT Installed		
Landing Gear - TRICYCLE-RETRACTAE		gines - 4 be - TURBOJET		Stall Warr	ning System	- YES
Max Gross Wt - UNK/NR No. of Seats - UNK/NR		er - IURBUUEI er - UNK/NR				
NO. 01 Seats - UNK/NK	Rated Powe					
-Environment/Operations Information Weather Data	 Itinerary		Ain	port Proximity	,	
Wx Briefing - COMPANY	Last Depart			N AIRPORT	,	
Method - IN PERSON	CHICAGO. 1		· ·	ATRI ORT		
Completeness - WEATHER NOT PERT		· <del>-</del>	Airp	ort Data		
Basic Weather - VMC	CLEVELAND	),OH		'HARE		
Wind Dir/Speed- 010/011 KTS				unway Ident		
	ATC/Airspace	what Diam IED		unway Lth/Wid		150
Lowest Sky/Clouds - 12000 FT Lowest Ceiling - 380 FT	BROKEN Type of Cle			unway Surface unway Status	- DRY	
Obstructions to Vision- NONE		ndg - NONE	K	diway Status	DICT	
Precipitation - NONE	, , , , , , , , , , , , , , , , , , , ,					
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - UNK/NR Biennial Flight F	Peview	l Certificate - Flight Ti		NO WAIVERS,	/LIMIT
ATP	Current	- NO To	tal - 12500	Last	24 Hrs - U	NK/NR
SE LAND, ME LAND	Months Since	- UNK/NR Ma	ke/Model- 2500 strument- UNK/NR lti-Eng - UNK/NR	Last	30 Days- U	NK/NR
	Aircraft Type	e - UNK/NR In	strument- UNK/NR	Last	90 Days- U	NK/NR
		Mu	ITI-ENG - UNK/NK	ROTO	Craft - U	NK/ NK
Instrument Rating(s) - AIRPLA	NE	14 Let 2 1. B				
-Narrative						
RTLY AFTER TAKEOFF DURING INITIAL CLI						Ξ.
TLES AND EXTINGUISHED THE FIRE. THE A	OFT DETUDNED TO THE ETE	ID AND LANDED WE	TUDIT FURTHER IN	CIDENT THE NO	1 ENCINE	

File No. - 5033 7/05/83 CHICAGO,IL A/C Reg. No. N8091U Time (Lc1) - 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

File No 5114 7/20/83	CHICAGO,IL	A/C Reg. No. N	8090U	T 	ime (Lc1) - 	1911 CDT	
Basic Information	DDIED FLAG/DOMESTED	Almana Cl. Dani			<b>*</b> *		
Type Operating Certificate-AIR CA Name of Carrier -UNITED		Aircraft Damage NONE		Fatal	Injur Serious		None
		Fire	Crew	0	0	0	8
Type of Operation -SCHEDL Flight Conducted Under -14 CFR	? 121	NONE	Pass	ŏ	Õ	Õ	94
Incident Occurred During -LANDIN	IG		, 455	ŭ	Ü	· ·	
Aircraft Information							
Make/Model - DOUGLAS DC-8-71		odel - P&W CFM-56			Installed/A		
Landing Gear - TRICYCLE-RETRACTA				S-	tall Warnin	g System	- YES
Max Gross Wt - 199500		e - TURBOJET					
No. of Seats - 190	Rated Powe	r - 22 <b>5</b> 00 LBS	THRUST				
Environment/Operations Information-							
Weather Data	Itinerary	- <b>-</b>			Proximity		
Wx Briefing - COMPANY	Last Depart			ON AIR	PORT		
Method - IN PERSON	ANCHORAGE	, AK			_ 4 _		
Completeness - FULL Basic Weather - VMC	Destination			Airport Da		A 1	
Wind Dir/Speed- 012/012 KTS	CHICAGO, I	<del>-</del>			INTERNATION - Ident	27	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds - 5000 F		aht Dian - TED			Surface -		150
Lowest Ceiling - BROKEN	Type of Cle	arance - IFR			Status -		
Obstructions to Vision- UNK/NR	Type Apch/L		AI TZFR	(turina)	514140		
Precipitation - RAIN SH		STRAIGH					
Condition of Light - DAYLIGH		FULL ST					
Personnel Information							
Pilot-In-Command	Age - 55	Medical eview	Certificat		MEDICAL-WA	IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight R	eview	Fligh	t Time (Ho			
COMMERCIAL, ATP	Current	- UNK/NR Tota	1 - 1	5000	Last 24	Hrs -	
SE LAND, ME LAND	Months Since				Last 30		
	Aircraft Type	- UNK/NR Inst	rument-	O	Last 90	Days- UN	K/NR
Instrument Rating(s) - AIRPL	ANE						
					,		
Narrative							
ANDING ROLL THE ACFT ROLLED FORWARD.		F THE LANDING RUNW		EW STATED	THAT MAXIM	UM	
KING, REVERS, & SPOILERS WERE UTILIZ							

File No 511	4 7/20/83	CHICAGO,IL	A/C Reg. No. N8090U	Time (Lcl) - 1911 CDT	
Occurrence Phase of Operation	OVERRUN LANDING - ROLL				
Finding(s) 1. AIRPORT FACILITI 2. WEATHER CONDITION	•	AREA CONDITION - FO	DREIGN SUBSTANCE COVERED		
Probable Cause			·		

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

File No 5069 9/07/83 C	HICAGO,IL	A/C Reg. N	No. N1984	7	Time (Lcl) -	- 1600 CDT	
Basic Information  Type Operating Certificate-AIR CARR Name of Carrier -AMERICAN Type of Operation -SCHEDULE Flight Conducted Under -14 CFR 1: Incident Occurred During -APPROACH	AIRLINES D,DOMESTIC,PASSENGER 21	Aircraft Dar MINOR Fire NONE	Crew Pass	Fatal O O	Injur Serious O O		None 7 109
Aircraft Information Make/Model - BOEING 727-200 Landing Gear - N/A Max Gross Wt - UNK/NR No. of Seats - UNK/NR	Eng Make/Mod Number Engin Engine Type Rated Power	e1 - N/A es - N/A - UNK/NR			Installed/A Stall Warnir		
Environment/Operations Information Weather Data  Wx Briefing - COMPANY Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 290/008 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departur SACRAMENTO, Destination SAME AS ACC ATC/Airspace Type of Fligh Type of Clear	CA /INC t Plan - ance - IFF g - STF		ON AIR Airport [ O'HARE Runway Runway Runway	Data E y Ident - y Lth/Wid - y Surface -	- UNK/NR	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP SE LAND,ME LAND	Age - 47 Biennial Flight Rev Current - Months Since - Aircraft Type -	iew YES 10 UNK/NR	ical Certificat Fligh Total - UN Make/Model- UN Instrument- UN Multi-Eng - UN	nt Time (H NK/NR NK/NR NK/NR	Hours) Last 24 Last 30 Last 90	D WAIVERS/U Hrs - UNH Days- UNH Days- UNH Paft - UNH	(/NR (/NR (/NR
Instrument Rating(s) - AIRPLANNarrative THE ACFT EXPERIENCED A LEFT WALKING BEAM NOTED "DURING GEAR EXTENSION AT 230 KTS TI THREE GREEN NORMAL GEAR INDICATION. ON TAX THREE IS AN AD FOR THIS PART CALLING FOR THE BEAM FOR A STEEL ONE AND THE INSPECTION AND AT LAST COUNT ALL ALUMINUM BEAMS HAD I	FAILURE WHEN THE LANDING REMENDOUS BANG OCCURRED XI INNO ABNORMALITIES JLTRASONIC INSPECTION EV DN WAS NOT COMPLIED WITH	WHICH DROPPE NOTED." THE ERY 1500 HOL	ED PANELS AT RO E FAILED WALKIN JRS. DURING AN	WS 15-7 ( IG BEAM WA INSPECTION	D2 MASKS AT AS MADE OF A DN A MECHANI	ROW 18. LUMINUM. C MISTOOK	

File No. - 5069 9/07/83 CHICAGO,IL A/C Reg. No. N1984 Time (Lc1) - 1600 CDT

Occurrence Phase of Operation AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION 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

### Brief of Incident

Type Operating Certificat	e-AIR CARRIER	- FLAG/DOMESTIC	Aircraft Da	nage		Injur	ies	
	-BRITT AIRWAY		MINOR	_	Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOI	MESTIC, PASSENGER	Fire NONE	Crew Pass	0	0 0	0	3 22
Flight Conducted Under Incident Occurred During			NUNE	Pass	O	O	U	22
Aircraft Information								
Make/Model - FAIRCHILD				ROYCE DART 532-7		installed/A		
Landing Gear - TRICYCLE- Max Gross Wt - 43500	RETRACTABLE	Engine Ty	gines - 2 be - TURBOPI	פחס	51	all Warnin	g system	- 165
No. of Seats - 48		Rated Pow						
Environment/Operations Info	rmation							
Weather Data		Itinerary			Airport F	-		
Wx Briefing - UNK/NR Method - UNK/NR		Last Depar			ON AIRF	URI		
Completeness - UNK/NR		SPRINGFI Destination		1	Airport Da	ıta		
Basic Weather - VMC		SAME AS		ĺ	O'HARE			
Wind Dir/Speed- 020/014	KTS		,	·	Runway	Ident -	09L	
Visibility - 15.0		ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds -			ight Plan - IFI			Surface -		
Lowest Ceiling - Obstructions to Vision-	3800 FT BROK	EN Type of CTO Type Apch/	earance - IF	R AFFIC PATTERN	Runway	Status -	DRY	
	NONE	Type Apcil/		L STOP				
Condition of Light -								
Personnel Information								
Pilot-In-Command		Age - 35		ical Certificate	e - VALID t Time (Ho		WAIVERS/	LIMIT
Certificate(s)/Rating(s) ATP,FLT ENG		Biennial Flight I Current	*eview - YES		5613		Hrs - UN	
SE LAND, ME LAND		Months Since			2087		Days-	
01 2 <b>.</b> ,2		Aircraft Type		Instrument- UN	-	Last 90	•	175
				Multi-Eng - UN	K/NR	Rotorcr	aft - UN	
Instrument Rating(s)	- AIRPLANE							
 Narrative								
R TAKING OFF, THE LANDING G								
THE NOSE GEAR STEERING OVE								
AS PLACED "OFF" & THE LANDI . THE OVERRIDE SW WAS TRIED								
. INC UVERRIDE SW WAS IRIED	AGAIN, BUT TO	NO AVAIL. APRA 5	TO TO SECUNDS	THE GEAR HANDLE	JING GLAK	RETRACTED.	DUKTING	

STEERING SLIDE ASSEMBLY, PN 27-423031-17, WAS BENT.

9/13/83 CHICAGO, IL A/C Reg. No. N377NE Time (Lc1) - 1342 CDT File No. - 5042 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

File No 5132 9	/30/83 	FRANKFORT,IL	A/C Reg.	No. N6208Q	T 	ime (Lc1) -	- 0715 CD1	
-Basic Information Type Operating Certifica			Aircraft D	amage		Inju		
Name of Carrier			MINOR	_	Fatal	Serious		None
Type of Operation Flight Conducted Under	-NON SC	HED, DOMESTIC, PASSE	GER Fire NONE	Crew Pass	-	0	0	1
Incident Occurred During			NUNE	Pass	. 0	U	O	•
-Aircraft Information								
Make/Model - CESSNA 4			ake/Model - CONTI	NENTAL TSIO-520		Installed/		
Landing Gear - TRICYCLE	-RETRACTA		r Engines - 2 e Type - RECIP	S FUEL TALLECTED	S	tali Warnir	ng System	- YES
Max Gross Wt - 6300 No. of Seats - 8			Power - 30					
-Environment/Operations Inf	ormation-							
Weather Data		Itinera				Proximity		
Wx Briefing - FSS Method - UNK/NR			eparture Point WAYNE.IN		ON AIR	PURI		
Method - UNK/NR Completeness - WEATHE			•		Airport D	ata		
Basic Weather - VMC	K NOT FER		AS ACC/INC		FRANKE		•	
Wind Dir/Speed- CALM		34	A3 A33/ 1113			Ident -	- 27	
Visibility - 10.0	SM	ATC/Air	pace		Runway	Lth/Wid -	- 3200/	50
Lowest Sky/Clouds -			f Flight Plan - I			Surface -	- ASPHALT	
	- NONE		f Clearance - I		Runway	Status -	- DRY	
Obstructions to Vision		Type /	pch/Lndg - F	ULL STOP				
Precipitation		-						
Condition of Light	- DAYLIGH	 						
-Personnel Information Pilot-In-Command		Age - 30	Me	edical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	/LIMIT
Certificate(s)/Rating(s	)		ght Review	Flig	ht Time (F		·	
COMMERCIAL, CFI		Current	ght Review - YES	Total -			1 Hrs - UN	•
SE LAND, ME LAND			ince - 8	Make/Model-				
		Aircraf	Type - 401A	Instrument-		Last 90	Days-	75
				Multi-Eng -	758			
Instrument Rating(s)	- AIRPL	ANE						
-Narrative								
RIGHT MAIN LANDING GEAR CO	LLAPSED D	URING LANDING ROLL	THE RIGHT MAIN LA	NDING GEAR BELL	CRANK WAS	FOUND TO HA	<b>VE</b>	

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. MAINTENANCÉ, 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

Type Operating Certificate-AIR CARRIER - FL Name of Carrier - AMERICAN AIRLINE Type of Operation - SCHEDULED, DOMEST Flight Conducted Under - 14 CFR 121 Incident Occurred During -TAXI	S MINO		Crew Pass	Fata1 0 0	Injur Serious O O	Minor O O	None 7 93
Type of Operation -SCHEDULED,DOMEST Flight Conducted Under -14 CFR 121 Incident Occurred During -TAXI	IC,PASSENGER Fire NONE  Eng Make/Model - F Number Engines - Engine Type - 1			0	0	0	7
Incident Occurred During -TAXI  Aircraft Information Make/Model - BOEING 727-200 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - UNK/NR No. of Seats - UNK/NR	Eng Make/Model - F Number Engines - Engine Type - 1		Pass		0	0	93
Aircraft Information Make/Model - BOEING 727-200 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - UNK/NR No. of Seats - UNK/NR	Number Engines - Engine Type - 1						
Make/Model - BOEING 727-200 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - UNK/NR No. of Seats - UNK/NR	Number Engines - Engine Type - 1						
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - UNK/NR No. of Seats - UNK/NR	Number Engines - Engine Type - 1						
Max Gross Wt - UNK/NR No. of Seats - UNK/NR	Engine Type - 1	3			Installed/A		
No. of Seats - UNK/NR				S.	tall Warnin	ıg System -	- YES
••••••							
Environment/Operations Information		6 HP					
· ·							
Weather Data	Itinerary		Δ		Proximity		
Wx Briefing - COMPANY	Last Departure Poir	t		ON AIR	PORT		
Method - IN PERSON	ALBUQUERQUE, NM						
Completeness - FULL Basic Weather - VMC	Destination		Aı	rport Da	ata		
Basic Weather - VMC Wind Dir/Speed- 220/008 KTS	SAME AS ACC/INC			O'HARE	Ident -	UNK/NR	
Visibility - UNK/NR	ATC/Airspace		*		Lth/Wid -		
Lowest Sky/Clouds -	Type of Flight Plan	- TFD				CONCRETE	
Lowest Ceiling - 3800 FT BROKEN	Type of Clearance					DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE		,		J., ,	
Precipitation - NONE	Type tipetity Energy						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command Age	- UNK/NR	Medical Cert	ificate	- UNK/N	₹		
	nnial Flight Review			Time (Ho			
ATP	Current - UNK/N					Hrs - UN	
ME LAND	Months Since - UNK/N				Last 30		
	Aircraft Type - UNK/					Days- UN	
		Multi-Er	ig - UNK/	NR	Rotorcr	aft - UN	C/NR
Instrument Rating(s) - AIRPLANE							
Nonnetive							
Narrative NG TAXI FROM LANDING THE LEFT OUTBOARD WHEEL	DIM CALLED AND DOUBLE	ONTO A LITOURA	V CALICIA	0 04440	TO A VELIT	OL E	

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

Basic Information	AID CARRIER F	LAC/DOMESTIC	A			T 1	•	
Type Operating Certificate- Name of Carrier	CAPITOL ATR IN	C C	Aircraft D MINOR	amage	Fatal	Injur Serious		None
Name of Carrier - Type of Operation - Flight Conducted Under -	SCHEDULED DOMES	TIC.PASSENGER	Fire	Cr		0	0	10
Flight Conducted Under -	14 CFR 121		NONE		ss 0	ŏ	ŏ	250
Incident Occurred During	LANDING							
Aircraft Information								
	OUGLAS DC-8-61		odel - P & W			Installed/Ad		
Landing Gear - TRICYCLE-RE Max Gross Wt - 328000	TRACTABLE		ines - 4		S	tall Warning	g System	- YES
No. of Seats - UNK/NR			e - TURBO r - UNK/N					
		Rated Powe	UNK/N	K 				
Environment/Operations Inform Weather Data	ation	Itinerary			Ainmont	Proximity		
Wx Briefing - UNK/NR		Last Depart	ure Point		ON AIR			
Method - UNK/NR		LOS ANGEL			ON AIR	FORT		
Completeness - UNK/NR		Destination	20,00		Airport D	ata		
Basic Weather - IMC		SAME AS A	CC/INC		O'HARE			
Wind Dir/Speed- 080/006 K							09R	
Visibility - 3.000	SM	ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds -		Type of Fli				Surface -		
		T Type of Cle			Runway	Status -	WET	
Obstructions to Vision- F		Type Apch/L	ndg - F	ULL STOP				
Precipitation - R Condition of Light - D	AVITOUT							
Personnel Information Pilot-In-Command	Ag	e - UNK/NR	Me	dical Certifi	cate - UNK/N	R		
Certificate(s)/Rating(s)	Вi	ennial Flight R	eview	F1	ight Time (H	ours)		
UNK/NR		Current	- UNK/NR	Total -	UNK/NR	Last 24	Hrs - UN	K/NR
		Months Since	- UNK/NR	Make/Model-				
		Aircraft Type	- UNK/NR	Instrument-	UNK/NR	Last 90	Days- UN	K/NR
				Multi-Eng -	UNK/NR	Rotorcra	aft - UNI	K/NR
Instrument Rating(s) -	AIRPLANE	and the second						
Narrative								
-8-61 OPERATED BY CAPITOL AIR	INC EXPERIENCE	D A PARTIAL FAT	LURE OF THE	LEFT MAIN GFA	R ON THE IAN	DING ROLL I	THE REAR	
ION OF THE LEFT MAIN LANDING								
	R EXAMINATION.				- · · · · · · · · · · · ·			

File No 512	0 12/14/83	CHICAGO,IL	A/C Reg. No. N914CL	Time (Lc1) - 1406 CST	
Occurrence Phase of Operation	AIRFRAME/COMPONE LANDING - ROLL	NT/SYSTEM FAILURE/M	ALFUNCTION		
Finding(s) 1. LANDING GEAR,MAI	N GEAR - FAILURE,	PARTIAL			
Probable Cause	-				
The National Transpor is/are finding(s) 1	tation Safety Boa	rd determines that	the Probable Cause(s) of this incide	nt	

File No 5049 2/04/83 SALIN	A,KS	A/C Reg	g. No. N709US	Τ	ime (Lc1)	- 2115 CS	T
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Incident Occurred During -LANDING	L AVIATION)	Aircraft MINOR Fire NONE	Damage Cre Pas	-	Inju Serious O O	ries Minor O O	None 1 6
Aircraft Information Make/Model - MITSUBISHI MU-2B-36 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 11575 No. of Seats - 11	_	Engines - 2 Type - TURE	SEARCH TPE331-6 SOPROP 776 HP		Installed/ tall Warni		
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 OVER Obstructions to Vision- FOG Precipitation - SNOW Condition of Light - NIGHT(DARK)	ST. LOI Destinatio SAME A: ATC/Airspac Type of	on S ACC/INC ce Flight Plan - Clearance -		ON AIR Airport E SALINA Runway Runway Runway Runway	ata MUNI. Ident Lth/Wid	- 17 - 13332/ - ASPHALT - SNOW - 1	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND	Age - 32 Biennial Fligh Current Months Sind Aircraft Ty	t Review - YES ce - 13	Medical Certifica Fli Total - Make/Model- Instrument- Multi-Eng -	ght Time (F 7500 310 80	lours) Last 2 Last 3	4 Hrs - O Days- Ul O Days-	7 NK/NR 91
Instrument Rating(s) - AIRPLANE Narrative  THE ACFT WAS ON A FLT FROM PITSBURG, PA TO SAI AT PITSBURG, THE PLT WAS ADVISED OF A NOTAM TI 10 FT SNOWBANKS. HE DID NOT GET A BRIEFING DUI SALINA, HE CONTACTED THE FSS AND REQUESTED AN NOTAM CONCERNING THE CLOSED PORTION OF RWY 17 PLAN SO THAT ANOTHER PLT COULD BEGIN HIS DESCIVASI AND APPROACH LIGHTS. DURING THE LANDING, OF SNOW. WHEN THE NOSE WAS LOWERED, THE NOSE	HAT THE NORTH 60 RING THE STOP-ON ARPT ADVISORY. /35. AFTER BREAN ENT. THE PLT ST THE ACFT TOUCH	800 FT OF RWY VER AT ST LOU! AN ADVISORY KING OUT OF TH ATED THAT HE M ED DOWN ON THE	17/35 WAS CLOSEI S. DURING AN IN: WAS GIVEN, BUT HE OVERCAST, HE O MADE A NIGHT APPI CLOSED PORTION	D, RWY LIGH STRUMENT AF IT DID NOT CANCELED HI ROACH TO RW OF THE RWY	TS OBSCURE PROACH TO INCLUDE TH S IFR FLT Y 17 USING	D, E THE	

File No. - 5049 2/04/83 SALINA,KS A/C Reg. No. N709US

Time (Lc1) - 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

Make/Model - AERO COMMANDER 680W Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 9400 No. of Seats - 11 Rated Power - 575 HP Environment/Operations Information Weather Data Wx Briefing - FSS Method - ACFT RADIO Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 320/010 KTS Visibility - 3.000 SM Lowest Sky/Clouds - Unwest Ceiling - 15000 FT OVERCAST Obstructions to Vision- NONE P400  Eng Make/Model - GARRETT TPE-331-151K Number Engines - 2 Stall Warning Syst	1 0 
Type of Operation -POSITIONING Fire Crew 0 0 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Incident Occurred During -CRUISE Aircraft Information Make/Model - AERO COMMANDER 680W Eng Make/Model - GARRETT TPE-331-151K ELT Installed/Activat Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 2 Stall Warning Syst Max Gross Wt - 9400 Engine Type - TURBOPROP No. of Seats - 11 Rated Power - 575 HP Environment/Operations Information Weather Data Warning Syst Last Departure Point ON AIRPORT Method - ACFT RADIO CHICAGO, IL CH	1 0 
Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 Incident Occurred During -CRUISE Aircraft Information Make/Model - AERO COMMANDER 680W Eng Make/Model - GARRETT TPE-331-151K ELT Installed/Activat Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 2 Stall Warning Syst Max Gross Wt - 9400 Engine Type - TURBOPROP No. of Seats - 11 Rated Power - 575 HP Environment/Operations Information Weather Data Itinerary 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 Visibility - 3.000 SM ATC/Airspace Runway Lth/Wid - 7300 Lowest Sky/Clouds - Type of Flight Plan - IFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - ILS-COMPLETE Precipitation - UNK/NR	0  ed - UNK/I
Incident Occurred During -CRUISE Aircraft Information Make/Model - AERO COMMANDER 680W	 ed - UNK/1
Make/Model - AERO COMMANDER 680W Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 9400 No. of Seats - 11 Retroited Power - 575 HP Environment/Operations Information Weather Data Method - ACFT RADIO Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed - 320/010 KTS Visibility - 3.000 SM Lowest Sky/Clouds - Lowest Ceiling - 15000 FT OVERCAST Obstructions to Vision- NONE Precipitation  Make/Model - GARRETT TPE-331-151K Number Engines - 2 Stall Warning Syst	
Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 2 Stall Warning Syst 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 Basic Weather - VMC SAME AS ACC/INC FAIRFAX MUNI Wind Dir/Speed- 320/010 KTS Visibility - 3.000 SM ATC/Airspace Type of Flight Plan - IFR Runway Ident - 35 Lowest Ceiling - 15000 FT OVERCAST Type of Clearance - Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - ILS-COMPLETE Precipitation - UNK/NR  TRAFFIC PATTERN	
Max Gross Wt - 9400	em - YES
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 Visibility - 3.000 SM ATC/Airspace Runway Ident - 35 Lowest Sky/Clouds - Type of Flight Plan - IFR Runway Surface - GRASS Lowest Ceiling - 15000 FT OVERCAST Type of Clearance - Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - ILS-COMPLETE Precipitation - UNK/NR TRAFFIC PATTERN	
Weather Data CHICAGO,IL Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 320/010 KTS Visibility - 3.000 SM Lowest Sky/Clouds - Lowest Sky/Clouds - Lowest Ceiling - 15000 FT OVERCAST Obstructions to Vision- NONE Pair Proximity ON AIRPORT CHICAGO,IL Destination SAME AS ACC/INC FAIRFAX MUNI Runway Ident - 35 Runway Lth/Wid - 7300 Type of Flight Plan - IFR Runway Surface - GRASS Runway Status - DRY Type Apch/Lndg - ILS-COMPLETE TRAFFIC PATTERN	
Weather Data  Wx Briefing - FSS  Method - ACFT RADIO  Completeness - WEATHER NOT PERTINENT  Basic Weather - VMC  Wind Dir/Speed 320/010 KTS  Visibility - 3.000 SM  Lowest Sky/Clouds -  Lowest Sky/Clouds -  Destination  Airport Data  SAME AS ACC/INC  Runway Ident - 35  Runway Ident - 35  Runway Lth/Wid - 7300  ATC/Airspace  Type of Flight Plan - IFR  Runway Surface - GRASS  Type of Clearance -  Destructions to Vision- NONE  Precipitation - UNK/NR  Runway Status - DRY  Type Apch/Lndg - ILS-COMPLETE  TRAFFIC PATTERN	
Wx Briefing - FSS	
Method - ACFT RADIO CHICAGO,IL COmpleteness - WEATHER NOT PERTINENT Destination SAME AS ACC/INC FAIRFAX MUNI Wind Dir/Speed- 320/010 KTS Visibility - 3.000 SM ATC/Airspace Runway Lth/Wid - 7300 Lowest Sky/Clouds - Type of Flight Plan - IFR Runway Surface - GRASS Lowest Ceiling - 15000 FT OVERCAST Type of Clearance - Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - ILS-COMPLETE Precipitation - UNK/NR TRAFFIC PATTERN	
Completeness - WEATHER NOT PERTINENT Destination SAME AS ACC/INC FAIRFAX MUNI Wind Dir/Speed- 320/010 KTS Visibility - 3.000 SM ATC/Airspace Runway Lth/Wid - 7300 Lowest Sky/Clouds - Type of Flight Plan - IFR Runway Surface - GRASS Lowest Ceiling - 15000 FT OVERCAST Type of Clearance - Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - ILS-COMPLETE Precipitation - UNK/NR TRAFFIC PATTERN	
Basic Weather - VMC SAME AS ACC/INC FAIRFAX MUNI Wind Dir/Speed- 320/010 KTS Visibility - 3.000 SM ATC/Airspace Runway Lth/Wid - 7300 Lowest Sky/Clouds - Type of Flight Plan - IFR Runway Surface - GRASS Lowest Ceiling - 15000 FT OVERCAST Type of Clearance - Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - ILS-COMPLETE Precipitation - UNK/NR TRAFFIC PATTERN	
Wind Dir/Speed- 320/010 KTS Visibility - 3.000 SM Lowest Sky/Clouds - Type of Flight Plan - IFR Lowest Ceiling - 15000 FT OVERCAST Type of Clearance - Runway Surface - GRASS Distructions to Vision- NONE Precipitation - UNK/NR TRAFFIC PATTERN  Runway Ident - 35 Runway Lth/Wid - 7300 Runway Surface - GRASS Runway Status - DRY Type Apch/Lndg - ILS-COMPLETE TRAFFIC PATTERN	
Visibility - 3.000 SM ATC/Airspace Runway Lth/Wid - 7300 Lowest Sky/Clouds - Type of Flight Plan - IFR Runway Surface - GRASS Lowest Ceiling - 15000 FT OVERCAST Type of Clearance - Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - ILS-COMPLETE Precipitation - UNK/NR TRAFFIC PATTERN	
Lowest Sky/Clouds - Type of Flight Plan - IFR Runway Surface - GRASS Lowest Ceiling - 15000 FT OVERCAST Type of Clearance - Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - ILS-COMPLETE Precipitation - UNK/NR TRAFFIC PATTERN	/ 150
Lowest Ceiling - 15000 FT OVERCAST Type of Clearance - Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - ILS-COMPLETE Precipitation - UNK/NR TRAFFIC PATTERN	
Obstructions to Vision- NONE Type Apch/Lndg - ILS-COMPLETE Precipitation - UNK/NR TRAFFIC PATTERN	· OK!
Precipitation - UNK/NR TRAFFIC PATTERN	
Condition of Light - DAWN FULL STOP	
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 Last 24 Hrs -	
SE LAND, ME LAND Months Since - 2 Make/Model - 71 Last 30 Days-	
Aircraft Type - 680W Instrument- 1578 Last 90 Days- Multi-Eng - 4300	314
Instrument Rating(s) - AIRPLANE	
Narrative	
HE NUMBER 2 ENGINE FAILED IN CRUISE FLIGHT. DURNG DESCENT THE LANDING GEAR FAILED TO EXTEND. THE PILOT LANDED NTENTIONAL GEAR UP IN THE SOD AREA ADJACENT TO THE RUNWAY.	

File No. - 5128 3/16/83 KANSAS CITY,KS A/C Reg. No. N2OODT 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

Type Operating Certificate-NONE (GENERA		raft Damage		Injur		
	MIN		Fata1		Minor	None
Type of Operation -EXECUTIVE/CO			rew 0	0	0	1
Flight Conducted Under -14 CFR 91D Incident Occurred During -CLIMB	NON	Е Р	ass 0	0	0	0
-Aircraft Information						
Make/Model - CESSNA 441		GARRETT TPE331840		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -		Ş	itall Warnin	ıg System	- YES
Max Gross Wt - 9925	Engine Type -					
No. of Seats - 9	Rated Power -	636 LBS THRUST				
-Environment/Operations Information	Thimpupu		A 2 mm 4	Dunas dan date		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Po	in+	Airport UNK/NF	Proximity		
Method - N/A	PONCA CITY.OK	iric	CINK/ INF	•		
Completeness - N/A	Destination		Airport [	1949		
Basic Weather - VMC	WICHITA.KS		Amport	ata		
Wind Dir/Speed- 180/018 KTS	WIONITH, NO		Runway	/ Ident -	UNK/NR	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds -	Type of Flight Pla	an - IFR		Surface -		
	CAST Type of Clearance			/ Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT		FULL STOP				
-Personnel Information						
Pilot-In-Command	Age - 42	Medical Certif			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (F			
PRIVATE	Current - YES	Total	- 4450	Last 24	Hrs - UN	K/NR
SE LAND, ME LAND	Months Since - 18		- 1105	Last 30	Days- UN	K/NR
	Aircraft Type - UNK,		- UNK/NR	Last 90	Days- UN	K/NR
		Multi-Eng	- 4320	ROTORCE	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE						
-Narrative						
PILOT EXPERIENCED ELEVATOR CONTROL PROBLE	MS AND MADE AN EMERGENCY	I ANDING ON AN ARA	NDONED AIRST	IP. THE FLE	VATOR	
A CABLE HAD COME OFF OF THE ELECTRIC TRIM						

File No 50	11 5/12/83	ARKANSAS CITY,KS	A/C Reg. No. N36962	Time (Lc1) - 1442 CDT	
Occurrence #1 Phase of Operation	LOSS OF CONTROL CLIMB	- IN FLIGHT			
Finding(s) 1. FLT CONTROL SYS 2. SABOTAGE	T,ELEVATOR CONTROL	- MOVEMENT RESTRICTED			
Occurrence #2 Phase of Operation	FORCED LANDING LANDING				
Probable Cause					

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

File No 5082 12/	18/83 WICHI	TA,KS	A/C Reg. No.	N968E	Т	ime (Lc1) -	1141 CST	
Basic Information Type Operating Certificate	e-AIR CARRIER	- FLAG/DOMESTIC	Aircraft Damage			Injur	ies	
Name of Carrier			NONE		Fatal	Serious		None
Type of Operation Flight Conducted Under	-SCHEDULED, DO	MESTIC, PASSENGER	Fire	Crew	0	0	0	5
Flight Conducted Under	-14 CFR 121		ON GROUND	Pass	0	0	0	42
Incident Occurred During	-TAKEOFF							
Aircraft Information								
Make/Mode1 - DOUGLAS D			ode1 ~ P & W JT8D	1-7B		Installed/A		
Landing Gear - TRICYCLE-	RETRACTABLE	Number Eng			S	tall Warnin	g Syst <b>e</b> m	- YES
Max Gross Wt - 91500			e - TURBOJET					
No. of Seats - 88		Rated Powe	r - 14000 LBS	THRUST				
Environment/Operations Info	rmation							
Weather Data		Itinerary				Proximity		
Wx Briefing - COMPANY		Last Depart			ON AIR	ואטי		
Method - TELETYP		SAME AS A	CC/INC			- 4 -		
Completeness - WEATHER Basic Weather - VMC	NUI PERIINENI	=		•	Airport D	ata NTINENT		
Wind Dir/Speed- 010/016	VTC	DENVER, CO					01R	
Visibility - 12.0		ATC/Airspace				Lth/Wid -	-	150
Lowest Sky/Clouds -			aht Dlan - TED				CONCRETE	150
Lowest Sky/Clodds							DRY	
Obstructions to Vision-		• •			Karmay	514145		
	NONE	/ ypc Apoli) 2	140112					
Condition of Light -			FULL S	TOP				
Personnel Information Pilot-In-Command		Age - 42	Medical	Certificate	a - VALTO	MEDICAL -NO	WATVEDS/	TMTT
Certificate(s)/Rating(s)		Biennial Flight R			t Time (H		WAITENS	
ATP		Current	- YES Tot	al - 10	2500	last 24	Hrs -	4
SE LAND, ME LAND		Months Since						
HELICOPTER		Aircraft Type	- DC-9 Ins	e/Model- trument- UNA	C/NR	Last 90	Davs- UN	K/NR
				ti-Eng - UN			aft - UNI	
Instrument Rating(s)	- AIRPLANE							
Manastana								
Narrative CATASTROPHIC FAILURE OF THE L	EFT ENGINE OCC	URRED AT THE REGIN	VING OF THE TAKEN	FF ROLL. TH	TAKEOFF	WAS ABORTE	D & FIRE	
JPTED ON THE TAXI BACK TO THE								

File No. - 5082 12/18/83 WICHITA, KS A/C Reg. No. N968E Time (Lc1) - 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

### Brief of Accident/Incident

Name of Carrier -AIR CANADA SUB Type of Operation -SCHEDULED,INTL,PASSENGER Fire Flight Conducted Under -14 CFR 121 IN Acc/Inc Occurred During -OTHER Aircraft Information Make/Model - DOUGLAS DC-9-32 Eng Make/Model - Landing Gear - TRICYCLE-RETRACTABLE Number Engines - Max Gross Wt - UNK/NR Engine Type - No. of Seats - UNK/NR Rated PowerEnvironment/Operations Information Weather Data Itinerary Wx Briefing - UNK/NR Last Departure Po Method - UNK/NR DALLAS,TX Completeness - UNK/NR Destination Basic Weather - VMC TORONTO,CD Wind Dir/Speed- 230/004 KTS Visibility - 12.0 SM ATC/Airspace Lowest Sky/Clouds - 2500 FT SCATTERED Type of Flight Pictowest Ceiling - OVERCAST Type of Clearance Obstructions to Vision- NONE Type Apch/Lndg Precipitation - RAIN Condition of Light - DAYLIGHT	FLIGHT	Crew Pass	Fatal	Inju		
Name of Carrier -AIR CANADA SUB Type of Operation -SCHEDULED,INTL,PASSENGER Fire Flight Conducted Under -14 CFR 121 IN Acc/Inc Occurred During -OTHER Aircraft Information Make/Model - DOUGLAS DC-9-32 Eng Make/Model - Landing Gear - TRICYCLE-RETRACTABLE Number Engines - Max Gross Wt - UNK/NR Engine Type - No. of Seats - UNK/NR Rated PowerEnvironment/Operations Information Weather Data Itinerary Wx Briefing - UNK/NR Last Departure Po Method - UNK/NR DALLAS,TX Completeness - UNK/NR Destination Basic Weather - VMC TORONTO,CD Wind Dir/Speed- 230/004 KTS Visibility - 12.0 SM ATC/Airspace Lowest Sky/Clouds - 2500 FT SCATTERED Type of Flight Pictowest Ceiling - OVERCAST Type of Clearance Obstructions to Vision- NONE Type Apch/Lndg Precipitation - RAIN Condition of Light - DAYLIGHT	STANTIAL FLIGHT	Crew	Fatal			
Type of Operation -SCHEDULED,INTL,PASSENGER Fire Flight Conducted Under -14 CFR 121 IN Acc/Inc Occurred During -OTHER Aircraft Information Make/Model - DOUGLAS DC-9-32 Eng Make/Model - Landing Gear - TRICYCLE-RETRACTABLE Number Engines - Max Gross Wt - UNK/NR Engine Type - No. of Seats - UNK/NR Rated Power	FLIGHT		Fatal		ries	
Flight Conducted Under -14 CFR 121 Acc/Inc Occurred During -0THER Aircraft Information Make/Model - DOUGLAS DC-9-32 Eng Make/Model - Landing Gear - TRICYCLE-RETRACTABLE Number Engines - Max Gross Wt - UNK/NR Engine Type - No. of Seats - UNK/NR Rated Power - Environment/Operations Information Weather Data Itinerary Wx Briefing - UNK/NR Last Departure Po Method - UNK/NR DALLAS,TX Completeness - UNK/NR Destination Basic Weather - VMC TORONTO,CD Wind Dir/Speed- 230/004 KTS Visibility - 12.0 SM ATC/Airspace Lowest Sky/Clouds - 2500 FT SCATTERED Type of Flight Plate Complete Complet	FLIGHT			Serious	Minor	None
Acc/Inc Occurred During -OTHER Aircraft Information Make/Model - DOUGLAS DC-9-32		Dace	0	0	0	5
Aircraft Information Make/Model - DOUGLAS DC-9-32		rass	23	3	13	2
Aircraft Information Make/Model - DOUGLAS DC-9-32 Eng Make/Model - Landing Gear - TRICYCLE-RETRACTABLE Number Engines - Max Gross Wt - UNK/NR Engine Type - No. of Seats - UNK/NR Rated Power - Environment/Operations Information Weather Data Itinerary Wx Briefing - UNK/NR Last Departure Po Method - UNK/NR DALLAS,TX Completeness - UNK/NR Destination Basic Weather - VMC TORONTO,CD Wind Dir/Speed- 230/004 KTS Visibility - 12.0 SM ATC/Airspace Lowest Sky/Clouds - 2500 FT SCATTERED Type of Flight Pla Lowest Ceiling - OVERCAST Type of Clearance Obstructions to Vision- NONE Type Apch/Lndg Precipitation - RAIN Condition of Light - DAYLIGHT						
Landing Gear - TRICYCLE-RETRACTABLE Mumber Engines - Max Gross Wt - UNK/NR Engine Type - Rated Power - No. of Seats - UNK/NR Rated Power - Rated Power - Power First Power Fir						
Landing Gear - TRICYCLE-RETRACTABLE Mumber Engines - Max Gross Wt - UNK/NR Engine Type - Rated Power - No. of Seats - UNK/NR Rated Power - Rated Power - Power First Power Fir	P&W JT8D1-	7B	ELT	Installed/	Activated	- UNK/NR
No. of Seats - UNK/NR Rated Power - Environment/Operations Information Weather Data Itinerary Wx Briefing - UNK/NR Last Departure Po Method - UNK/NR Destination Basic Weather - VMC TORONTO,CD Wind Dir/Speed- 230/004 KTS Visibility - 12.0 SM ATC/Airspace Lowest Sky/Clouds - 2500 FT SCATTERED Type of Flight P1: Lowest Ceiling - OVERCAST Type of Clearance Obstructions to Vision- NONE Type Apch/Lndg Precipitation - RAIN Condition of Light - DAYLIGHT			S	tall Warni	ng System	- YES
Environment/Operations Information Weather Data Itinerary Wx Briefing - UNK/NR Last Departure Po Method - UNK/NR Destination Completeness - UNK/NR Destination Basic Weather - VMC TORONTO,CD Wind Dir/Speed- 230/004 KTS Visibility - 12.0 SM ATC/Airspace Lowest Sky/Clouds - 2500 FT SCATTERED Type of Flight Plate Lowest Ceiling - OVERCAST Type of Clearance Obstructions to Vision- NONE Type Apch/Lndg Precipitation - RAIN Condition of Light - DAYLIGHT	TURBOFAN					
Weather Data  Wx Briefing - UNK/NR  Method - UNK/NR  Completeness - UNK/NR  Basic Weather - VMC  Wind Dir/Speed- 230/004 KTS  Visibility - 12.0 SM  Lowest Sky/Clouds - 2500 FT SCATTERED  Lowest Ceiling - OVERCAST  Obstructions to Vision-  Precipitation - RAIN  Condition of Light - DAYLIGHT Personnel Information	14000 LBS	THRUST				
Weather Data  Wx Briefing - UNK/NR  Method - UNK/NR  Completeness - UNK/NR  Basic Weather - VMC  Wind Dir/Speed- 230/004 KTS  Visibility - 12.0 SM  Lowest Sky/Clouds - 2500 FT SCATTERED  Lowest Ceiling - OVERCAST  Obstructions to Vision-  Precipitation - RAIN  Condition of Light - DAYLIGHT Personnel Information						
Wx Briefing - UNK/NR Last Departure Po Method - UNK/NR DALLAS,TX Completeness - UNK/NR Destination Basic Weather - VMC TORONTO,CD Wind Dir/Speed- 230/004 KTS Visibility - 12.0 SM ATC/Airspace Lowest Sky/Clouds - 2500 FT SCATTERED Type of Flight P1a Lowest Ceiling - OVERCAST Type of Clearance Obstructions to Vision-NONE Type Apch/Lndg Precipitation - RAIN Condition of Light - DAYLIGHT			Airport	Proximity		
Method - UNK/NR DALLAS,TX Completeness - UNK/NR Destination Basic Weather - VMC TORONTO,CD Wind Dir/Speed- 230/004 KTS Visibility - 12.0 SM ATC/Airspace Lowest Sky/Clouds - 2500 FT SCATTERED Type of Flight P1: Lowest Ceiling - OVERCAST Type of Clearance Obstructions to Vision- NONE Type Apch/Lndg Precipitation - RAIN Condition of Light - DAYLIGHT	int		ON AIR	•		
Completeness - UNK/NR Destination Basic Weather - VMC TORONTO,CD Wind Dir/Speed- 230/004 KTS Visibility - 12.0 SM ATC/Airspace Lowest Sky/Clouds - 2500 FT SCATTERED Type of Flight P1: Lowest Ceiling - OVERCAST Type of Clearance Obstructions to Vision- NONE Type Apch/Lndg Precipitation - RAIN Condition of Light - DAYLIGHT						
Basic Weather - VMC TORONTO,CD Wind Dir/Speed- 230/004 KTS Visibility - 12.0 SM ATC/Airspace Lowest Sky/Clouds - 2500 FT SCATTERED Type of Flight P1a Lowest Ceiling - DVERCAST Type of Clearance Obstructions to Vision- NONE Type Apch/Lndg Precipitation - RAIN Condition of Light - DAYLIGHT			Airport D	ata		
Wind Dir/Speed- 230/004 KTS Visibility - 12.0 SM ATC/Airspace Lowest Sky/Clouds - 2500 FT SCATTERED Type of Flight P1: Lowest Ceiling - DVERCAST Type of Clearance Obstructions to Vision- NONE Type Apch/Lndg Precipitation - RAIN Condition of Light - DAYLIGHT				IATI MUNI		
Visibility - 12.0 SM ATC/Airspace Lowest Sky/Clouds - 2500 FT SCATTERED Type of Flight Plance Lowest Ceiling - OVERCAST Type of Clearance Obstructions to Vision- NONE Type Apch/Lndg Precipitation - RAIN Condition of Light - DAYLIGHT				Ident	- 27L	
Lowest Sky/Clouds - 2500 FT SCATTERED Type of Flight P1: Lowest Ceiling - OVERCAST Type of Clearance Obstructions to Vision- NONE Type Apch/Lndg Precipitation - RAIN Condition of Light - DAYLIGHTPersonnel Information				Lth/Wid		150
Lowest Ceiling - OVERCAST Type of Clearance Obstructions to Vision- NONE Type Apch/Lndg Precipitation - RAIN Condition of Light - DAYLIGHT	an - IFR			Surface		
Obstructions to Vision- NONE Type Apch/Lndg Precipitation - RAIN Condition of Light - DAYLIGHTPersonnel Information					- WET	
Precipitation - RAIN Condition of Light - DAYLIGHTPersonnel Information	- ASR					
Condition of Light - DAYLIGHTPersonnel Information		LANDING				
Pilot-In-Command Age - 51	Medical	Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s) Biennial Flight Review			t Time (H		,	
ATP, FOREIGN Current - YES		al - 1		Last 2	4 Hrs -	9
SE LAND.ME LAND Months Since - 4		e/Model-	4939	Last 3	Davs-	39
Aircraft Type - DC-		trument- UN		Last 9		111
The fact type be		ti-Eng - UN	K/NR	Rotorci	raft - UN	
Instrument Rating(s) - AIRPLANE		-				
Instrument Rating(s) - AIRPLANE						
Narrative						
ABOUT 1903 EDT, WHILE ENROUTE AT FL 330, THE CABIN CREW DISCOVERED						
C & DECLARING AN EMERGENCY, THE FLT CREW MADE AN EMERGENCY DESCENT &						
ITL ARPT. AT 1920, THE ACFT WAS LANDED ON RWY 27L. AS THE AIRCREW STO						
ACE & BEGAN FIREFIGHTING OPERATIONS. ALSO, AS THE PLANE STOPPED, THI						
$\cdot$ TO 90 SEC AFTER THE EXITS WERE OPENED, A FLASH FIRE ENVELOPED THE $:$						
$\mid$ EXIT THE ACFT & DIED IN THE FIRE. AN INVESTIGATION REVEALED THAT 3					ABOUT	
MIN BEFORE SMOKE WAS DETECTED. THE CAPTAIN MISCONSTRUED REPORTS THAT						
NFLICTING FIRE PROGRESS REPORTS. SUBSEQUENTLY, HE LANDED AT THE CINC						
ULD HAVE ALLOWED HIM TO LAND 3 TO 5 MIN SOONER. WET TOWELS & BREATH:	ING THRU CLO	OTHING AIDE	D SURVIVA	L. FIRE SOU	JRCE UNK.	

#### Brief of Accident/Incident (Continued)

6/02/83 COVINGTON, KY A/C Reg. No. CFTLU File No. - 6024 Time (Lc1) - 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 -FORCED LANDING Occurrence #2 Phase of Operation LANDING FIRE Occurrence #3 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

Basic Information					<b>T 1</b>		
Type Operating Certificate-AIR CAR Name of Carrier -EASTERN		Aircraft Damage	9	Fatal	Injur Serious	ies Minor	None
Type of Openation -SCHEDIN	ED DOMESTIC DASSENGED	Fire	Crew	0	0	0	7
Type of Operation -SCHEDUL Flight Conducted Under -14 CFR	121	NONE	Pass	Ö	Ö	Ö	105
Incident Occurred During -TAKEOFF		None	Other	ŏ	ŏ	ŏ	2
Aircraft Information							
Make/Model - BOEING 727-225A		Model - PRATT&WHIl	NEY JT8D-15		Installed/A		
Landing Gear - TRICYCLE-RETRACTAB		gines - 1		S.	tall Warnin	g System	- YES
Max Gross Wt - 172700		oe - TURBOJET					
No. of Seats - 170	Rated Powe	er - 15500 LBS	S THRUST				
Environment/Operations Information							
Weather Data Wx Briefing - FSS	Itinerary Last Depar	tuna Paint	•	UNK/NR	Proximity		
Method - IN PERSON	SAME AS A			UNK/ NK			
Completeness - FULL	Destination		Λ.	irport Da	1+2		
Basic Weather - VMC	CANCUN, M			MOISAN			
Wind Dir/Speed- 340/003 KTS	CANCON, III			-	Ident -	UNK/NR	
Visibility - 4.000 SM	ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds - 2500 FT					Surface -		
Lowest Ceiling - 8000 FT		earance - IFR		Runway	Status -	DRY	
Obstructions to Vision- HAZE	Type Apch/I	Lndg - NONE		•			
Precipitation - NONE		_					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 46		Certificate			IVERS/LIM	1 7
Certificate(s)/Rating(s)	Biennial Flight F	Review	Flight	Time (Ho	ours)	110 1101	14 /NID
COMMERCIAL, ATP	Current	- YES 101	tal - UNK, ke/Model- UNK, strument- UNK,	/NR /NR	Last 24	Hrs - UN	K/NK K/ND
SE LAND, ME LAND	Months Since Aircraft Type	~ 4 Mar	(e/Model- UNK)	/ INR /ND	Last 30	Days- UN	K/NK K/ND
GLIDER	Aircraft Type	9 ~ B-/2/ Ins	iti-Eng - UNK	/ INR /ND	Potonon	aft - UN	
		Ma	iti-Eng - ONK	INK	ROTOFCE	art - ON	N/ INK
Instrument Rating(s) - AIRPLA	NE						
·Narrative							
PLT DEPARTED WITH A TAIL WIND WHICH	EXCEEDED THE ALLOWARIE	COMPONENT. ROTATI	ON WAS OBSERY	/ED TO HA	VE OCCURRE	D AT THE	
ARTURE THRESHOLD. THE ACFT WAS ESTIMA							

File No 504	47 10/03/83 	KENNER, LA	A/C Reg. No	). N817EA	Time (Lc1) - 13	:06 CDT
Occurrence Phase of Operation	MISCELLANEOUS/OTH					
Finding(s) 1. MISCELLANEOUS			A Commence of the Commence of			
Probable Cause						
The National Transpor	rtation Safety Boar	d determines that	the Probable Cause(s)	of this incident		

is/are finding(s) 1

<pre>-Basic Information Type Operating Certificate-NONE (G)</pre>	ENERAL AVIATION)	Aircraft Damage			Injur	ies	
Type operating certificate None (di	INCRAE AVIATION)	MINOR		Fatai	Serious	Minor	None
Type of Operation -FERRY		Fire	Crew	0	0	Ō	2
Flight Conducted Under -14 CFR 9		IN FLIGHT	Pass	0	0	0	0
Incident Occurred During -TAKEOFF	- INITIAL CLIMB						
Aircraft Information							
Make/Model - SIKORSKY S76A		Model - N/A			Installed/A		
Landing Gear - N/A Max Gross Wt - 10000	Number En Engine Ty	gines - N/A pe - N/A		S	tall Warning	g System -	UNK/N
No. of Seats - 14	Rated Pow						
14. Of Seats 14	Rated FOW						
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIE	Itinerary EFING Last Depar	tuna Daint		ON AIR	Proximity		
Method - N/A	SAME AS			UN AIR	21KIP		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL				EUM HELT		
Wind Dir/Speed- 040/005 KTS				Runway	Ident -	UNK/NR	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
	SCATTERED Type of F1		Y (VFR)		Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clo	earance - NONE	LANDING	Runway	Status -	DRY	
Precipitation - NONE	Type Apch/	Lndg - FORCED	LANDING				
Condition of Light - NIGHT(DAR	RK)						
Personnel Information Pilot-In-Command	Age - 46	· Medical	Certificat	e - VALID	MEDICAL-WA	IVERS/LIMI	T
Certificate(s)/Rating(s)	Biennial Flight (	Review	Fligh	t Time (H	ours)	·	
COMMERCIAL	Current	- YES Tota		1062	Last 24	Hrs -	4
SE LAND	Months Since		e/Model-	1574	Last 24 Last 30 Last 90	Days- UNK	/NR
HELICOPTER	Aircraft Type	e - \$ 76 Ins	trument-	130		, -	
					Rotorcra	aft - 11	007
Instrument Rating(s) - HELICOR	PTER						
Narrative							
HELICOPTER WAS ON INITIAL CLIMB WHEN	THE #1 FNGINE FATIED	EXPLOSIVLY. A POST	EXPLOSTON	FIRE ENSU	FD AND BOTH	FIRE	
LES WERE UTILIZED TO NO AVAIL. DURING							
ENGINE FAILURE IS UNDETERMINED.							

File No. - 5097 11/08/83 CAMERON, LA A/C Reg. No. N5444X Time (Lc1) - 2000 CST

Occurrence #1
Phase of Operation

OTHER GEAR COLLAPSED 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

File No 5107 5/13/83 BOSTO	ON, MA A/C	Reg. No. N6791Y	т.	me (Lc1) -	2106 ED	Т
Basic Information Type Operating Certificate-COMMUTER Name of Carrier -PROVINCETOWN Type of Operation -SCHEDULED,DO	I BOSTON AIRLI NONE		Fatal O	Injur Serious O	ies Minor O	None 1
Flight Conducted Under -14 CFR 135 Incident Occurred During -CRUISE	MESTIC, PASSENGER FITE NONE		•	0	0	3
Aircraft Information						
Make/Model - CESSNA 402C Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6885 No. of Seats - 10	Number Engines -	CONTINENTAL TS10520V 2 RECIP-FUEL INJECTED 325 HP		nstalled/A all Warnin		
Environment/Operations Information						
Weather Data Wx Briefing - NWS Method - TELETYPE	Itinerary Last Departure Poi HYANNIS MA	int	Airport F OFF AIF	roximity PORT/STRIP		
Completeness - FULL Basic Weather - IMC	Destination BOSTON		Airport Da		4.0	
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)	ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg		Runway Runway	Ident - Lth/Wid - Surface - Status -	ASPHALT	150
Pilot-In-Command Certificate(s)/Rating(s)	Age - 26 Biennial Flight Review	Medical Certifica Flig	ht Time (Ho	ours)		/LIMIT
ATP SE LAND,ME LAND	Current - YES Months Since - 4 Aircraft Type - 4020	Make/Model-	3767 556 108 2838	Last 24 Last 30 Last 90	Days- U	3 NK/NR 243
Instrument Rating(s) - AIRPLANE						
Narrative ILE IN LEVEL FLIGHT A CESSNA 402 PASSED BEH E PILOT REGAINED CONTROL AND LANDED WITHOUT ANS, IN INSTRUMENT CONDITIONS, BEING VECTOR PROPRIATE VERTICAL AND HORIZONTAL CLEARANCE HER.	FURTHER INCIDENT AT HIS	DESTINATION. BOTH AC FAA ATC PROCEDURES D	FT WERE ON O NOT STIPU	INSTRUMENT	FLIGHT RIA FOR	

File No 51	07 5/13/83	BOSTON, MA	A/C Reg. No. N6791Y	Time (Lc1) - 2106 EDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL CRUISE - NORMAL	- IN FLIGHT		
Finding(s) 1. APPROACH CONTRO	L PROCEDURE - INAD	EQUATE		
Occurrence #2 Phase of Operation	VORTEX TURBULENC	E ENCOUNTERED		
Probable Cause				·

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

File No 5124 9/20/83	BOSTON, MA	A/C Reg. No. N	50RP 	T ir	me (Lc1) - 	2025 EDT	
-Basic Information	_					•	
Type Operating Certificate-COMMUTE Name of Carrier -PRECISI	R ON AIRLINE	Aircraft Damage MINOR	r	atal	Injur Serious	ies Minor	None
			Crew	ατα ι Ο	Serious O	M11101	None 2
Type of Operation -SCHEDUL Flight Conducted Under -14 CFR	125	NONE	Pass	Ö	0	ő	10
Incident Occurred During -TAXI	103	NONE	7 433	Ü	O	, i	, ,
-Aircraft Information							
Make/Model - DEHAVILLAND DHC-6	Eng Make/I	Model - PRATT & WHI	TN PT6A-27		nstalled/Ad		
Landing Gear - TRICYCLE-FIXED		gines - 2		Sta	all Warning	g System	- UNK/N
Max Gross Wt - 12300		oe - TURBOPROP					
No. of Seats - 19	Rated Power	er - 620 HP					
-Environment/Operations Information			· · · · · ·				
Weather Data	Itinerary				roximity		
Wx Briefing - UNK/NR	Last Depar			ON AIRPO	ORT		
Method - UNK/NR	SAME AS						
Completeness - WEATHER NOT PERT				port Da			
Basic Weather - VMC	UNK/NR			LOGAN II		LINIX AND	
Wind Dir/Speed- 200/012 KTS	ATO /A :			Runway :		UNK/NR	
Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace	toolet Diene HAW AID			Lth/Wid -		
		ight Plan - UNK/NR earance - UNK/NR		Runway :	Surface -	UNK/NR	
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Cit			Kuriway .	status -	UINK/ INK	
Precipitation - NONE	Type Apch/	Lridg - UNK/INK					
Condition of Light - DUSK							
-Personnel Information Pilot-In-Command	Age - 29	Modical	Certificate -	LINIZ /NID			
Certificate(s)/Rating(s)	Biennial Flight I		Flight T				
COMMERCIAL,ATP	Current	- UNK/NR Tota				Hrs - UN	k/NR
ME LAND	Months Since		/Mode1- 203			Days- UN	•
:	Aircraft Type		rument- UNK/N			Days- UN	
			i-Eng - UNK/N			aft - UN	* .
Instrument Rating(s) - AIRPLA	NE						
ACFT ENCOUNTERED JET BLAST WHILE TAX	TING REHIND A L-1011 A	CET WHICH HAD NOT V	ET DECEIVED T	AXT CLE	ADANCE & W/	11172 2/	
ACHED TO THE TUG WHEN THE PASS BEGAN.	IIING BEITIND A E 1011 A	C WILLOW HAD NOT I	L. KLOLIVED I	AAT OLL	ANAITOL & WA	-5 51166	

9/20/83 A/C Reg. No. N5ORP Time (Lc1) - 2025 EDT File No. - 5124 BOSTON, MA

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

File No 5010 6/02/83 CLINT	ON , MD A,	C Reg. No. N9542L	T 	ime (Lc1)	- 1500	EDT
-Basic Information Type Operating Certificate-NONE (GENERAL	^	craft Damage NOR	Fatal	Inju Serious		n None
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Incident Occurred During -LANDING	_ Fire Not		•	0	0	•
-Aircraft Information						
Make/Model - GRUMMAN AA-5 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200 No. of Seats - 4	Number Engines Engine Type	- LYCOMING 0-320-E2G - 1 - RECIPROCATING-CARBUR - 150 HP	S ETOR	Installed/ stall Warni	ng Syste	em - UNK/I
-Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Po SAME AS ACC/INO		Airport ON AIR	Proximity PORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR	Destination SAME AS ACC/ING		Airport D HYDE Runway		- 31	
Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight P Type of Clearance Type Apch/Lndg	- NONE	Runway Runway	Lth/Wid Surface		
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	Total - Make/Model-	nt Time (H	lours) Last 2 Last 3	4 Hrs - O Days- O Days-	UNK/NR
Instrument Rating(s) - NONE			<u>-</u>			
Instrument Rating(s) - NONE	THEN LANDED HARED ON RU	UNWAY. THE NOSEGEAR FA	ILED AND T	HE ACFT SL	ID DOWN	

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

File No 5135 9/	12/83 POTOMA	C,MD	A/C Reg.	No. N9196S	T i	me (Lc1) -	1645 EDT	
-Basic Information Type Operating Certificato Name of Carrier Type of Operation Flight Conducted Under Incident Occurred During	-MARYLAND AIRL -NON SCHED,DOM -14 CFR 135	TAXI INES ESTIC,PASSENGER	Aircraft Da MINOR Fire NONE	mage Crew Pass	Fatal O O	Injur Serious O O	Minor	None 1 2
-Aircraft Information Make/Model - BEECHCRAF Landing Gear - TRICYCLE-I Max Gross Wt - UNK/NR No. of Seats - 6		Number Engi	nes - 1 - RECIPR	NG IO-360-A1B6 OCATING-CARBURE	S1 TOR	nstalled/A all Warnin	g System	- YES
-Environment/Operations Information Weather Data Wx Briefing - NWS Method - TELEPHON Completeness - WEATHER Basic Weather - VMC Wind Dir/Speed- CALM Visibility - UNK/NR Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light -	NE NOT PERTINENT CLEAR NONE NONE NONE	Itinerary Last Departu HERNDON,VA Destination EASTON,MD  ATC/Airspace Type of Flig Type of Clea	ght Plan - CC Grance - NC	MPANY (VFR) NE	Airport F UNK/NR Airport Da Runway Runway Runway Runway	roximity ita	UNK/NR UNK/NR UNK/NR	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL ME LAND  Instrument Rating(s)		Age - UNK/NR Biennial Flight Re Current Months Since Aircraft Type	eview - YES - UNK/NR	ical Certificat Fligh Total - Make/Model- Instrument- UN Multi-Eng -	t Time (Ho 3250 650 K/NR	ours) Last 24 Last 30 Last 90	Hrs - UNI	K/NR K/NR K/NR
	- AIRPLANE							
Narrative E ACFT MADE A FORCED LANDING : NNECTING ROD HAD FAILED. AN FARING A RECENT MAJOR OVERHAUL.	AA INSPECTION R	EVEALED THAT THE C	ONNECTING RO	D RETAINING BOL	TS WERE NO	T PROPERLY		

9/12/83 POTOMAC, MD A/C Reg. No. N9196S Time (Lc1) - 1645 EDT File No. - 5135 Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION CRUISE - NORMAL Phase of Operation 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

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

----Probable Cause----

# Brief of Accident/Incident

-Basic Information Type Operating Certificate-NONE (GENE	RAI AVIATION)	Aircraft D	)amage		Ini	uries	
Type operating our tri toute mone (ache	NAL AVIATION,	DESTROYED		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew		1		0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Acc/Inc Occurred During -CRUISE							
-Aircraft Information							
Make/Model - PIPER PA 28 181			IING 10360A4			I/Activated	
Landing Gear - TRICYCLE-FIXED					tall Warr	ing System	- UNK/NR
Max Gross Wt - UNK/NR			ROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Pov	ver - 18	80 HP				<del></del>
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depar			OFF AI	RPORT/STR	!IP	
Method - TELEPHONE	MONTREAL						
Completeness - UNK/NR	Destination			Airport D			
Basic Weather - VMC	FREDERIC	CIUN, CA			OCKET ME	A1 / A	
Wind Dir/Speed- UNK/NR Visibility - 4.000 SM	ATC/Airspace				Ident Lth/Wid	- N/A	
Lowest Sky/Clouds - UNK/NR		: light Plan - V	/ED		Surface		
Lowest Ceiling - UNK/NR		learance - N			Status	- N/A - N/A	
Obstructions to Vision- UNK/NR		Lndg - U		Kariway	Status	11/ 5	
Precipitation - UNK/NR	. , , , , , , , , , , , , , , , , , , ,	211.09	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				
Condition of Light - NIGHT(DARK)							
Personnel Information							
Pilot-In-Command	Age - UNK/NR	Me	dical Certifica	te - VALID	MEDICAL-	NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ht Time (H	ours)		
PRIVATE	Current	- YES	Total -			24 Hrs -	11
SE LAND	Months Since	- 8	Make/Mode1-	176	Last	30 Days-	11
	Aircraft Typ	oe - UNK/NR	Instrument-	9	Last	90 Days-	11
Instrument Rating(s) - NONE		•					
Narrative							
PILOT DOES NOT RECALL ANY DETAILS OF TH	E FLIGHT AFTER DEPA	RTING MONTREA	L. THE WRECKAGE	WAS NOT R	ECOVERED	NOR	

## Brief of Accident/Incident (Continued)

File No. - 6001 8/05/83 BAXTER STATE PK,ME A/C Reg. No. CGPUX 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

# Brief of Accident/Incident

-Basic Information	AL AVIATION)	A:			Tmin		
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft D SUBSTANTI		Fata1	Inju Serious		None
Type of Operation -PERSONAL		Fire		0		0	
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	3
Acc/Inc Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 172			IING 0-320-H2AD				
Landing Gear ~ TRICYCLE-FIXED					tall Warni	ng Syste	m - YES
Max Gross Wt - 2220			ROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power	· - 16	O HP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR	Last Departu			OFF AI	RPORT/STRI	P	
Method - UNK/NR	oshkosh,wi	Ī			_		
Completeness - UNK/NR	Destination			Airport D	ata		
Basic Weather - VMC	ST.IGNACE	, M T		D	T -1 4	N1 / A	
Wind Dir/Speed- 340/017 KTS Visibility - 25.0 SM	ATC/Airspace				Ident Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flig	sht Dlan - N	IONE		Surface		M
Lowest Ceiling - NONE	Type of Clea					- DRY	171
Obstructions to Vision- NONE			ORCED LANDING		014145	<b></b>	
Precipitation - NONE	31 1 1 2 1 7 2 1						
Condition of Light - DAYLIGHT					•		
-Personnel Information							
Pilot-In-Command	Age - 43 Biennial Flight Re	Me	dical Certifica	te - VALID	MEDICAL-W	AIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Re	eview	Flig	ht Time (H	ours)		
COMMERCIAL	Current	- UNK/NR	Total -	682	Last 2	4 Hrs -	UNK/NR
SE LAND, ME LAND, SE SEA	Months Since	- UNK/NR	Make/Mode1-	370	Last 3		
	Aircraft Type	- UNK/NR	Instrument-		Last 9	O Days-	12
			Multi-Eng -	26			
Instrument Rating(s) - AIRPLANE							
-Nanna+ivo							
Narrative		· · · · · · · · · · · · · · · · · · ·	GENCY LANDING F				

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

# Brief of Accident/Incident

Basic Information Type Operating Certificate	-NONE (GENERAL	ΔΥΙΔΤΙΟΝ)	Aircraft	Damage		Iniu	ries	
Type operating out threate	HONE (GENERAL	AVIA(10(1)	DESTROYE		Fata1			None
Type of Operation	-PERSONAL		Fire	Cre	w 0	0		0
Flight Conducted Under	-14 CFR 91		NONE	Pas	s 0	3 0 0		0
Acc/Inc Occurred During	-LANDING			0th	er 2	3	1	0
Aircraft Information								
Make/Model - PIPER PA-2				MING 0-360-A4A				
Landing Gear - TRICYCLE-F	IXED			DD0047740 04DDU		Stall Warni	ng System	- YES
Max Gross Wt - 2400 No. of Seats - 4			Type - RECI	PROCATING-CARBU	KETUR			
NO. 01 Seats - 4		Rateu P	ower - 1	во пр 				
Environment/Operations Infor	mation	<b>7.1.</b> ***********************************			<b>4</b>	B		
Weather Data Wx Briefing - UNK/NR		Itinerary	arture Point			Proximity RPORT/STRI	D	
Method - UNK/NR		SAGINA			UFF A.	IRPURI/ SIRI	<b>r</b>	
Completeness - UNK/NR		Destinati	•		Airport [	ata		
Basic Weather - VMC			S ACC/INC		CLEMEN			
Wind Dir/Speed- 310/004			·			/ Ident		
Visibility - 5.0	SM	ATC/Airspa			Runway	/ Lth/Wid	- 2630/	75
Lowest Sky/Clouds -	SCATTERED	Type of	Flight Plan -			/ Surface		
Lowest Ceiling -					Runway	/ Status	- DRY	
Obstructions to Vision-   Precipitation -		Type Apo	h/Lndg -	NUNE				
Condition of Light -								
Personnel Information Pilot-In-Command	ı	\ge - 48	М	edical Certifica	ate - VALII	MEDICAL-N	O WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	E	Age - 48 Biennial Fligh	it Review	Flig	ght Time (F	lours)		
PRIVATE		Current	- UNK/NR	Total -				1
SE LAND			ce - UNK/NR	Make/Model-	450	Last 3	O Days-	
		Aircraft 1	ype - UNK/NR	Instrument- Multi-Enģ -	0	Last 9	O Days-	50
				Multi-Eng -	2			
Instrument Rating(s)	- NONE							
·Narrative								
narrative ER AN OVERSHOOT LANDING ATTEM	DT THE DILOT IN	JITIATED A	GO-AROLIND THE	ACET OVERAN THE	END OF THE	FRINWAY T	RAVELED.	
ABOUT 330 FT AND COLIDED WITH								

## 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 TAKEOFF - 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

File No 5026	4/10/83 M	INNEAPOLIS, MN	APOLIS,MN A/C Reg. No. N8085U			т	ime (Lc1)	- 1958 C	ST
Basic Information									
Type Operating Certific	ate-AIR CARR	IER - FLAG/DOMESTIC	Aircraft	Damage			Inju		
Name of Carrier	-UNITED A	IRLINES, INC	MINOR			Fatal	Serious	Minor	
Type of Operation Flight Conducted Under	-SCHEDULE	D, DOMESTIC, PASSENGER	Fire		crew	0	0	0	_
		21	ON GROU	ND I	Pass	0	0	0	237
Incident Occurred Durin	g -LANDING								
-Aircraft Information			_						
Make/Model - DOUGLAS	DC-8-71		lode1 - N/A				Installed/		
Landing Gear - N/A			jines - N/A			S	tall Warniı	ng Syste	m - YES
Max Gross Wt - UNK/NR			e - N/A						
No. of Seats - UNK/NR		Rated Powe	er - N/A						
Environment/Operations In	formation	-							
Weather Data		Itinerary					Proximity		
Wx Briefing - COMPA		Last Depart				ON AIR	PORT		
Method - IN PE	RSON	DENVER, CO	)						
Completeness - FULL		Destination			Α	irport Da			
Basic Weather - VMC		SAME AS A	CC/INC			MINNEA			
Wind Dir/Speed- 005/0						Runway		- 04	
Visibility - 20.		ATC/Airspace					Lth/Wid		
Lowest Sky/Clouds -		Type of Fli						- UNK/NR	
	- 25000 FT					Runway	Status ·	- DRY	
Obstructions to Visio		Type Apch/L	.ndg -	ILS-COMPLETE					
Precipitation	- NONE			FULL STOP					
Condition of Light	NIGHT(DAR	K) 							
Personnel Information						,			
Pilot-In-Command		Age - 53		Medical Certi					
Certificate(s)/Rating(	s)	Biennial Flight R				Time (H			
ATP		Current	- UNK≠NR	Total				Hrs -	
SE LAND, ME LAND		Months Since		Make/Mode				Days-	
		Aircraft Type	- UNK/NR	Instrumen				Days-	•
				Multi-Eng	- UNK	/NR	Rotorci	aft -	UNK/NR
Instrument Rating(s	) - AIRPLAN	E							
Name taken									
-Narrative	ON THE ET	MATN   ANDTHO OF A 5   5   5	W OUT CY	ANDTHO DOLL		EDUDTED	THE THE ADI	- OF TU	_
LE IN CURISE FLIGHT A TIRE TO MAIN LANDING GEAR, WHICH					A LIKE	EKUPIED	IN THE ARE	A UF IH	<b>C</b>

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

File No 5098 6/23/83 GRACEV	ILLE,MN A/C F	Reg. No. N5HK	T i	me (Lcl)	- 2130 CDT	
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf	ft Damage		Inju	ries	
	MINOR		Fatal	Serious		None
Type of Operation -PERSONAL	Fire		-	0	0	1
Flight Conducted Under -14 CFR 91	NONE .	Pass	. 0	0	O <sub>.</sub>	0
Incident Occurred During -LANDING - ROL	L					
Aircraft Information						
Make/Model - BEECHCRAFT H-35	Eng Make/Model - CC				Activated	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			all Warnir	ng System	- YES
Max Gross Wt - 2900	Engine Type - RE		ETOR			
No. of Seats - 4	Rated Power -	250 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport F	roximity		
Wx Briefing - FSS	Last Departure Point	Ē.	UNK/NR			
Method - IN PERSON	KANSAS CITY,MO					
Completeness - WEATHER NOT PERTINENT	Destination		Airport Da	ıta		
Basic Weather - VMC	SAME AS ACC/INC		_			
Wind Dir/Speed- 180/007 KTS	/			Ident		
Visibility - 10.0 SM	ATC/Airspace	VED / TED			- 2500/	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan				- GRASS/TU - DRY	KF
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndgʻ		Runway	Status	- UKT	
Precipitation - NONE	Type Apch/Lhag	- UNK/NR				
Condition of Light - DUSK						
Personnel Information Pilot-In-Command	A	Medical Certifica	to VALTO	MEDICAL W	ATVEDE /I TAA	
	Age - 50 Biennial Flight Review		ht Time (Ho		AIVERS/LIM	11
PRIVATE	Current - YES	Total -			4 Hrs -	8
	Months Since - 9	Make/Model-	166	Last 30	Davs-UN	
SE EAND	Aircraft Type - UNK/NE	Instrument-	116	Last 90	Days-	25
	Arreful Crype Silly III	. Inder amorre			,.	
Instrument Rating(s) - AIRPLANE						
SE LAND	Months Since - 9 Aircraft Type - UNK/NF	Make/Model-	166 116		D Days- U D Days-	· -

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

File No 5133 1/10/83 ST.	LOUIS,MO	A/C Reg. No.	N8200Q	Τi	me (Lc1) -	1205 CS1	Γ
Basic Information Type Operating Certificate-COMMUTER Name of Carrier -TRANS-MO AJ Type of Operation -SCHEDULED, E Flight Conducted Under -14 CFR 135 Incident Occurred During -STANDING	DOMESTIC, PASSENGER	Aircraft Damage MINOR Fire ON GROUND	Crew	Fatal O O	Injuri Serious O O	es Minor O	None 1 3
Aircraft Information Make/Model - CESSNA 402B Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6300 No. of Seats - 8	Number Engi	- RECIP-FUEL			nstalled/Ac all Warning		
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - WEATHER NOT PERTINEN Basic Weather - VMC Wind Dir/Speed- 240/017 KTS Visibility - 7.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 1800 FT BRC Obstructions to Vision- NONE Precipitation - RAIN Condition of Light - DAYLIGHT	JEFFERSON ATC/Airspace Type of Flig OKEN Type of Clea	c/INC	<b>A</b>	Runway Runway Runway	ort ta -ST. LOUIS	UNK/NR	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,CFI SE LAND,ME LAND  Instrument Rating(s) - AIRPLANE	Age - 31 Biennial Flight Re Current Months Since Aircraft Type	eview - YES Tot - 5 Mak - C-172 Ins Mul	al - 8 e/Model- 2 strument-	Time (Ho 557 992		Hrs - Days-	/LIMIT 4 34 109

1/10/83 ST. LOUIS,MO File No. - 5133 A/C Reg. No. N82000 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

File No 5074 3	/24/83 S	PRINGFIELD,MO	A/C Reg	g. No. N38941	T	ime (Lc1) -	1650 CD	Г 
-Basic Information								
Type Operating Certifica	te-NONE (GE	NERAL AVIATION)	Aircraft	Damage		Injur		
Type of Operation	NON COUR	D DOMESTIC DASSENCED	MINOR Fire	Cre	Fatal w O	Serious O	Minor O	None 3
Flight Conducted Under			NONE	Pas		0	0	26
Incident Occurred During			NONE	743	3 0	J	O	20
Make/Model - DOUGLAS	DC-3	Eng Make/N	lodel - P &	W R-1820G202A	ELT	Installed/A	ctivated	- YES/N
Landing Gear - UNK/NR						tall Warnin		
Max Gross Wt - 25200				IPROCATING-CARBU				
No. of Seats - 26		Rated Powe	er - 12	250 HP				
-Environment/Operations Inf	ormation	-						
Weather Data		Itinerary	•		Airport	Proximity		
	ORD OF BRIE				ON AIR	PORT		
Method - N/A		SAME AS A	CC/INC					
Completeness - N/A		Destination			Airport D			
Basic Weather - VMC		ROCHESTER	P, MN			FIELD REG.		
Wind Dir/Speed- 240/00						Ident -		
Visibility - UNK/NR		ATC/Airspace				Lth/Wid -		_
Lowest Sky/Clouds -						Surface -		=
	- NONE	Type of Cle			Runway	Status -	DRY	
Obstructions to Vision Precipitation		Type Apch/L	.nag -	NUNE				
Condition of Light								
-Personnel Information Pilot-In-Command		Age - 60		Medical Certific	ate - VALIC	MEDICAL-NO	WATVERS	/I TMTT
Certificate(s)/Rating(s	)	Age - 60 Biennial Flight R	eview."	Fli	ant Time (F	lours)	WAI ( E ( 5 )	
ATP	,	Current	- UNK/NR	Total -	9060	Last 24	Hrs -	6
SE LAND		Months Since						35
		Aircraft Type		Instrument-	0	Last 30 Last 90	Days-	300
		•		Multi-Eng -				
Instrument Rating(s)	- AIRPLAN	IE						
-Narrative								
TAXI FOR TAKEOFF THE ACFT L								

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

File No 5108 5/	′24/83 ST.	LOUIS,MO	A/C Reg. No. N31013 Time (Lc1) - 1905 CD				1905 CDT	
Basic Information Type Operating Certificat	e-AIR CARRIER	- FLAG/DOMESTIC	Aircraft Dam	nage		Injur	ies	
Name of Carrier	-TRANSWORLD		MINOR	age	Fatal	Serious	Minor	None
Type of Operation Flight Conducted Under	-SCHEDULED,D	OMESTIC, 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								
	L-1011-385-1			OYCE RB-211-22E		Installed/A		
Landing Gear - TRICYCLE-	RETRACTABLE	Number Eng			5	Stall Warning	g System	- YES
Max Gross Wt - 328300			TURBOFA	.N				
No. of Seats - 270		Rated Powe	UNK/NR					
Environment/Operations Info	rmation		9.					
Weather Data		Itinerary				Proximity		
Wx Briefing - UNK/NR		Last Depart			ON AIF	RPORT		
Method - UNK/NR		PHOENIX, A	Z	_				
Completeness - UNK/NR		Destination SAME AS ACC/INC				Data		
Basic Weather - VMC Wind Dir/Speed- 180/008	VTC	SAME AS ACC/INC				RT-ST. LOUIS	LINUX AND	
Visibility - 15.0		ATC/Airspace				/ Ident - / Lth/Wid -	UNK/NR	
Lowest Sky/Clouds -		TTERED Type of Fli	wht Dien - IFF			/ Surface -		
	NONE		arance - IFR			Status -		
Obstructions to Vision-		Type Apch/L			Kuriway	Julus	OIAK/ IAK	
	NONE	Type Apony E	idg oldin	./ IVIX				
Condition of Light -								
Personnel Information Pilot-In-Command		Age - 51	Medi	cal Certificate	VALTE	MEDICAL -WA	TVEDS/LTM	T T
Certificate(s)/Rating(s)		Biennial Flight R			Time (F		LVLK3/ LIM	11
ATP.CFI		Current		Total - 7		Last 24	Hre -	6
SE LAND, ME LAND		Months Since			467		Days- UN	
JE EAND, ME EAND		Aircraft Type		Instrument- UNK			Days- UN	
		ATTOTAL CTYPE		Multi-Eng - UNK	•		aft - UN	•
Instrument Rating(s)	- AIRPLANE							
-Narrative LE TAXIING TO THE GATE THE N		E STRUCK A BAGGAGE	CART IN AN ARE	A NORMALLY OCCU	PIED BY	AIRCRAFT. TH	HE PILOTS	
IVIDED ATTENTION WAS TO THE	SIGNALMAN.							

Time (Lc1) - 1905 CDT File No. - 5108 5/24/83 ST. LOUIS, MO A/C Reg. No. N31013

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)

File No 5017	5/27/83 	KANSAS CITY,MO	À/C Reg	. No. N11006		Time (Lcl) -	0935 CD	T 
-Basic Information Type Operating Certific	ate-AIR CA	RRIER - FLAG/DOMESTIC	Aircraft [	Damage		Injur	ies	
Name of Carrier	-TRANS	WORLD AIRLINES, INC	MINOR	J	Fatal	Serious	Minor	None
Type of Operation Flight Conducted Under	-SCHEDU	LED, DOMESTIC, PAX/CARGO	Fire	Cr	ew 0	0	0	11
Flight Conducted Under	-14 CFR	121	IN FLIGH	T Pa	ss 0	0	0	169
Incident Occurred During	g -DESCEN	T 						
-Aircraft Information								
	L-1011-3			S ROYCE RB-211		Installed/		•
Landing Gear - TRICYCL	E-RETRACTA					Stall Warnir	ng System	- YES
Max Gross Wt - UNK/NR			oe - UNK/I					
No. of Seats - 270		Rated Powe	er - UNK/I	VR 				
-Environment/Operations In	formation-							
Weather Data		Itinerary				Proximity		
Wx Briefing - UNK/N		Last Depart			OFF A	IRPORT/STRIF	•	
Method - UNK/NI		ST. LOUIS						
Completeness - WEATH	ER NOT PER				Airport			
Basic Weather - VMC		KANSAS CI	TY,MO			NATIONAL		
Wind Dir/Speed- 140/0		/				,	N/A	
Visibility - 7.		ATC/Airspace				, =,	N/A	
Lowest Sky/Clouds -		T SCATTERED Type of F1				,	N/A N/A	
Lowest Ceiling Obstructions to Vision			earance - :		Runwa	y Status -	N/A	
	- NONE	Type Apcn/L	.ndg - l	JINK/ INK				
		т						
Condition of Light	- DAYLIGH	! 						
-Personnel Information			**			.ID		
Pilot-In-Command	- )	Age - 53		edical Certifi	ight Time (			
Certificate(s)/Rating(: ATP	<i>)</i>	Biennial Flight F Current	- UNK/NR			Last 24	Une -	2
ME LAND		Months Since				Last 30		1
ME LAND		Aircraft Type		Instrument-		Last 90		1
		All Clait Type	UNK/INK	Multi-Eng -			aft - U	
				Marti Liig	Oldky lak	ROTOLCI	a, c 0	1417 1417
Instrument Rating(s	) - AIRPL	ANE 						
-Narrative								
ING DESCENT AN ELECTRIC WI	RE BUNDLE	SHORTED BEHIND THE FLIGH	T ENGINEERS	PANEL. A FIRE	ERUPTED WI	TH SMOKE. TH	E FLIGHT	
INEER USED A PORTABLE FIRE				· · · · · · · · · · · · · · · · · · ·	· - · · · · -	<del>-</del>		
		·-·· ·- · · · · · · · · · · · · · · · ·						

File No. - 5017

5/27/83 KANSAS CITY, MO

A/C Reg. No. N11006

Time (Lc1) - 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

File No 5035 7/	16/83	ST. LOUIS,MO	A/C Reg	g. No. N54352	٦	Time (Lc1) - 1645 CDT				
Basic Information										
Type Operating Certificat				Damage		Injur				
Name of Carrier	-TRANS	WORLD AIRLINES, I	NC MINOR			Serious				
Type of Operation					ew O	0 0	-	7		
Flight Conducted Under Incident Occurred During			NONE	Ра	ss 0	0	0	58		
Make/Model - BOEING 72	7-231A	Eng	Make/Model - P &	W JT8D	ELT	Installed/A	ctivated	- NO -N		
Landing Gear - TRICYCLE-	RETRACTA		per Engines - 3		9	Stall Warnin	g System	- YES		
Max Gross Wt - 173000			ine Type - TURE							
No. of Seats - 146		Rate	ed Power - 160	DOO LBS THRUST						
Environment/Operations Info	rmation-									
Weather Data		Itinera				Proximity				
Wx Briefing - COMPANY Method - TELETYP	, 	Last	Departure Point		ON AIF	RPORT				
			RRISBURG, PA							
Completeness - WEATHER					Airport [					
Basic Weather - VMC Wind Dir/Speed- 240/012	VTC	SAM	ME AS ACC/INC			RT-ST. LOUIS				
Visibility - 8.0	KIS	ATC/Air				/ Ident - / Lth/Wid -				
Lowest Sky/Clouds -				TED		/ Surface -	•			
Lowest Sky/Clouds -	12000 F	T RECKEN Type	of Cloanance	NONE		Status -				
Lowest Ceiling - Obstructions to Vision-	NONE	Type	Apch/Lndg -	INK ND	Runway	Status	UNK/ NK			
Precipitation -		Туре	Apeny Endg	ONN/ NN						
Condition of Light -		Т								
Personnel Information										
Pilot-In-Command		Age - 5	52 N	Medical Certifi	cate - VALID	MEDICAL-NO	WAIVERS/	LIMIT		
Certificate(s)/Rating(s)	ı	Biennial Fi	52 Night Review t - YES	F1	ight Time (F					
ATP		Current	t - YES	Total -	3356	Last 24	Hrs - UN			
ME LAND			Since - UNK/NR		114		Days~ UN			
		Aircraf	ft Type - UNK/NR		UNK/NR	Last 90	Days- UN	K/NR		
				Multi-Eng -	UNK/NR	Rotorcr	aft - UNI	K/NR		
Instrument Rating(s)	- AIRPL	ANE								
Narrative RING TAXI, WHILE BEING GUIDED	RV A CD	NIND MADSHALLEDS T	THE TAIL OF THE A	PET HIT THE TAT	. OF ANOTHER	ACET				
ITHE LANT, WHITE DETING GOIDED	י בו א טולי	JOIND MAKSHWEEKS I	THE TALL OF THE AL	)   DIT   DE   AT	L OF ANOTHER	AUF I.				

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

File No 5057 11/0	8/83 ST. LO	JIS,MO	A/C Reg	. No. N903TW		Time (Lc1)	- 0858 CS	ST 
-Basic Information Type Operating Certificate	-AIR CARRIER -	FLAG/DOMESTIC	Aircraft	Damage		Inju	ries	
Name of Carrier	-TRANSWORLD AI	RWAYS	MINOR		Fata <sup>*</sup>	l Serious	Minor	None
Type of Operation Flight Conducted Under	-SCHEDULED, DOM	ESTIC,PAX/CARGO	Fire		rew O	-	0	6
			NONE	P	ass 0	0	0	132
Incident Occurred During	-LANDING							
-Aircraft Information								
	DOUGLAS DC9-80				El	T Installed/		
Landing Gear - N/A		Number Engi				Stall Warni	ng System	ı - YES
Max Gross Wt - 149500		Engine Type						
No. of Seats - 142		Rated Power	- N/A					
Environment/Operations Infor	mation							
Weather Data		Itinerary				rt Proximity		
Wx Briefing - COMPANY		Last Departu	re Point		ON A	\IRPORT		
Method - IN PERSO		UNK/NR						
Completeness - WEATHER	NOT PERTINENT	Destination			Airport			•
Basic Weather - VMC		UNK/NR				BERT ST. LOUI		
Wind Dir/Speed- 180/010	KTS					vay Ident		
Visibility - UNK/NR		ATC/Airspace				vay Lth/Wid		
Lowest Sky/Clouds -						vay Surface		.E
Lowest Ceiling -		Type of Clea				vay Status	- DRY	
Obstructions to Vision-		Type Apch/Ln	dg -	ILS-LOCALIZER				
Precipitation -								
Condition of Light -	DAYLIGHT							
-Personnel Information						. (1)		
Pilot-In-Command		Age - 48 Biennial Flight Re	. М	ledical Certif	icate ~ UNF	K/NR		
Certificate(s)/Rating(s)	l	Biennial Flight Re	View	F	light Time	(Hours)		
ATP			- UNK/NR				4 Hrs - L	
SE LAND		Months Since					O Days- L	
		Aircraft Type	- UNK/NR	Instrument			O Days- L	
				Multi-Eng	- UNK/NR	Rotorc	raft - U	INK/NR
Instrument Rating(s)	- UNK/NR							
-Narrative								
Narrative RING LANDING ROLLOUT THE AFT F	TREBOLACE TATE	COME EELL OFF THE	ACET FOR "	NOCTEDMINES S	FASONC			

File No. - 5057 11/08/83 ST. LOUIS,MO A/C Reg. No. N903TW Time (Lc1) - 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

File No 5126 11/10/83 ST.	LOUIS,MO	A/C Reg.	No. N436EX	Т	ime (Lc1)	- 0537 CST	
Basic Information Type Operating Certificate-AIR CARRIER Name of Carrier -INTERNATION.		Aircraft [	Damage	Fatal	Inju Serious		None
Type of Operation -SCHEDULED,DI Flight Conducted Under -14 CFR 121 Incident Occurred During -TAXI		Fire NONE	Crev Pas:	w 0	0	0	9 0
Aircraft Information Make/Model - BOEING 727-15C Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 142000 No. of Seats - 134		gines - 3 pe - TURBO	&WHITNEY JT&D- DFAN DO LBS THRUST		Installed/ tall Warni		
Environment/Operations Information Weather Data  Wx Briefing - FSS Method - ACFT RADIO Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 22()/OO8 KTS Visibility - 3.000 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 600 FT OVER Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)		ACC/INC  CITY,OK  ight Plan - learance - l		ON AIR Airport D LAMBER Runway Runway Runway	ata T FIELD Ident Lth/Wid Surface	- UNK/NR - UNK/NR - CONCRETE - DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP SE LAND,ME LAND	Age - 42 Biennial Flight F Current Months Since Aircraft Type	Review - UNK/NR - UNK/NR	edical Certifica Flig Total - Make/Model- Instrument- Multi-Eng -	ght Time (H 6550 2525 O	ours) Last 24 Last 30	O WAIVERS/ 4 Hrs - UN O Days- UN O Days- UN	K/NR K/NR
Instrument Rating(s) - AIRPLANE							
Narrative THE PILOT REPORTED THAT AFTER ENGINE START THE POTENTIAL THAT AFTER ENGINE START THE MOTIONED HIM FORWARD AND HE ADVANCED THE POWN TIME WAS THE PILOT ADVISED THAT AN ACFT WAS ENTIRE WHICH WAS TAXIING BEHIND THE BOEING 727. THE BOEING 727 WAS UNAWARE OF WHAT HAD HAPPENED.	ER TO 65 PERCENT TO BEHIND HIM. THE EXH	BREAK AWAY	AND THEN REDUCE JET ENGINE LIF	ED IT TO ID	LE. AT NO G OF A CESS	SNA 206	

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

# Brief of Accident/Incident

File No 6015 8/28/83	BABB,MT	A/C Reg. N	o. CFGNB	Т	ime (Lc1) -	- 1915 MD	т
Basic Information Type Operating Certificate-NONE (GE	ENERAL AVIATION)	Aircraft Dam SUBSTANTIAL		Fatal	Injur Serious	ries Minor	None
Type of Operation -PERSONAL	_	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR S Acc/Inc Occurred During -LANDING		NONE	Pass	_	Ó	Ö	1
Aircraft Information							
Make/Model - PIPER PA-11-90	Eng Make/N	Model - CONTINE	NTAL C90-8F	ELT	Installed/A	ctivated	I - YES/YES
Landing Gear - UNK/NR	Number Eng	gines - 1		S	tall Warnir	ng System	- YES
Max Gross Wt - 1220	Engine Typ	e - RECIPRO	CATING-CARBURE	ETOR			
No. of Seats - 2	Rated Powe	er - 90	HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIE	· · · · · · · · · · · · · · · · · · ·			OFF AI	RPORT/STRIP	•	
Method - N/A	CARWAY, A	LBERTA					
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 150/012 KTS	(			•		N/A	
Visibility - 40.0 SM	ATC/Airspace		_	•	Lth/Wid -		
	SCATTERED Type of Fli			•	Surface -		
Lowest Ceiling - NONE		earance - NON		Runway	Status -	WATER-C	ALM
Obstructions to Vision- NONE	Type Aṗch/L	_	AIGHT-IN				
Precipitation - NONE			L STOP				
Condition of Light - DAYLIGHT		FUR 	CED LANDING				
Personnel Information							<i></i>
Pilot-In-Command			cal Certificat			WAIVERS	/LIMII
Certificate(s)/Rating(s) PRIVATE	Biennial Flight R		_	nt Time (H	•	l line ii	INIZ /AID
SE SEA	Current Months Since		Total - Make/Model-	200 200		! Hrs - U ) Davs- U	
SE SEA	Aircraft Type		Make/Model- Instrument-	200	Last 30	,	30
	Africiant Type	: - UNK/INK	Tris traillent-	O	Last 90	Days-	30
Instrument Rating(s) - NONE							
Manualina							
Narrative	IELED THE LEET TANK OF	THE ATBODAET	THE BEOLIE TARK		DIEDLY ENDI		
E PILOT SAID THAT BEFORE TAKEOFF, HE FU VE OR TEN MINUTES AFTER TAKEOFF THE PIL							
SOON AS THE PILOT RETURNED THE ACFT TO							
T COULD NOT RESTORE POWER TO THE ENGINE							
E STEP, THE LEFT FLOAT STRUCK SUBMERGED							
LOT SAID THAT THIS FUEL TANK DOES NOT F							
ATER WILL NOT SHOWUP.	INVE A DRAIN AND UNLESS	I TOO DRAW AFKA	I GALLON OF I	OLL HIRO	THE GASOULA	i ok,	
TEN WILL NOT SHOWOT.							

# Brief of Accident/Incident (Continued)

File No 60	15 8/28/83 BABB,MT	A/C Reg. No. CFGNB	Time (Lc1) - 1915 MDT
Occurrence #1 Phase of Operation	LOSS OF POWER(PARTIAL) - NON-MECHANICAL CRUISE - NORMAL		
Finding(s)  1. FUEL SYSTEM - C 2. FLUID, FUEL - WA	TFD	· 	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 3. TERRAIN CONDITI	ON - HIDDEN OBSTRUCTION(S)		
Probable Cause		· · ·	
The National Transpois/are finding(s) 1	rtation Safety Board determines that the Pr	robable Cause(s) of this accid	ent/incident
Factor(s) relating t	o this incident is/are finding(s) 3		

File No 5001 5/27	7/83 CHARLO	DTTE, NC	A/C Reg.	No. N856N		Т	ime (Lc1) -	1557 EDT	
Basic Information									
Type Operating Certificate-			Aircraft D	amage			Injur	ies	
	-PIEDMONT AVI		MINOR			Fatal	Serious	Minor	None
Type of Operation - Flight Conducted Under -	-SCHEDULED, DOI	MESTIC, PASSENGER	Fire	(	Crew	0	0	0	7
Flight Conducted Under	-14 CFR 121		NONE		Pass	0	0	0	143
Incident Occurred During	-TAKEOFF				Other	0		0	150
Aircraft Information							_		
Make/Model - BOEING 727-	-200		Model - N/A				Installed/A		
Landing Gear - N/A			gines - N/A			S	tall Warnin	g System	- YES
Max Gross Wt - 154500			oe - UNK/N	JR					
No. of Seats - 160		Rated Powe	er - N/A						
Environment/Operations Inform	nation							•	
Weather Data		Itinerary				•	Proximity		
Wx Briefing - COMPANY		Last Depart				ON AIR	PORT		
Method - IN PERSON		SAME AS A							
Completeness - WEATHER N	NOT PERTINENT	Destination			Á	irport Da			
Basic Weather - VMC		DALLAS, T	X			DOUGLA			
Wind Dir/Speed- 350/005 k						Runway		36	
Visibility - 20.0		ATC/Airspace					Lth/Wid -		150
	CLEAR		ight Plan - I				Surface -		
	IONE		earance - I			Runway	Status -	DRY	
Obstructions to Vision- N		Type Apch/l	Lndg - N	IONE					
	NONE		_						
Condition of Light - [	DAYLIGHT		F 	ORCED LANDII	VG 				
Personnel Information		,							
Pilot-In-Command		Age - UNK/NR		dical Certi				WAIVERS/	LIMIT
Certificate(s)/Rating(s)		Biennial Flight F				Time (H			(1.15
ATP		Current	- YES					Hrs - UN	
ME LAND		Months Since		Make/Mode				Days- UN	
		Aircraft Type	e - UNK/NR	Instrumen				Days- UN	
				Multi-Eng	- UNK	/NR	Rotorcr	aft - UN	IK/NR
Instrument Rating(s)	AIRPLANE								
							<b></b>		
narrative E #3 ENG SUSTAINED AN UNCONTAIN E ROLLER BEARING CAGE.	NED FAILURE OF	THE #4 1/2 BEAR	ING OF THE TU	JRBINE SECTION	ON, DU	E TO FAT	IGUE CRACKI	NG OF	

File No. - 5001 5/27/83 CHARLOTTE,NC A/C Reg. No. N856N Time (Lc1) - 1557 EDT

Occurrence Phase of Openation LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TÜRBINE 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

File No 5025 6/16/83 CHA	RLOTTE,NC	A/C Reg.	No. N782N	Time (Lc1) - 1530 EDT				
-Basic Information								
Type Operating Certificate-AIR CARRIE		Aircraft Da	mage		Injur			
Name of Carrier -PIEDMOUNT		MINOR		Fatal	Serious	Minor	None	
Type of Operation -SCHEDULED, Flight Conducted Under -14 CFR 121	DOMESTIC, PASSENGER	Fire	Crev		0	0	5	
		NONE	Pass	. 0	0	0	97	
Incident Occurred During -CLIMB								
-Aircraft Information								
Make/Model - BOEING 737-201			WHITNEY JT8D-9		Installed/A			
Landing Gear - TRICYCLE-FIXED	Number Eng			S	tall Warnir	ıg Syst <b>em</b>	- YES	
Max Gross Wt - UNK/NR		oe - UNK/NR						
No. of Seats - UNK/NR	Rated Power	er - UNK/NR						
-Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing ~ COMPANY	Last Depar			OFF AI	RPORT/STRIP			
Method - IN PERSON	CHARLOTTE	, NC						
Completeness - FULL	Destination	Destination			ata			
Basic Weather - IMC	CHICAGO,	I.L		O'HARE		_		
Wind Dir/Speed- UNK/NR					Ident -			
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -			
Lowest Sky/Clouds - UNK/NR		ight Plan - IF			Surface -			
Lowest Ceiling - OVERCAST		earance - IF		Runway	Status -	N/A		
Obstructions to Vision- UNK/NR	Type Apch/l	.ndg - IL						
Precipitation - HAIL			RAIGHT-IN					
Condition of Light - DAYLIGHT		FU 	LL STOP					
-Personnel Information								
Pilot-In-Command	Age - 38		ical Certifica					
Certificate(s)/Rating(s)	Biennial Flight F			ght Time (H				
ATP	Current	- UNK/NR	Total - L			Hrs - UN		
SE LAND, ME LAND	Months Since		Make/Model- L			Days- UN		
	Aircraft Type	e - UNK/NR	Instrument- L			Days- UN		
			Multi-Eng - L	JNK/NR	ROTORCE	aft - UN	IK/NR	
Instrument Rating(s) - NONE								
-Nanna+iva					<b></b>			
-Narrative ING CLIMB TO CRUISE THE ACFT ENCOUNTERED	UNEODOAST HATE TU	ELICUT CONTI	MILED TO DECTIA	IATTON AND	ANDED WITH	IOLIT		
THER INCIDENT.	UNFURCASI MAIL. IM	FLIGHT CONTI	ואטבט וט הבצודה	MATTUN AND	LANDED WILL	1001		
I HEK INCIDENT.								

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

UN SALEM,NC	SALEM,NC A/C Reg. No. N153GC			Time (Lcl) - 1920 EDT				
	MINOR	Damage			Serious	Minor		
MESTIC, PASSENGER	Fire NONE			0	0	0	2 4	
Number Engi Engine Type	nes - 2 e - TURBO	)PROP						
Itinerary	ure Point		1		•			
				ON AI	KI OKI			
Destination	·		Α.	irport [	Data			
PHILADELPH	IIA,PA			-				
470/41							LINIIZ /NID	
	sht Dlan - T	ren.						
					,			
				· · · · · · · · · · · · · · · · · · ·	y Status			
31 - 1- 7 -	J							
	F	ULL STOP						
						WAIVERS/L	IMIT	
Biennial Flight Re	eview - vec	Total				04 Unc - 1	INIZ /ND	
Months Since	- 1	Make/Mode						
Aircraft Type	- B 200	Instrumer						
		Multi-Eng	y - 80	13				
	Eng Make/Mc Number Engi Engine Type Rated Power  Itinerary Last Departo WINSTON, S Destination PHILADELPH ATC/Airspace Type of Flig EN Type of Clea Type Apch/Lr  Age - 54 Biennial Flight Re Current Months Since	MINOR MESTIC, PASSENGER Fire NONE  Eng Make/Model - P & W Number Engines - 2 Engine Type - TURBO Rated Power - 85  Itinerary Last Departure Point WINSTON, SALEM, NC Destination PHILADELPHIA, PA  ATC/Airspace Type of Flight Plan - 1 EN Type of Clearance - N Type Apch/Lndg - N  Age - 54 Me Biennial Flight Review	MINOR  MESTIC, PASSENGER Fire NONE  Eng Make/Model - P & W PT-6-42 Number Engines - 2 Engine Type - TURBOPROP Rated Power - 850 HP  Itinerary Last Departure Point WINSTON, SALEM,NC Destination PHILADELPHIA,PA  ATC/Airspace Type of Flight Plan - IFR EN Type of Clearance - NONE Type Apch/Lndg - NONE  FULL STOP  Age - 54 Medical Certi Biennial Flight Review Current - YES Total Months Since - 1 Make/Model Aircraft Type - B 200 Instrumer	MINOR  MESTIC, PASSENGER Fire Crew NONE Pass  Eng Make/Model - P & W PT-6-42 Number Engines - 2 Engine Type - TURBOPROP Rated Power - 850 HP  Itinerary Last Departure Point WINSTON, SALEM, NC Destination Air PHILADELPHIA, PA  ATC/Airspace Type of Flight Plan - IFR EN Type of Clearance - NONE Type Apch/Lndg - NONE  FULL STOP  Age - 54 Medical Certificate Biennial Flight Review Current - YES Total - 100 Months Since - 1 Make/Model - 33 Aircraft Type - B 200 Instrument-	MINOR Fatal  MESTIC, PASSENGER Fire Crew O NONE Pass O  Eng Make/Model - P & W PT-6-42 ELT Number Engines - 2 Engine Type - TURBOPROP Rated Power - 850 HP  Itinerary Airport Last Departure Point ON AII WINSTON, SALEM, NC Destination Airport Runwar ATC/Airspace Runwar Type of Flight Plan - IFR Runwar Type of Clearance - NONE Runwar Type Apch/Lndg - NONE  FULL STOP  Age - 54 Medical Certificate - VALII Biennial Flight Review Flight Time (I Current - YES Total - 10042 Months Since - 1 Make/Model - 3304	MINOR Fatal Serious  MESTIC, PASSENGER Fire Crew 0 0  NONE Pass 0 0  Eng Make/Model - P & W PT-6-42 ELT Installed, Number Engines - 2 Stall Warn Engine Type - TURBOPROP Rated Power - 850 HP   Itinerary Airport Proximity UN AIRPORT WINSTON, SALEM, NC Destination Airport Data PHILADELPHIA, PA SMITH REYNOLDS Runway Ident ATC/Airspace Runway Ident Type of Flight Plan - IFR Runway Surface EN Type of Clearance - NONE Runway Status Type Apch/Lndg - NONE FULL STOP  Age - 54 Medical Certificate - VALID MEDICAL-1 Biennial Flight Review Flight Time (Hours) Current - YES Total - 10042 Last: Aircraft Type - B 200 Instrument- 93 Last:	MINOR Fatal Serious Minor  MESTIC, PASSENGER Fire Crew O O O O O O O O O O O O O O O O O O O	

File No. - 5039 7/22/83 WINSTON SALEM,NC A/C Reg. No. N153GC Time (Lc1) - 1920 EDT

Occurrence
Phase of Operation

AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION TAKEOFF - INITIAL CLIMB

Finding(s)

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

# Brief of Accident/Incident

File No 6016 8/01/83 ELK	IN,NC	A/C Reg. No.	CGGHP		ime (Lc1) -	1305 EDT	
-Basic Information Type Operating Certificate-NONE (GENE	•	Aircraft Damage DESTROYED		Fatal		Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Acc/Inc Occurred During -DESCENT		ire ON GROUND	Crew Pass	1 2	0	0	0
-Aircraft Information							
Make/Model - BEECH F35 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2750 No. of Seats - 4	Eng Make/Mod Number Engin Engine Type Rated Power	el - CONTINENTA es - 1 - RECIPROCA - 225 HP		. 5	Installed/A Stall Warnin		
Weather Data Wx Briefing - FSS	Itinerary Last Departur				Proximity RPORT/STRIP		
Method - TELETYPE Completeness - FULL Basic Weather - IMC	CHARLOTTE,N Destination PITTSBURG,P		А	irport [	Data		
Wind Dir/Speed- UNK/NR						N/A	
Visibility - 15.0 SM Lowest Sky/Clouds - UNK/NR	ATC/Airspace Type of Fligh	t Plan - VFR			/ Lth/Wid - / Surface -	N/A N/A	
Lowest Ceiling - OVERCAST Obstructions to Vision- NONE Precipitation - RAIN SHOWER	Type of Clear Type Apch/Lnd	ance - NONE				N/A	
Condition of Light - DAYLIGHT		FULL S	STOP				
-Personnel Information Pilot-In-Command	Age - 37	Medica	l Certificate	- VALTE	MEDICAL-NO	WATVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev			Time (F		,	
PRIVATE SE LAND	Months Since -	UNK/NR Mal	tal - : ke/Model-	25	Last 30	Hrs - UN Days- UN	K/NR
	Aircraft Type -		strument- UNK, lti-Eng - UNK,		Last 90 Rotorcr	Days- UN aft - UN	
Instrument Rating(s) - NONE							
-Narrative ING HIS 1010 WX BRIEFING FOR THE PROPOSE GINIA & THAT IT MIGHT NOT BE POSSIBLE TO ALTERNATE ROUTE FURTHER EAST. THE PLT, F NESSES HEARD ENG SOUNDS AS THE ACFT APPA RALED OUT OF THE BOTTOM OF THE BLACK CLO LING & LIGHTNING WAS OBSERVED IN THE CLO R THE ACCIDENT SITE & A LARGE AREA OF TH	MAINTAIN VFR BELOW CL OWEVER, FILED A VFR FL RENTLY APPROACHED A BL UD WITH ONE WING MISSI UDS. THE 1305 TRI-CITY	DUDS ALONG THE T PLAN VIA THE ACK CLOUD. THE NG. A FEW MINU' , TN RADAR PHO'	MOUNTAINOUS ORIGINALLY PO ACFT WAS NOT TES AFTER THE TOGRAPH SHOWE	ROUTE. 1 ROPOSED SEEN, H ACCIDEN	THE BRIEFER WESTERN ROU HOWEVER, UNT NT, RAIN BEG	SUGGESTED TE. IL IT AN	

# Brief of Accident/Incident (Continued)

File No 60	16 8/01/83 ELKIN,NC	A/C Reg. No. CGGHP	Time (Lc1) - 1305 EDT
	IN FLIGHT ENCOUNTER WITH WEATHER		
<ol><li>IMPROPER DE</li></ol>	NOWN ADVERSE WEATHER - CONTINUED - PILOT CISION,OVER CONFIDENCE IN PERSONAL ABILI CISION,LACK OF TOTAL INSTRUMENT TIME - P	TTY - PILOT IN COMMAND	
Occurrence #2 Phase of Operation	LOSS OF CONTROL - IN FLIGHT CRUISE - NORMAL		
_	ON - TURBULENCE(THUNDERSTORMS) LING - NOT MAINTAINED - PILOT IN COMMAND	)	
Occurrence #3 Phase of Operation	AIRFRAME/COMPONENT/SYSTEM FAILURE/MALF DESCENT - UNCONTROLLED	UNCTION	
Finding(s) 7. WING - OVERLOAD 8. DESIGN STRESS 9. WING - SEPARATI	LIMITS OF AIRCRAFT - EXCEEDED - PILOT I		
Occurrence #4 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpois/are finding(s) 2,	rtation Safety Board determines that the 6,8	Probable Cause(s) of this accid	dent/incident
Factor(s) relating t	o this incident is/are finding(s) 1,3,4,	5	

Type Operating Certificate-NONE (GENER		t Damage	F - 4 - 1	Injur		Mass
Type of Operation -PUBLIC USE	MINOR Fire	Cre	Fataī w O	Serious O	Minor O	None 3
Flight Conducted Under -14 CFR 91	NONE	Pas		ŏ	ŏ	ō
Incident Occurred During -TAKEOFF						
-Aircraft Information						
Make/Model - STABLELINER NA-265-80	Eng Make/Model - G.			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 22500	Number Engines - 2 Engine Type - TU		3	Stall Warnir	ig System	- YES
No. of Seats - 5	Rated Power -					
	Rated Fower					
-Environment/Operations Information	I t i monon		Ainmont	Dnovimitu		
Weather Data Wx Briefing - MILITARY	Itinerary Last Departure Point		ON AIR	Proximity		
Method - IN PERSON	SAME AS ACC/INC		ON AIR	REURI		
Completeness - FULL	Destination		Airport [	)ata		
Basic Weather - IMC	KNOXVILLE, TN		•	POINT		
Wind Dir/Speed- 200/005 KTS			Runway	/ Ident -	32R	
Visibility - 3.000 SM	ATC/Airspace		Runway	/ Lth/Wid -	7890/	200
Lowest Sky/Clouds -	Type of Flight Plan		Runway	/ Surface -	CONCRETE	Ē
	RCAST Type of Clearance		Runway	/ Status -	WET	
Obstructions to Vision- FOG	Type Apch/Lndg	- NONE				
Precipitation - RAIN						
Condition of Light - DAYLIGHT		FULL STOP				
-Personnel Information					/	
Pilot-In-Command	Age - 59	Medical Certific			IVERS/LIM	41 1
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES		ght Time (F		Una -	6
ATP,CFI SE LAND,ME LAND	Current - YES Months Since - 6	Total - Make/Model- Instrument-	3000	Last 30		40
SE LAND, ME LAND			500	last 90		
	ATTCTATE Type ONANTAR					
Trackment Balling(a) AIRBIANG				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		,
Instrument Rating(s) - AIRPLANE						
Instrument Rating(s) - AIRPLANE 	Aircraft Type - UNK/NR		30	Last Jo		

File No. - 5002 12/15/83 CHERRY POINT,NC A/C Reg. No. N60 Time (Lc1) - 1205 EST

Occurrence
Phase of Operation

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

# Brief of Accident/Incident

File No 6014 7/30/83 MINOT			No. CFTGG					
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft D		Injuries				
Time of Operation DEDCOMAL		SUBSTANTI		Fatal			None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Cres Pas:		0	0	1	
Acc/Inc Occurred During -LANDING		110112	1 43.	3 0	v	Ŭ	•	
-Aircraft Information								
Make/Model - CESSNA 305A Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Mo Number Engi		NENTAL 0-470-1		Installed/A			
Max Gross Wt - UNK/NR			ROCATING-CARBU		tall Warnin	g System	- YES	
No. of Seats - 2	Rated Power							
-Environment/Operations Information								
Weather Data	Itinerary	- 5			Proximity			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departu REGINA	re Point		ON AIR	PURI			
Completeness - N/A	Destination			Airport D	ata			
Basic Weather - VMC	MINOT,ND			•	INTERNATION	<b>A</b> L		
Wind Dir/Speed- 290/004 KTS	•			Runway	Ident -	13		
Visibility - 15.0 SM					Lth/Wid -		150	
Lowest Sky/Clouds - 5000 FT SCAT					Surface -			
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clea			Runway	Status -	DRY		
Precipitation - NONE	Type Apch/Lr		ULL STOP					
Condition of Light - DAYLIGHT		'	022 3101			•		
-Personnel Information								
Pilot-In-Command Certificate(s)/Rating(s)	Age - 55 Biennial Flight Re	Me	dical Certifica	ate - VALID	MEDICAL-NO	WAIVERS/	LIMIT	
PRIVATE	Current	- INK/ND	Total -	gnt iime (n 604	ours) last 24	Hre -	5	
SE LAND.ME SEA	Months Since			50	Last 30	Davs- UN	K/NR	
	Aircraft Type		Instrument-	97	Last 90	Days-	39	
			Multi-Eng -	454				
Instrument Rating(s) - AIRPLANE								
-Narrative								
ACFT SWERVED OFF THE RWY INTO A DITCH AFT	ER BOUNCING DURING	LANDING. TH	E PILOT SAID H	E WAS CLEAR	ED TO LAND	ON RWY 13		
WINDS WERE FROM 290 DEGREES AT 4 KTS. THE								
OINT LANDING. THE ACET BALLOONED INTO THE								
AROUND BUT THE ACFT CONTINUED OFF THE RWY. UNDLOOPED FURTHER AND CAME TO A STOP. THE						JF I		
ONDEGOTED FORTHER AND CAME TO A STUP. THE	- ILUI SAID INE IWK	CHANGED INE	KWI IU SI AFII	IN THE ACCI	DENT.			

### 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

-Basic Information	SEMEDAL AVIATION)	Administration Dem			T		
Type Operating Certificate-NONE (	JENERAL AVIATION)	Aircraft Dama MINOR	age	Fatal	Injur Serious		None
Type of Operation -INSTRUC	CTIONAL	Fire	Crew	0	0		2
Flight Conducted Under -14 CFR		NONE	Pass	0	O	Ó	0
Incident Occurred During -LANDING	3						
-Aircraft Information							
Make/Model - FAIRCHILD SWEARING		/Model - GARRETT	TPE-3311		nstalled/A		
Landing Gear - TRICYCLE-RETRACTAR		ngines - 2		St	all Warnin	ng System	- YES
Max Gross Wt - 10062		ype - TURBOPR					
No. of Seats - 10	Rated Po	wer - 900	LBS THRUST				
-Environment/Operations Information-							
Weather Data	Itinerary			Airport F UNK/NR	roximity		
Wx Briefing - NO RECORD OF BR: Method - N/A	IEFING Last Depa OMAHA.N			UNK/NR			
Completeness - N/A	Destinatio			Airport Da	ıta		
Basic Weather - VMC		ACC/INC		MUNICIE			
Wind Dir/Speed- 170/012 KTS	OAME AG	7,007 2,10			Ident -	17	
Visibility - 15.0 SM	ATC/Airspac	e	1		Lth/Wid -		200
Lowest Sky/Clouds - CLEAR		light Plan - NON			Surface -		
Lowest Ceiling ~ NONE		learance - NON		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch	/Lndg - FUL	L STOP				
Precipitation - NONE	-						
Condition of Light - DAYLIGH							
-Personnel Information							
Pilot-In-Command	Age - 47	Medic	cal Certificat	e - VALID it Time (Ho		) WAIVERS/	LIMII
Certificate(s)/Rating(s) ATP.CFI	Biennial Flight	Review - VES	Filgr Total -			Hre -	1
SE LAND, ME LAND	Months Sinc		Make/Model- UN				
SE EAND, ME EAND	1.101111110 311110			K/NR	Last 90	Days Ol	65
			Instrument- UN Multi-Eng - UN	K/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLA	ANE		_				
That dilett kating(3) AIR E							
-Narrative							
ING LANDING ROLL THE ACFT VEERED LEFT	THE DARKING RRAKE V	ALVE WAS SUSPECT	ED TO HAVE FAI	LED & WAS	REPLACED A	S A	

File No 5012	5/06/83 LINCOLN,NE	A/C Reg. No. N779M	Time (Lc1) - 1245 CDT
	S OF CONTROL - ON GROUND DING - ROLL		·
Finding(s) 1. OTHER SYSTEM - BLOCK	ED(PARTIAL)	•	
Probable Cause			

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

-Basic Information	D TAVI	inamaCt Damana			T 4		
Type Operating Certificate-ON-DEMAND AI Name of Carrier -HOLZMEISTER		ircraft Damage MINOR		Fatal	Injur Serious	nes Minor	None
		ire	Crew	0	0	0	1
Type of Operation -SCHEDULED,DC Flight Conducted Under -14 CFR 135		NONE	Pass	ŏ	Ö	Ö	3
Incident Occurred During -LANDING - RO							
-Aircraft Information							
Make/Model - PIPER PA-28RT-201T		1 - CONTINENTAL			nstalled/A		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2400	Number Engine	es - 1 - RECIP-FUEL		51	tall Warnin	ig System -	. YES
No. of Seats - 4	Rated Power		INOLUTED				
-Environment/Operations Information							
Weather Data	Itinerary			Airport F	Proximity		
Wx Briefing - NO RECORD OF BRIEFING				UNK/NR			
Method - N/A Completeness - N/A	RAPID CITY,S Destination	iD		Airport Da			
Basic Weather - VMC	OAKLEY,KS			MUNICPA			
Wind Dir/Speed- 280/004 KTS	JANEET, NS					UNK/NR	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - UNK/NR	Type of Flight				Surface -		
Lowest Ceiling - 6500 FT BROK				Runway	Status -	SNOW - WE	ΞT
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- STRAIGH	1-1N				
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 32	Medical	Certificat	e - VALID	MEDICAL-NO	WAIVERS/L	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Revi			t Time (Ho			
COMMERCIAL				3143	Last 24		4
SE LAND	Months Since ~			3227 45		Days- UN	•
	Aircraft Type -		rument- i-Eng -	45 94	Last 90	Days-	123
Instrument Rating(s) - AIRPLANE							
-Narrative ING A PRECAUTIONARY LANDING DUE TO A PART]	AL DOWED LOSS THE ACE	T NOCE CEAD EAT	IED AETED	COLLIDING	WITH A CNO	W DANK	
NO. 6 CYLINDER WALL WAS FOUND BROKEN.	AL FUWER LUSS THE AUF	I NUSE GEAR FAI	LLU AFIER	COLLIDING	MIIII A SNU	W DAINE.	

12/31/83 TRENTON, NE A/C Reg. No. N2082Y Time (Lc1) - 1555 CST File No. - 5099 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Occurrence #1 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

File No 5105 12/07/83 NEWAR	K,NJ	A/C Reg. No. N103AA Time (Lc1) - 2144 EST					
Basic Information  Type Operating Certificate-AIR CARRIER  Name of Carrier  Type of Operation  Flight Conducted Under  Incident Occurred During	LINES	Aircraft Damago MINOR Fire NONE	e Crew Pass	Fatal O O	Injur Serious O O		None 11 149
Aircraft Information Make/Model - MCDONNELL DOUGLAS DC-10 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 440000 No. of Seats - 345					Installed/Adtall Warning		
Weather Data Wx Briefing - COMPANY Method - IN PERSON Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 270/017 KTS Visibility - UNK/NR Lowest Sky/Clouds - Lowest Ceiling - BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	SAME AS A ATC/Airspace Type of Fli Type of Cle			ON AIR irport D NEWARK Runway Runway Runway	ata INTERNATIO	22 9800/ ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP SE LAND,ME LAND  Instrument Rating(s) - AIRPLANE	Age - 56 Biennial Flight R Current Months Since Aircraft Type	eview - YES To - 3 Mal - DC-10 Ins	1 Certificate Flight tal - 23 ke/Model- 3 strument- UNK lti-Eng - UNK	Time (H 1985 1700 1/NR	ours) Last 24 Last 30 Last 90	Hrs - Days- UN	6 K/NR
HE ACFT EXPERIENCED A COMPLETE TRUCK BEAM FA IGHT REAR TRUCK PIVOT PIN LUBRICATION HOLE WI URFACE. GREASE HOLE WALLS SHOWED PITTING & CO ECOMMENDED BY THE MANUFACTURER.	HICH SHOWED PROPAG	ATION TO THE LOW	ER END OF THE	GREASE	HOLE ON THE	MATING	

File No. - 5105

12/07/83

NEWARK, NJ

A/C Reg. No. N103AA

Time (Lc1) - 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

File No 5089 5/3	BO/83 EAGLE I	NEST,NM A/C	Reg. No. N56RT	Τi	me (Lc1) -	1400 MD	T
-Basic Information Type Operating Certificate	e-NONE (GENERAL	AVIATION) Aircra MINO	aft Damage	F-4-1	Injur	ies Minor	Nama
Type of Operation Flight Conducted Under Incident Occurred During		MINO; Fire NONE	Crew	-	Serious O O	0 0	None 2 0
-Aircraft Information Make/Model - BEECHCRAFI Landing Gear - TRICYCLE-F Max Gross Wt - 12500 No. of Seats - 11		Eng Make/Model - F Number Engines - Engine Type - T Rated Power -	2 TURBOSHAFT		nstalled/A all Warnin		
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE Visibility - 10.0 Lowest Sky/Clouds -	E/O15 KTS SM 3000 FT OVERCANONE NONE	Itinerary Last Departure Poir ALBUQUERQUE,NM Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan AST Type of Clearance Type Apch/Lndg	n - NONE - NONE	Runway	ta IRE Ident - Lth/Wid - Surface -		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND		Age - 30 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - B200	Total -	ht Time (Ho 2000 450 NK/NR	urs) Last 24 Last 30 Last 90	Hrs -	3 NK/NR 75
	- AIRPLANE						

File No. - 5089 5/30/83 EAGLE NEST,NM A/C Reg. No. N56RT Time (Lc1) - 1400 MDT

Occurrence
Phase of Operation

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

File No 5019 3/11/83 1	VN, ANIW	A/C Reg. No	. N8076	T	ime (Lc1)	- 1325 P	ST
-Basic Information Type Operating Certificate-AIR CAR	RIER - FLAG/DOMESTIC	Aircraft Dama	ge		Inju		
Name of Carrier -UNITED /	AIRLINES	MINOR		Fatal	Serious	Minor	None
Type of Operation -SCHEDULE	ED.DOMESTIC.PASSENGER	Fire	Crew	0	0	0	.11
Flight Conducted Under -14 CFR Incident Occurred During -CLIMB	121	NONE	Pass	0	0	0	175
-Aircraft Information							
Make/Model - MC DONNELL DOUGLAS Landing Gear - TRICYCLE-RETRACTABL		odel - P & W JT	3D-3B		installed// tall Warnir		
Max Gross Wt - 32800		e - TURBOJET		3	lair warnin	ig systei	11 - 123
No. of Seats - UNK/NR	Rated Powe						
Environment/Operations Information				Aimm	) may i m i + .		
Weather Data Wx Briefing - COMPANY	Itinerary Last Depart	uno Point		Airport F	roximity RPORT/STRIF	)	
Method - IN PERSON	SAN FRANC			OFF AIR	RPURI/SIRII		
Completeness - WEATHER NOT PERT		1300,04	1	Airport Da	nta		
Basic Weather - VMC	DENVER, CO		•				
Wind Dir/Speed- UNK/NR				Runway	Ident -	- N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR		ght Plan - IFR			Surface		
Lowest Ceiling - NONE Obstructions to Vision- NONE		arance - IFR		Runway	Status -	- N/A	
Precipitation - NONE	Type Apch/L	ndg - NONE					
Condition of Light - DAYLIGHT							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 50 Biennial Flight R		al Certificate Flight	e - VALID t Time (Ho		) WAIVER	S/LIMIT
ATP	Current	-	otal - 15			4 Hrs - I	
ME LAND, SE SEA	Months Since		ake/Model- UN	K/NR		Days- I	
	Aircraft Type		nstrument- UN ulti-Eng - UN	K/NR K/NR	Last 90 Rotorci	Days- Craft - C	JNK/NR JNK/NR
Instrument Rating(s) - AIRPLAN	NE						
-Narrative							
LE ESTABLISHED IN A NORMAL CLIMB TO CU PRESSOR WHEEL. THE ACFT THEN DIVERTED				KE UF THE	LIK21 214	aE	

File No. - 5019 3/11/83 MINA,NV A/C Reg. No. N8076 Time (Lc1) - 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

Desta Turbania Atau	24/83 LAS VE	GAS, NV	A/C Reg. No.	N942N	T	ime (Lc1) -	1426 MS	r 
-Basic Information Type Operating Certificate Name of Carrier Type of Operation Flight Conducted Under Incident Occurred During	-REPUBLIC AIRL -SCHEDULED,DOM -14 CFR 121	INFS INC	Aircraft Damago MINOR Fire ON GROUND	Crew	-	Injur Serious O O		None 5 81
-Aircraft Information Make/Model - MCDONNELL Landing Gear - TRICYCLE Max Gross Wt - 91500 No. of Seats - 104	DOUGLAS DC9-32 RETRACTABLE	Number Eng Engine Type	odel - P & W JT81 ines - 2 e - TURBOJET - 15500 LB:			Installed/A tall Warnin		
Lowest Sky/Clouds -	ON NOT PERTINENT KTS SM 10000 FT SCATT NONE NONE NONE	Itinerary Last Departo SAME AS AG Destination PHOENIX,AZ  ATC/Airspace ERED Type of Flig Type of Clea	cc/INC Z ght Plan - IFR arance - IFR		ON AIR Airport D MCCARR Runway Runway Runway	ata EN INT'L. Ident - Lth/Wid - Surface -		150
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP SE LAND,ME LAND HELICOPTER		Age - 47 Biennial Flight Ro Current Months Since Aircraft Type	eview - YES To - 2 Mal - DC-9 In:	Flig tal - ke/Model-	ht Time (H 10525 3525 NK/NR	Last 24 Last 30 Last 90	Hrs - Days-	6 55 159

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

# Brief of Accident/Incident

Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Acc/Inc Occurred During -MANEUVERING	Fire NONE  Eng Make/Model - CON	Crew Pass	1 2	0	0 0	0
Make/Model - CESSNA 182E Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2800						
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2800						
Max Gross Wt - 2800		TINENTAL 0-470-R		installed/		
	Number Engines - 1	TDDGGATING GADDUDE		all Warnir	ng System	- YES
No. 01 30013 +	Engine Type - REC Rated Power -	1PROCATING-CARBORE	TUR			
Environment/Operations Information						
Weather Data	Itinerary		Airport F		_	
Wx Briefing - FSS	Last Departure Point		OFF ATE	PORT/STRIF	,	
Method - IN PERSON Completeness - FULL	WALLA WALLA,WA Destination		Airport Da	.+-		
Basic Weather - VMC	RENO, NV		A Inport Da	ita		
Wind Dir/Speed- 090/005 KTS	RENO, NV		Punway	Ident -	- N/A	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan -	VFR		Surface ·		
Lowest Ceiling - UNK/NR	Type of Clearance -		Runway	Status -	- N/A	
Obstructions to Vision- UNK/NR	Type Apch/Lndg -	NONE	-			
Precipitation - SNOW						
Condition of Light - DAYLIGHT						
Personnel Information						
	ge - 35	Medical Certificat	e - VALID	MEDICAL-WA	AIVERS/LIN	TIN
Certificate(s)/Rating(s) B	iennial Flight Review		t Time (Ho			
COMMERCIAL	Current - UNK/NR		5000	Last 24		1
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - UNK/NR		95		Days-	14
	Aircraft Type - UNK/NR	Instrument- UN		Last 90		18
		Multi-Eng - UN	K/NR	Rotorci	raft - UN	NK/NR
Instrument Rating(s) - NONE	•					
	,					
NAPPATIVE E ON A X-COUNTRY FLT IN A MOUNTAINOUS AREA.	THE ACET CRASHED INTO THE	SIDE OF A SNOW CO	VERED MOUN	ITATN. TMPA	<b>ACT</b>	
RRED AT THE 8200 FT LEVEL IN PRINCE ROYAL CA				LICTIAL TIMES		

### Brief of Accident/Incident (Continued)

File No. - 6017 12/21/83 HUMBOLT.NV A/C Reg. No. CGCGA Time (Lc1) - 1715 PST IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 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 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 IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL DETECTION - PILOT IN COMMAND 15. ----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

# Brief of Accident/Incident

File No 6010 7/18/83 CANA	ANDAIGUA, NY	A/C Reg. No.	C1985	Т	ime (Lc1) -	2030 EDT	
Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Damage DESTROYED		atal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 103 Acc/Inc Occurred During -DESCENT		Fire NONE	Crew Pass	1 0	0	0	0
Aircraft Information Make/Model - EASY RISER 1 Landing Gear - TRICYCLE-FIXED Max Gross Wt - UNK/NR No. of Seats - 1				S	Installed/A tall Warnin		
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 260/009 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 3000 FT SCA Lowest Ceiling - 8000 FT BRO Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS Destinatio LOCAL  ATC/Airspac  TTERED Type of F	e light Plan - NONE learance - NONE /Lndg - TRAFFI	Air	OFF AII  CANANDA  Runway  Runway  Runway  Runway  Runway  Runway	AIGUA Ident - Lth/Wid - Surface - Status -	34 1900/ GRASS/TUI DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - UNK/NR Biennial Flight Current Months Sinc Aircraft Ty	Review - N/A Tot e - N/A Mak oe - N/A Ins	Certificate - Flight 1 al - UNK/N e/Model- UNK/N trument- UNK/N ti-Eng - UNK/N	ime (Ho IR IR IR	ours) Last 24 Last 30 Last 90	Hrs - UNH Days- UNH Days- UNH aft - UNH	K/NR K/NR
Instrument Rating(s) - NONE							
Narrative HE ULTRALIGHT WAS OBSERVED IN CONTROLLED FL ONTINUED A CLIMB. IT THEN STARTED TO ROLL L OWARD THE GROUND. THE WINGS FOLDED BACK ABO HOSE EXPERIENCE EXTENDED OVER A 10-YR PERIO LEW THE VEHICLE ABOUT 6 WKS PRIOR TO THE ACO ORWARD PLT POSITION. PITCH CONTROL IS BY WE ORNESS BUT THIS WAS NEVER DONE. IT WAS THE ONTROL POSITION, & THE LACK OF A SAFETY/RES	EFT TO RIGHT FOLLI OUT 1/2 WAY DOWN II OUT HIS TOTAL TIME CCIDENT & NOTED A 'I IGHT SHIFT. HE REG BUILDER'S OPINION TRAINT HARNESS PR	DWED BY AN ABRUPT D N THE DESCENT. THE I IN ULTRALIGHTS WAS VERY HEAVY TAIL CON COMMENDED TO THE NE THAT THE ABRUPT SP EVENTED THE PLT FRO	ESCENT IN A NE PLT WAS AN EXF 8-10 HRS. THE DITION WHICH W W OWNER TO INS IN THREW THE F M REDUCING PWF	AR VERENCE ORIGINAS ADEC	TICAL ATTIT ED HANG GLI NAL BUILDER QUATELY OVE PLT RESTRA OF HIS NOR	UDE DER PLT TEST RCOME BY INT MAL	
NTROL INPUTS. HOWEVER, THERE MAY NOT HAVE	BEEN SUFFICIENT A	LTITUDE FOR A SUCCE	SSFUL RECOVERY	' . 			

### Brief of Accident/Incident (Continued)

File No. - 6010 7/18/83 CANANDAIGUA, NY A/C Reg. No. C1985 Time (Lc1) - 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 AIRCRAFT/EQUIPMENT INADEQUATE - PILOT IN COMMAND 5. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND 6. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. WING - OVERLOAD IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 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

File No 5121 7/19/83 MECHA	NICVILLE,NY A/C F	Time (Lcl) - 1530 EDT					
Basic Information Type Operating Certificate-NONE (GENERA	. AVIATION) Aircraft Damage		Injuries				
	MINOR	3	Fatal	•		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 -TAXI							
Aircraft Information							
Make/Model - CESSNA 172XP	Eng Make/Model - N/			Installed/			
Landing Gear - N/A	Number Engines - N/		:	Stall Warni	ng System	- YES	
Max Gross Wt - 1700	Engine Type - N						
No. of Seats - 4	Rated Power - N/	A					
Environment/Operations Information							
Weather Data	Itinerary		•	Proximity			
Wx Briefing - NO RECORD OF BRIEFING			ON AII	RPORT			
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination		Airport				
Basic Weather - VMC	UNK/NR		BURELI		1.15.11.4 (5.17)		
Wind Dir/Speed- 006 KTS	ATO / A !				- UNK/NR		
Visibility - 15.0 SM	ATC/Airspace	NONE		y Lth/Wid			
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			y Surface	- ASPHALI - DRY		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg	- NONE	Runwa	y Status	- DRY		
Precipitation - NONE	Type Apcn/Lndg	- NUNE					
Condition of Light - DAYLIGHT							
Condition of Eight - DATEIGHT							
Personnel Information		M-41 -1 0-4161-4		D MEDICAL IV	4 T.V.EDG / 1 TM		
Pilot-In-Command	Age - 52	Medical Certifica			AIVERS/LIM	11	
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current ~ NO	Total ~	ht Time (I 310		4 Hrs -	1	
SE LAND	Months Since - UNK/NF		97	Last 3	4 mrs - O Dave-	1	
SE LAND	Aircraft Type - UNK/NF		2	Last o	O Days- O Days-	4	
	Aircraft Type - UNK/NR	Tris traillerit-	2	Last 9	O Days-	4	
Instrument Rating(s) - NONE							
Name + 1							
Narrative FTER STARTING THE ENGINE AND TAXIING FORWARD APIDY FORWARD AND STRUCK A PARKED ACFT.	THE PILOT STATED HE PUSHED	THE TROTTLE BY MI	STAKE AND	THE ACFT M	OVED		

File No 51	21 7/19/83	MECHANICVILLE, NY	A/C Reg. No. N8123V	Time (Lcl) - 1530 EDT	
Occurrence Phase of Operation	ON GROUND COLLIS				
Probable Cause					

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

File No 5073 1	/26/83 C	LEVELAND, OH	A/C	Reg. No. N30	OLB	T	ime (Lc1)	- 0525 E	ST
-Basic Information Type Operating Certifica			Aircr	aft Damage			Inj	uries	,
Name of Carrier Type of Operation	-EPPS AIR	SERVICE, INC.	MINO	R		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULE	D,DOMESTIC,CARGO	Fire		Crew	0	0	0	2
Flight Conducted Under Incident Occurred During		35	NONE		Pass	0	0	0	1
Incluent occurred burning									
-Aircraft Information									
Make/Model - GATES LE				GENERAL ELEC.	CJ610-4				d - YES/N
Landing Gear - TRICYCLE	-RETRACTABL		r Engines -			5	tall Warn	ing Syste	em - YES
Max Gross Wt - 13000 No. of Seats - 3				TURBOJET 2850 LBS TH	DUCT				
NO. OF SeatS - 3		Rated	Power -	2830 LB3 (H	KU31 				
-Environment/Operations Inf	ormation								
Weather Data		Itinerar					Proximity		
Wx Briefing - UNK/NR			eparture Poi	nt		ON AIR	PORT		
Method - UNK/NR			AGO,IL				_ •		
Completeness - UNK/NR		Destina				Airport D			
Basic Weather - VMC	E KTC	SAME	AS ACC/INC				LAKEFRONT		
Wind Dir/Speed- 010/00 Visibility - 10.0		ATC/Airs					Ident Lth/Wid		450
Lowest Sky/Clouds -			pace f Flight Pla	n 750			Surface		
		OVERCAST Type o					Status		. '
Obstructions to Vision				- TRAFFIC PA	ATTEDN	Kunway	Status	DKI	
	- NONE	rype A	peny Ling	TRAITIO 17	ATTERN				
•	- DAWN								
-Personnel Information Pilot-In-Command		Age - 39		Medical Ce	rtificat	e - VALID	MEDICAL -	NO WATVER	S/LIMIT
Certificate(s)/Rating(s	:)	Biennial Fli				t Time (H			,
ATP	,	Current	- YES	Total	- 1			24 Hrs -	3
SE LAND, ME LAND		Months S	ince - 6	Make/Mo	ode1-	2000	Last		
		Aircraft	Type - 25	Instru	ment-	0	Last	90 Days-	UNK/NR
Instrument Rating(s)	- AÎRPLAN	Ē							
NOSEWHEEL STEERING MECHANI	SM WAS ACTIV	VATED AT TOO HIGH	ASDEED AFTE	D TOUCHDOWN C	AUSTNG A	LOSS OF	CONTROL	THERE WEE	F
OR INSTANCES OF STEERING PR									
STED.			LD IN MAIN	,	~ · · · · · ·				
STED.									

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

# Brief of Accident/Incident

File No 6007 3/17/83 MAN	NSFIELD,OH A/C Reg	. No. CGQYP	Т	ime (Lc1) -	1947 EST	
Basic Information						
Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircraft	Damage		Injur	ios	
Type operating berith toate None (dent	SUBSTAN		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	ŏ	1	Ó	ž
Acc/Inc Occurred During -CRUISE			_	•	•	_
Aircraft Information						
Make/Model - PIPER PA24-260	Eng Make/Mode1 - LYCC	MING IO-540-D4A5		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warnin	ng System	<ul><li>UNK/NF</li></ul>
Max Gross Wt - 3100		P-FUEL INJECTED				
No. of Seats - 4	Rated Power - 2	60 HP				
- Envisorment / December on Tutour - 12-						
Environment/Operations Information	Itinonony		Ainmont	Dnovimit		
Weather Data Wx Briefing - UNK/NR	Itinerary Last Departure Point		ON AIR	Proximity		
Method - UNK/NR	LONDON, ONTARIO		UN AIR	PURI		
Completeness - UNK/NR	Destination		Airport D	2+2		
Basic Weather - VMC	NASHVILLE, TN			ELD LANM		
Wind Dir/Speed- 090/015 KTS	MASHVILLE, IN				05	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	IFR		Surface -		
Lowest Ceiling - 10000 FT OV			Runway	Status -	DRY	-
Obstructions to Vision- NONE	Type Apch/Lndg -	FORCED LANDING	_			
Precipitation - NONE						
Condition of Light - NIGHT(DARK)						
Personnel Information						
Pilot-In-Command	Age - 38 M	ledical Certifica	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H			
COMMERCIAL	Current - YES	Total -	2500	Last 24	Hrs -	1
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 14	Make/Mode1-	45	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/NR	Instrument-	61	Last 90	Days-	5
	* * .	Multi-Eng -	250			
No.						
Apple 1						
. Instrument Rating(s) - AIRPLANE						
	OST OIL PRESSIRE THE PLT STAT		FRED THE			
		ED THAT SMOKE EN			FST	
	LY AFTER THAT, THE ENG SEIZED.	ED THAT SMOKE EN'	RE OBTAIN	TO THE CLOS		
Narrative RING CRUISE FLT AT 8000 FT MSL, THE ENG L ARKS WERE SEEN IN THE COWLING AREA. SHORT PT; HOWEVER, THE PLT WAS UNABLE TO REACH	LY AFTER THAT, THE ENG SEIZED. THE RWY. THE ACFT WAS DAMAGED D	ED THAT SMOKE EN RADAR VECTORS WEI URING A LANDING A	RE OBTAIN APRX 300 F	TO THE CLOS T SHORT OF		
	LY AFTER THAT, THE ENG SEIZED. THE RWY. THE ACFT WAS DAMAGED D WING ROOT & ON THE BELLY OF THE	ED THAT SMOKE EN' RADAR VECTORS WEI URING A LANDING A	RE OBTAIN APRX 300 F	TO THE CLOS T SHORT OF		

### Brief of Accident/Incident (Continued)

File No. - 6007 3/17/83 MANSFIELD, OH A/C Reg. No. CGQYP Time (Lc1) - 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

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

Type Operating Certificate-ON-DEMAND A	IR TAXI Aircraft	Damage		Injur	ies	
Name of Carrier -CENTRAL AIR		9	Fatal	Serious	Minor	None
Type of Operation -NON SCHED, D	OMESTIC,CARGO 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 - AERO COMMANDER 500B	Eng Make/Model - LYC	DMING IO-540-B1A5		nstalled/A		
Landing Gear ~ TRICYCLE-RETRACTABLE	Number Engines - 2		St	all Warnir	ng Syst <b>em</b>	- YES
Max Gross Wt - 6750	3 7,	IP-FUEL INJECTED				
No. of Seats - 2	Rated Power -	290 HP 				
Environment/Operations Information						
Weather Data	Itinerary		Airport F			
Wx Briefing - UNK/NR	Last Departure Point		OFF AIR	PORT/STRIF	)	
Method - UNK/NR	TETERBORO, NJ					
Completeness - UNK/NR	Destination		Airport Da	ıta		
Basic Weather - VMC	CANTON-AKRON, OH		_	<b>.</b> .		
Wind Dir/Speed- 170/008 KTS			Runway		· N/A	
Visibility - 10.0 SM	ATC/Airspace		,	Lth/Wid -	•	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			Surface -		
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	STRATGHT-IN				
Precipitation - NONE						
Condition of Light - NIGHT(DARK)						
Personnel Information			1441 TD	MEDICAL WA	TUEDC // TN	
Pilot-In-Command		Medical Certificat			(IAEK2) LIM	11 1
Certificate(s)/Rating(s)	z remirar i rigire nevrem		t Time (Ho		Hrs - UN	IIZ /ND
ATP SE LAND,ME LAND	Current - UNK/NR Months Since - UNK/NR	Total - 1. Make/Model-				
SE LAND, ME LAND	Aircraft Type - UNK/NR	Instrument- UN	K /ND	Last SC	Days UN	IK/NK
	ATTCTATE Type " ONK/NK	Multi-Eng - UN	Z/ND	Last 30 Last 90 Rotorcr	aft - UN	IK/ND
$M_{\Delta}$		Marci Eng ON	N/ NIN	KO LOT CT		iry ivi
Instrument Rating(s) - AIRPLANE						
Narrative						
LE CRUISING AT 5000 FT MSL, THE PLT HEARD						
SHUT DOWN & FEATHERED THE LEFT ENG & PROF						
T WAS LANDED WITHOUT FURTHER INCIDENT. AN	I EXAM REVEALED THAT A HARTZEL	L MODEL HC-A3VK-2	BLADE CLAN	IP, PN C-3,	&	
PILOT TUBE ON THE 3 BLADED PROP HAD FAILED			R MOUNTS E	ROKE LOOSE	& THE	
	Y, THE GENERATOR FELL ON A PA					

File No. - 5106 5/06/83 YOUNGSTOWN,OH A/C Reg. No. N6178X Time (Lc1) - 0055 EDT

Occurrence
Phase of Operation

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

Type Operating Certificate-NONE (GENER		t Damage		Inju		
Type of Operation -FERRY	MINOR Fire	Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	-	ő	Ö	Ó
Incident Occurred During -LANDING						
-Aircraft Information						
Make/Model - PIPER PA31-310	Eng Make/Model - LY			Installed/		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6200	Number Engines - 2 Engine Type - RE		5	tall Warni	ng System	- YES
No. of Seats - 9	Rated Power -	300 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - UNK/NR	Last Departure Point		ON AIR	PORT		
Method - UNK/NR Completeness - UNK/NR	AKRON, OH Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC		KNOX C			
Wind Dir/Speed- 180/009 KTS	SAME AS ACC, 110				- 28	
Visibility - 7.0 SM	ATC/Airspace				- 4000/	75
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan				- ASPHALT	
Lowest Ceiling - 2000 FT BRO			Runway	Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- STRAIGHT-IN				
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STOP				
-Personnel Information Pilot-In-Command	Age - 54	Madia-1 Cautifia	+- VAL 7D	MEDICAL	ATVEDC /L TA	477
Certificate(s)/Rating(s)	Biennial Flight Review	Medical Certifica	te - VALID ht Time (H		AIVERS/LIN	111
COMMERCIAL, CFI	Current - YES	Total -		•	4 Hrs -	3
SE LAND, ME LAND	Months Since - 7	Make/Model-			O Days-	1
,	Aircraft Type - UNK/NR	Instrument-	1135	Last 9	O Days-	120
		Multi-Eng -	8900			
Instrument Rating(s) - AIRPLANE						
						<del></del> -
FINAL APPROACH BOTH ENGINES FAILED. THE F	THAT FIRETED TO LAND INTENTE	ONAL CEAR UP CHORT	OF THEBLIN	WAV LESS	TLIANI	

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

File No 5075 11/26/83 COL	UMBUS,OH A/C Re	g. No. N41097	Time	(Lc1) - 2047 	7 EST 
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircraft MINOR	Damage	Eatal Sou	Injuries rious Mir	nor None
Type of Operation -BUSINESS	MINOR Fire	Crew	Fatal Sei		0 1
Flight Conducted Under -14 CFR 91	NONE	Pass	Õ	Ö	0 7
Incident Occurred During -LANDING		Other	Ö	-	0 119
Aircraft Information					
Make/Model - CESSNA 421B	Eng Make/Mode1 - CON	TINENTAL GTSIO-520-			
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	*D 51151 TN 15075D	Stall	Warning Sys	stem - YES
Max Gross Wt - 7450 No. of Seats - 9	Engine Type - REC Rated Power -	375 HP			
No. of Seats - 9	Rated Power -	3/5 MY 			#
Environment/Operations Information	T. L. impurgue.	•	Admmant Docum		*
Weather Data Wx Briefing - FSS	Itinerary		Airport Prox ON AIRPORT	ımıty	
Wx Briefing - FSS Method - TELEPHONE	Last Departure Point SARASOTA,FL		UN AIRPURT		
Completeness - PARTIAL, LMTD BY PIL		Δ	irport Data		
Basic Weather - VMC	YPSILANTI, MI	~	COLUMBUS		
Wind Dir/Speed- 100/004 KTS	11 31 EART 1, M1		Runway Ide	nt - 31	
Visibility - UNK/NR	ATC/Airspace			/Wid - 500	1/ 150
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan -	IFR		face - ASPH	
Lowest Ceiling - 25000 FT OV			Runway Sta	tus - DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	FULL STOP	•		
Precipitation - NONE					
Condition of Light - NIGHT(DARK)					
Personnel Information					
Pilot-In-Command		Medical Certificate			/ERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Time (Hours		
PRIVATE	Current - YES	-		ast 24 Hrs	
SE LAND, ME LAND	Months Since - 6	•		ast 30 Days	
	Aircraft Type - PA-23		20 I 138	ast 90 Days	s~ 35
		Multi-Eng -	138		•
Instrument Rating(s) - AIRPLANE					
Narrative		-			
RING APPROACH TO COLUMBUS, THE B-727 WAS	VECTORED TO A FINAL FOR RWY 28	L & THE C-421 CLEAR	ED FOR A VISU	JAL TO RWY 3	31
TH INSTRUCTIONS TO "LAND SHORT OF TWO EIGH	HT LEFT" AFTER CONTACTING T	HE TOWER THE PLT OF	THE C-421 W	AS TWICE CLE	ARED
LAND ON RWY 31 WITH INSTRUCTIONS TO HOLD					i
			NICTIMPILICUII		
E ACFT COLLIDED AT THE INTERSECTION OF RW TERSECTION. THE LANDING DISTANCE FROM THE					

File No. - 5075 11/26/83 COLUMBUS,OH A/C Reg. No. N41097 Time (Lc1) - 2047 EST

Occurrence
Phase of Operation

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

Type Operating Certificate-AIR CARRI	Basic Information		A/C Reg. No. N480DA			Time (Lc1) - 2047 EST				
		Aircraft Damag	ge		Injur					
Name of Carrier -DELTA AIR Type of Operation -SCHEDULE	RLINES, INC.	MINOR Fire	Crew	Fatal O	Serious O	Minor O	None 7			
Flight Conducted Under -14 CFR 12		NONE	Pass	ő	Ö	0	112			
Incident Occurred During -LANDING			Other	Ö	0	0	8			
-Aircraft Information	/									
Make/Model - BOEING 727-232 Landing Gear - TRICYCLE-RETRACTABLE		odel - P & W JT8 ines - 3			Installed/A tall Warnin					
Max Gross Wt - UNK/NR		e - TURBOJET		3	itali warilin	g system	- 163			
No. of Seats - 148		- UNK/NR								
-Environment/Operations Information										
Weather Data	Itinerary				Proximity					
W× Briefing - COMPANY Method - IN PERSON	Last Departo ATLANTA,G			ON AIR	PURI					
Completeness - FULL	Destination	4	,	Airport D	ata					
Basic Weather - VMC	SAME AS A	CC/INC		COLUMB						
Wind Dir/Speed- 100/004 KTS						28L				
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -		150			
Lowest Sky/Clouds - UNK/NR		ght Plan - IFR			Surface -					
Lowest Ceiling - 25000 FT C Obstructions to Vision- NONE		arance - IFR ndg - VISUA		Runway	Status -	DRY				
Precipitation - NONE	Type Apch/Li	FULL								
Condition of Light - NIGHT(DARK	()	. 022								
-Personnel Information										
Pilot-In-Command Certificate(s)/Rating(s)	Age - 45 Biennial Flight Ro	Medica eview	l Certificate	e - UNK/N t Time (F						
ATP	Current	- YFS To	otal - 1	. IIIIE (F 1597	last 24	Hrs -	1			
SE LAND.ME LAND	Months Since	- UNK/NR Ma	ke/Model-	1500	Last 30	Davs- UN				
	Aircraft Type		strument- UN			Days- UN				
	in the state of th	Mu	ılti-Eng - UNI	K/NR	Rotorcr	aft - UN	K/NR			
Instrument Rating(s) - AIRPLANE	:									
Instrument Rating(s) - AIRPLANE			IE C-421 CLEAI	RED FOR A	VISUAL TO	RWY 31				
H INSTRUCTIONS TO "LAND SHORT OF TWO EI										
LAND ON RWY 31 WITH INSTRUCTIONS TO HOL										
ACFT COLLIDED AT THE INTERSECTION OF FERSECTION. THE LANDING DISTANCE FROM TH										

Occurrence
Phase of Operation

ON GROUND COLLISION WITH OBJECT

nase 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

# Updated AMB 87/02 p. 20-21

# National Transportation Safety Board Washington, D.C. 20594

Basic Information							
Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damag	е	Fata1	Injur		Nana
Type of Operation -SCHEDULED	DOMESTIC PASSENGER	NONE Fire	Crew	Fatal O	Serious O	Minor O	None 8
Flight Conducted Under -14 CFR 12		NONE	Pass	-	Ö	Ö	125
Incident Occurred During -STANDING							
Aircraft Information							
Make/Model - BOEING 727-200		odel – P & W JT8	D-15		Installed/Ad		
Landing Gear - TRICYCLE-RETRACTABLE				S	tall Warning	g System ·	- UNK/NR
Max Gross Wt - 142000 No. of Seats - UNK/NR		e - UNK/NR r - 15500 LB	C TUDIICT				
NO. Of Seats - UNK/NK	Rated Powe	L 19900 FP					
Environment/Operations Information	<b>-</b> • • • • • • • • • • • • • • • • • • •						
Weather Data Wx Briefing - UNK/NR	Itinerary Last Depart	una Daint		ON AIR	Proximity		
Method - UNK/NR	UNK/NR	ure Point		UN AIR	PURI		
Completeness - UNK/NR	Destination			Airport D	ata		
Basic Weather - VMC	UNK/NR				ND INTERNATI	ONAL	
Wind Dir/Speed- UNK/NR	,			Runway	Ident -	UNK/NR	
Visibility - 5.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - SCATTERED		ght Plan - UNK/N			Surface -		
Lowest Ceiling - OBSCURED Obstructions to Vision- UNK/NR		arance - UNK/N ndg - UNK/N		Runway	Status -	DRY	
Precipitation - UNK/NR	Type Apch/L	nag - UNK/N	к				
Condition of Light - DAYLIGHT							
Pilot-In-Command	Age - UNK/NR Biennial Flight R	Medica	1 Certifica				
Certificate(s)/Rating(s) UNK/NR	Biennial Flight R Current	eview - UNIV/ND To	flights:	nt Time (H	ours)	Hrs - UN	/ND
UNK/ NR	Months Since	- UNK/NR TO	tal - UN ke/Model- UN	NK/NR NK/NR	Last 24	Days- UN	
	Aircraft Type	OTALLY TALL	strument- UN	***/ ****	Last 90		
			lti-Eng - UN			aft - UNI	
Instrument Rating(s) - AIRPLANE							
Narrative							
BROKEN HYDRAULIC LINE NEAR THE LEFT MAIN							
SULTANT SMOKE THEN WAS PICKED UP BY THE	LEFT AIRPACK AND WAS	BLOWN INTO THE C	ABIN. THE C	REW THEN O	RDERED AN EV	/ACUATION	

6/03/83 A/C Reg. No. N296AS File No. - 5014 PORTLAND, OR 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

	LADELPHIA, PA A/C R	eg. No. N9759Q 	т	ime (Lc1) -	- 2329 EST 	. <b></b> .
Basic Information Type Operating Certificate-NONE (GENE Type of Operation -NON SCHED,	MINOR	t Damage Crew	Fatal O	Injur Serious O	ries Minor O	None 1
Flight Conducted Under -14 CFR 135 Incident Occurred During -LANDING	NONE	Pass	0	0	0	0
Aircraft Information Make/Model - SMITH 600 AEROSTAR Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5500 No. of Seats - 6	Eng Make/Model - LY0 Number Engines - 2 Engine Type - RE0 Rated Power -			Installed// tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR	Itinerary Last Departure Point TETERBORO.NJ		Airport ON AIR	Proximity PORT		
Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 230/009 KTS Visibility - UNK/NR Lowest Sky/Clouds - Lowest Ceiling - 2500 FT BR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Destination PHILADELPHIA,PA  ATC/Airspace Type of Flight Plan  OKEN Type of Clearance Type Apch/Lndg		Runway Runway Runway	INT'L. Ident Lth/Wid - Surface -		50
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Age - 32 Biennial Flight Review Current - YES Months Since - 2 Aircraft Type - UNK/NR	Total - Make/Model-	ht Time (H 3210 500 114	ours) Last 24 Last 30 Last 90	4 Hrs - O Days- UN	1
Instrument Rating(s) - AIRPLANE						

File No. - 5052 1/24/83 PHILADELPHIA, PA A/C Reg. No. N9759Q Time (Lc1) - 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 DRAGGED WING, ROTOR, POD, OR FLOAT Occurrence #2 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

Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Dama			njuries	N
Type of Operation -EXECU Flight Conducted Under -14 CF Incident Occurred During -CRUIS		NONE Fire NONE	Crew Pass	Fatal Seriou O O O O		None 2 1
-Aircraft Information Make/Model - GATES LEARJET LR Landing Gear - TRICYCLE-RETRACT Max Gross Wt - 15000 No. of Seats - 8	ABLE Numbe	ake/Model - GENERAL r Engines - 2 e Type - TURBOJE Power - UNK/NR			ed/Activated rning System	
-Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - UNK/NR	Itinerar Last D	eparture Point ES BARRE,PA		irport Proximit UNK/NR rport Data	:y	
Basic Weather - VMC Wind Dir/Speed- 320/009 KTS Visibility - UNK/NR Lowest Sky/Clouds - 3000 Lowest Ceiling - 25000 Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIG	ATC/Airs FT SCATTERED Type o FT OVERCAST Type o Type A	f Flight Plan - IFR		Runway Ident Runway Lth/Wid Runway Surface Runway Status	d - UNK/NR e - UNK/NR	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP,CFI	Age - 61 Biennial Fli Current	ght Review	cal Certificate Flight Total - 1510	Time (Hours) DO Last	24 Hrs -	3
SE LAND, ME LAND		Type - LR25	Make/Model- 220 Instrument- UNK/I Multi-Eng - UNK/I	NR Last	t 30 Days- UN t 90 Days- orcraft - UN	92
Instrument Rating(s) - AIRP	LANE					
-Narrative T AUTOPILOT/AUTOTRIM SYSTEM FAILED D ENVIRONMENT.	TO DISENGAGE DUE TO	A MALFUNCTION OF TH	E ENGAGE SWITCH	WHICH OCCURRED	ONLY IN	

File No. - 5104 2/09/83 WILKES BARRE,PA A/C Reg. No. N4PN Time (Lc1) - 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

File No 5032 3/21/	'83 BLUE BELL,P	A A/C	Reg. No. N420V	VΑ	T	ime (Lcl)	) - 1	115 EST	•
Basic Information									
Type Operating Certificate-(			aft Damage			In			
Name of Carrier -V	INGS AIRWAYS	MINO			Fatal			Minor	None
Type of Operation -9 Flight Conducted Under -9	SCHEDULED, DOMESTIC	,PAX/CARGO Fire		Crew	0	_		0	2
		NONE		Pass	0	0		2	9
Incident Occurred During -(									
Aircraft Information	****	<b>7 1 1 1 1 1</b>			F. + .		. / 4 - 1		VEC /14
Make/Model - BRITTAN NORM Landing Gear - TRICYCLE-FI>		Eng Make/Model - Number Engines -				Installed tall Warr			
Max Gross Wt - 10000	KED	Engine Type -		ADDIIDE		call warr	iing	System	- YES
No. of Seats - 18		Rated Power -		JAKBUKE	IUK				
Environment/Operations Informa		A ***********			A	S			
Weather Data		tinerary	4		Airport F				
Wx Briefing - COMPANY Method - IN PERSON		Last Departure Poi PHILADELPHIA,PA	nt		OFF AIR	RPORT/STE	KIP		
Completeness - FULL		Destination			Airport Da	.+0			
Basic Weather - IMC		BLUE BELL.PA			WINGS F				
Wind Dir/Speed- 070/010 K1	· s	BEOL BLLL,FA				Ident	- 0	16	
Visibility - 2.000 S		TC/Airspace				Lth/Wid		-	50
Lowest Sky/Clouds -			n - IFR			Surface			
Lowest Ceiling - 8	OOO FT OVERCAST	Type of Clearance	- IFR			Status			
Obstructions to Vision- FO		Type Apch/Lndg	- ADF/NDB						
Precipitation - RA	IN								
Condition of Light - DA	YLIGHT								
Personnel Information									
Pilot-In-Command	Age -		Medical Cert				NO W	'AIVERS/	LIMIT
Certificate(s)/Rating(s)	Bienn	ial Flight Review			nt Time (Ho				_
ATP	C	urrent - YES onths Since - 6	Total			Last			3
SE LAND,ME LAND,SE SEA	M	onths Since - 6	Make/Mod			Last	-	,	75
	А	ircraft Type - BN-2	A Instrume Multi-Er			Last	90 D	ays-	200
				.9					
Instrument Rating(s) -	AIRPLANE								
·-Narrative				<b>-</b>					
DEICER BOOT ON A RIGHT PROPELLER	RIADE SEPARATED	IT STRUCK & BROKE	A WINDOW. A TIP	STRAP	WAS MISSI	NG. THER	F WA	s NO	
DENCE OF IMPROPER OR INADEQUATE		I. SINGSN & BROKE		- 0.NAI			- "^		

File No. - 5032

3/21/83

BLUE BELL, PA

A/C Reg. No. N420WA

Time (Lc1) - 1115 EST

Occurrence
Phase of Operation

AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

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

# Updated AAR 87/02

# National Transportation Safety Board Washington, D.C. 20594

Basic Information Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraft Damag	<b>1</b> 0		Inju	ries	
Type operating certificate Noite (	GENERAL AVIATION)	NONE	,	Fatal	Serious	Minor	None
Type of Operation -SCHEDU Flight Conducted Under -14 CFR	LED,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 - MCDONNEL/DOUGLAS		Model - P/W JT9D			Installed/		
Landing Gear - TRICYCLE-RETRACTA		gines - 3		S	tall Warniı	ng System	- YES
Max Gross Wt - UNK/NR		pe - TURBOFAN					
No. of Seats - UNK/NR	Rated Pow	er - UNK/NR					
Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - COMPANY	Last Depar			UNK/NR			
Method - IN PERSON	PHILADEL						
Completeness - FULL	Destination			Airport D	ata		
Basic Weather - VMC	DETROIT,	MI		<b>D</b>	T -1 1	LINUX AND	
Wind Dir/Speed- 270/010 KTS	ATO / A ÷ 11 = 11 = 1					- UNK/NR	
Visibility - 15.0 SM Lowest Sky/Clouds - 1700 F	ATC/Airspace			Runway	Lth/Wid Surface	- UNK/NR - UNK/ND	
	T OVERCAST Type of C1				Status		
Obstructions to Vision- NONE	Type Anch/	Lndg - UNK/N	IP	Kariway	Status	OTTICE THE	
Precipitation - NONE	Type Apolly	2,149					
Condition of Light - DAYLIGH	т						
Pilot-In-Command	Age - UNK/NR	Medica	1 Certificat				
<pre>Certificate(s)/Rating(s)</pre>		Review	Fligh	t Time (H			
ATP		- UNK/NR To	tal - UN ke/Model- UN	<td>Last 2</td> <td>4 Hrs - UN</td> <td></td>	Last 2	4 Hrs - UN	
ME LAND						Days- UN	
	Aircraft Typ		istrument- UN ilti-Eng - UN			) Days- UN raft - UN	
		MC	iiti-Eng - on	C/ NK	ROTORCI	rart - ON	N/ INK
Instrument Rating(s) - AIRPL	ANE						
						<b></b>	
Narrative RING DESCENT IN TURBULENCE THE CREW N	OTED ALL 3 ENGINES MEDE	OVEDTEMPTING AND	EXDEDIENCIN	COMPDES	PILATS GOS	ATTEMBTS	
REDUCE THROTTLES DID NOT REDUCE THE	TEMPERATURES NO 182 FN	CINES WEDE SHIT D	DUN DURING	TVFRSTON	TO A CLOS	F ATRPORT	
KEDOOL HIKOTTELD DID NOT KEDOOL THE	TEMPERATURES. NO 100 EN	011450 MEVE 21101 D	Carrie Don Lind	21151014	.5 7 02031		

_	File No 5093	5/26/83	CLARION, PA	A/C Reg. No. N154US	Time (Lc1) - 0820 EDT	
		AIRFRAME/COMPONEM CRUISE - NORMAL	NT/SYSTEM FAILURE/	MALFUNCTION		
F	inding(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

File No 5134 10/28/83 MIDDLE	ETOWN, PA	A/C Reg. No	. N26288	Т	ime (Lcl)	- 1335 E	DT
Type Operating Certificate-COMMUTER  Name of Carrier  Type of Operation Flight Conducted Under Incident Occurred During -CLIMB		Aircraft Dama NONE Fire NONE	age Cre Pas:		Inju Sertous O O		None 3 26
Aircraft Information Make/Model - SHORT SD3-30 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 22000 No. of Seats - 30	Number Eng	e - TURBOPRO	)P		Installed/ tall Warni		d - YES-UNK/I m - YES
Weather Data  Wx Briefing - COMPANY  Method - IN PERSON  Completeness - WEATHER NOT PERTINENT  Basic Weather - VMC  Wind Dir/Speed- 220/010 KTS  Visibility - 15.0 SM  Lowest Sky/Clouds - 25000 FT  Lowest Ceiling - 25000 FT BROKE  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - DAYLIGHT		CC/INC N,DC ght Plan - IFR arance - IFR		OFF AI Airport D Runway Runway Runway	Ident Lth/Wid Surface	- N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND	Age - 27 Biennial Flight R Current Months Since Aircraft Type	eview - YES - 3 ! - SD3-30	cal Certific Flig Total - Make/Model- Instrument- Multi-Eng - N	ght Time (H 6472 2310 66	ours) Last 2 Last 3 Last 9	4 Hrs - 1	UNK/NR UNK/NR UNK/NR
Instrument Rating(s) - AIRPLANENarrative AFTER TAKEOFF ON A FLT TO WASHINGTON, DC, THE A PASSENGER) MOVED TO THE RIGHT REAR DOOR, OPE AN ACFT REFUELER, SAW THE PERSON NEAR THE END GOING; THE PERSON REPLIED DC OR SOMEPLACE IN E BY NAME & ASKED FOR A SPECIFIC SEAT NEAR THE F ATTENDANT HEARD AIR NOISE FROM THE OPENED DOOF JUMPED, THE DOOR REMAINED PARTIALLY OPEN WITH	ENED IT & DEPARTED OF THE BOARDING L BETWEEN. WHEN THE RIGHT REAR DOOR. W R & ALSO HEARD SOM	THE ACFT. PRICE INE. THE REFUEL PERSON GOT ON E HEN THE ACFT WA EONE SCREAM "M"	OR TO THE FL ER ASKED THI BOARD, HE SPO AS CLIMBING	T, AN ASSOC E PERSON WH OKE TO THE AFTER TAKEO	IATE, WHO ERE HE WAS FLT ATTEND FF, THE FL	WAS ANT T	

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

# Brief of Accident/Incident

Basic Information Type Operating Certificate-AIR CARRIER	- FLAG/DOMESTIC	Aircraft D	amage		Injur	ies	
	•	NONE	-	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,I Flight Conducted Under -14 CFR 129 Acc/Inc Occurred During -STANDING	NTL,PAX/CARGO	Fire NONE		rew O	O 1	O 6	7 138
Aircraft Information					•		
Make/Model - BOEING 727-200 Landing Gear - TRICYCLE-RETRACTABLE		Model - P & w gines - 3			Installed/A Stall Warnin		
Max Gross Wt - 173000		pe - TURBO			Starr Warrin	g system	163
No. of Seats - UNK/NR		er - 1550					
Environment/Operations Information							
Weather Data Wx Briefing - NWS	Itinerary Last Depar	ture Point			Proximity RPORT		
Method - IN PERSON				ON AI	KFUKI		
Completeness - WEATHER NOT PERTINEN	T Destination			Airport			
Basic Weather - VMC Wind Dir/Speed- 100/010 KTS	DOMINICA	N REP.			VERDE	LINII /ND	
Visibility - 13.0 SM	ATC/Airspace				y Ident - y Lth/Wid -	UNK/NR UNK/NR	
Lowest Sky/Clouds - 2500 FT SCA	TTERED Type of F1	ight Plan - I			y Surface -		
Lowest Ceiling - NONE		earance - I		Runwa	y Status -	UNK/NR	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/	Lndg - N	ONE				
Condition of Light - NIGHT(DARK)							
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 33	Me	dical Certif	cate - VALI	D MEDICAL-NO	WAIVERS/	LIMIT
FOREIGN	Biennial Flight Current	review - YES				Hrs - UNI	k/NR
SE LAND, ME LAND		- UNK/NR	Make/Model-	UNK/NR	Last 30	Days- UN	K/NR
		e - 727-200	Instrument-	UNK/NR	Last 24 Last 30 Last 90 Rotorcr	Days- UN	K/NR
			Multi-Eng -	· UNK/NR	Rotorcr	aft - UNI	K/NR
Instrument Rating(s) - AIRPLANE							
Narrative							
THE ACFT WAS DEPARTING, THE AIRLINE COMPA						TED	
RETURN TO THE ARPT & LAND. AFTER LANDING,						ON	
TIONED AT THE LEFT FORWARD DOOR. THE REAL NG THE EVACUATION, SEVERAL PASSENGERS PR						UN.	

### 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 -
- 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

Basic Information Type Operating Certificate-	ATD CADDIED - E	LAG/DOMESTIC	Aircraft D	2m2G0		Injur	ios	
Name of Carrier -			MINOR	alliage	Fatal		Minor	None
Type of Operation - Flight Conducted Under -	SCHEDULED, DOMES	TIC, PASSENGER		Cr		0	0	1
Flight Conducted Under -	14 CFR 121		NONE	Pa	ss O	0	0	38
Incident Occurred During -	LANDING							
Aircraft Information								
	OUGLAS DC-9-50		ode1 - P & W	JT8D-15	_	Installed/A		
Landing Gear - TRICYCLE-RE	TRACTABLE	Number Eng			S	tall Warnin	g Syst <b>em</b> -	YES
Max Gross Wt - UNK/NR No. of Seats - UNK/NR	•	Engine Typ Rated Powe	e - TURBO r - 1					
NO. OF Seats - UNK/NR		Rated Powe	r - 1	2 HP				
Environment/Operations Inform	ation							
Weather Data		Itinerary	D. 1			Proximity		
Wx Briefing - COMPANY Method - IN PERSON		Last Depart ATLANTA.G			ON AIR	PURI		
Completeness - FULL		Destination	А		Airport D	2+2		
Basic Weather - IMC		SAME AS A	CC/INC		•	ILLE-SPARTA	NRURG	
Wind Dir/Speed- 260/007 k	TS	0 7.0 · · ·	00, 1.10			Ident -		
Visibility - 25.0		ATC/Airspace				Lth/Wid -		50
Lowest Sky/Clouds - L	NK/NR	Type of Fli	ght Plan - I	FR	Runway	Surface -	CONCRETE	
Lowest Ceiling - C			arance - I		Runway	Status -	DRY	
Obstructions to Vision- F		Type Apch/L	ndg - I	LS-COMPLETE				
Precipitation - N								
Condition of Light - D	AYLIGHI							
Personnel Information Pilot-In-Command	٨٥	e - UNK/NR	Ma	dical Certific	cata - VALID	MEDICALWA	TVEDC/LIMI	т
Certificate(s)/Rating(s)		ennial Flight R			ight Time (H		IVERS/ EIMI	. •
ATP	J.		- YES				Hrs - UNK	/NR
SE LAND, ME LAND		Months Since		Total - Make/Model-	5000	Last 30	Days- UNK	/NR
		Aircraft Type			UNK/NR	Last 90	Days- UNK	/NR
				Multi-Eng -	UNK/NR	Rotorcr	aft - UNK	/NR
Instrument Rating(s) -	AIRPLANE							
Nonnotivo	and the second second							
Narrative DRIFTED TO THE RIGHT BEFORE	A MISSED ADOL W	AC INITTATED DIE	DING WHICH I	T MADE AN THAT	NEDTENT TOU	CHDOWN & ST	DUCK A	
LIGHT. THE PLT ERRONEOUSLY US								
HER LIGHTS WERE NOT TURNED ON		AIRDING MINIMUM.	ACTUAL KVK	MAS BELOW THE	, OULTSILED M	THE THOM.	SEGOLIVOE	

File No. - 5056 2/07/83 GREER,SC A/C Reg. No. N421EA Time (Lcl) - 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

# Brief of Accident/Incident

MINOR ASSENGER Fire NONE  Eng Make/Mode1 - ROLL Number Engines - 3 Engine Type - TURE	S ROYCE RB-21-22B		4	None 10 126 
NONE  Eng Make/Model - ROLL Number Engines - 3 Engine Type - TURB	Pass	0 4ELT Installe	16	126
Eng Make/Model - ROLL Number Engines - 3 Engine Type - TURB	S ROYCE RB-21-22B	ELT Installe		
Eng Make/Model - ROLL Number Engines - 3 Engine Type - TURB	S ROYCE RB-21-22B		ed/Activated -	UNK/N
Number Engines - 3 Engine Type - TURB			ed/Activated -	TINK /N
Engine Type - TURB		C+~11 W~~		
		Stail War	rning System -	YES
Rated Power - UNK/	NR			
***		Administ Dunisters	<b>L</b>	
		OFF ATKPORT/ST	IKIP	
	,	inport Data		
	-	Tiport bata		
TORONTO, CANADA		Runway Ident	- N/A	
ATC/Airspace	•			
	TFR			
Type of Clearance -	IFR			
		,	•	
		,		
	Flight			/N.D
Current - YES	Total - 22			
Months Since - UNK/NR	Make/Model- 2	./33 Last	t 30 Days- UNK	/NR /ND
Aircraft Type - UNK/NR			orcraft - UNK	/NR /NR
	Type of Clearance - Type Apch/Lndg -  - 50 M nnial Flight Review Current - YES Months Since - UNK/NR	Last Departure Point PORT OF SPAIN  Destination A TORONTO,CANADA  ATC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - NONE  - 50 Medical Certificate nnial Flight Review Flight Current - YES Total - 22 Months Since - UNK/NR Make/Model- 2 Aircraft Type - UNK/NR Instrument- UNK	Last Departure Point PORT OF SPAIN  Destination TORONTO.CANADA  ATC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - NONE  Medical Certificate - UNK/NR Instrument- UNK/NR Make/Model - 2733 Lass Aircraft Type - UNK/NR  Instrument- UNK/NR  DIFF AIRPORT/S  Airport Data  Airport Data  Runway Ident Runway Status  Runway Surface Runway Status  Flight Time (Hours)  Lass  Aircraft Type - UNK/NR Instrument- UNK/NR  Lass	Last Departure Point PORT OF SPAIN  Destination TORONTO, CANADA  ATC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - NONE  Medical Certificate - UNK/NR  Plight Time (Hours)  Current - YES Total - 22900 Last 24 Hrs - UNK/ Months Since - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - UNK/ Instrument - UNK/NR Last 90 Days - UNK/

### 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

File No 5029 5/	23/83 MEMPHIS,	TN	A/C Reg. No. N752N Time (Lc1) - 1045 CDT					
Basic Information Type Operating Certificat	P-AIR CARRIER - F	LAG/DOMESTIC	Aircraft [	Jamane	~		Injuries	
Name of Carrier			NONE	Jamag <del>e</del>	Fata			r None
Type of Operation	-SCHEDULED DOMES	TIC PASSENGER	Fire		Crew (		0 0	
Flight Conducted Under		,	NONE		Pass (		0 0	
Incident Occurred During							-	
Aircraft Information								
Make/Model - BOEING B-			odel – P & V	₩ JT8D-7	E		led/Activat	
Landing Gear - TRICYCLE-	RETRACTABLE	Number Eng				Stall W	arning Syst	em - YES
Max Gross Wt - 100800			e - TURBO					
No. of Seats - 100		Rated Powe	r - 1400	OO LBS THRUS	Г 			
Environment/Operations Info	rmation							
Weather Data		Itinerary			•	ort Proxim	ity	
Wx Briefing - UNK/NR		Last Depart	ure Point		ON	AIRPORT		
Method - UNK/NR		UNK/NR						
Completeness - WEATHER	NOT PERTINENT	Destination				t Data	_	
Basic Weather - VMC		UNK/NR			_	PHIS INT'		_
Wind Dir/Speed- 290/010		. = - /				way Ident		
Visibility - 12.0	SM	ATC/Airspace		· - n			id - UNK/NI	
Lowest Sky/Clouds -	AFOOD ET OVERGAG	Type of Fli				way Surfa		Li
Lowest Ceiling - Obstructions to Vision-	25000 FT OVERCAS			NONE	Rur	nway Statu	s - DRY	
	NONE	Type Apch/L	nag - r	NOINE				
Condition of Light -	DAYLIGHI							
Personnel Information Pilot-In-Command	A ~	e - 36	Ma	edical Certi	ficato - V	I ID MEDIC	AL _WATVEDS/	LIMIT
Certificate(s)/Rating(s)		e - 36 ennial Flight R			Flight Time		AL-WAIVERS/	L I MI I
ATP	61	Current	- UNK/NR	Total			st 24 Hrs -	LINK /ND
SE LAND, ME LAND		Months Since		Make/Mode			st 30 Davs-	
SE LAND, ME LAND		Aircraft Type		Instrumen			st 90 Days	
		All Clait Type	OIAK) IAK	Multi-Eng			torcraft -	
				Marci Ling	ONIX/ NIX	KO	tor er ar t	ONIC, INC
Instrument Rating(s)	- AIRPLANE							
Narrative								
MALFUNCTIONING RELAY RESULTED	IN OVERHEATING O	F AN AIR CONDIT	IONING PACK	CAUSING THE	EVACUATION	OF THE A	CFT PRIOR TO	O

File No. - 5029 5/23/83 MEMPHIS,TN A/C Reg. No. N752N Time (Lc1) - 1045 CDT

Occurrence
Phase of Operation

AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

n 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

File No 5053 1/11/8	3 HOUSTON,TX	A/C Reg. No.	N23021	Гіме (Lcl) - 1633	3 CST
Basic Information Type Operating Certificate-CO Name of Carrier -EX Type of Operation -SC Flight Conducted Under -14 Incident Occurred During -LA	ECUTIVE AIRLINK HEDULED,DOMESTIC,PASSEN CFR 135	Aircraft Damage NONE GER Fire NONE	Fatal Crew O Pass O	•	nor None 0 1 0 5
Aircraft Information Make/Model - BELL 222 Landing Gear - TRICYCLE-RETR Max Gross Wt - 14000 No. of Seats - 10	ACTABLE Numbe Engin	ake/Model - LYCOMING L r Engines - 2 e Type - TURBOSHAFT Power - 620 HP		Installed/Activa Stall Warning Sys	
Weather Data  Wx Briefing - NO RECORD O  Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed - 300/010 KTS  Visibility - 15.0 SM  Lowest Sky/Clouds - 250  Lowest Ceiling - NON  Obstructions to Vision - NON  Precipitation - NON  Condition of Light - DAY	Itinerar F BRIEFING Last D SAME Destina LOCA ATC/Airs OO FT THIN BKN Type o E Type A	eparture Point AS ACC/INC tion L pace	OFF A Airport [ HOUST( Runway Runway Runway Runway Runway	Proximity IRPORT/STRIP  Data  DN INTERCONT. / Ident - N/A / Lth/Wid - N/A / Surface - GRAS / Status - WET	SS/TURF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND HELICOPTER  Instrument Rating(s) - A	Aircraft	ght Review - YES Tot ince - 4 Mak Type - 222 Ins	Certificate - VALII Flight Time (F al - 5511 e/Model- 450 trument- UNK/NR ti-Eng - UNK/NR	Hours) Last 24 Hrs	- 10
Instrument Rating(s) - A	IBRATION WHILE IN FLT. REVEALED THAT THE WALKI RIGINATED AT A CORROSIO	NG BEAM ASSEMBLY LOCAT N PIT ON A THREAD FLAN	ED BETWEEN THE SWASH K. MICROSCOPIC EXAM	H PLATE AND ROTOR (NATION OF THE	?

1/11/83 File No. - 5053 HOUSTON, TX A/C Reg. No. N23021 Time (Lcl) - 1633 CST AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 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

# Brief of Accident/Incident

	ITY,TX	A/C Reg.	No. TGSAB		Time (Lc1) -	0300 CS	Г 
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -ILLEGAL Flight Conducted Under -ILLEGAL OPN Acc/Inc Occurred During -MANEUVERING	L AVIATION)	Aircraft D SUBSTANTI Fire ON GROUND	IAL	ew 0	Injur Serious O O		None O O
Aircraft Information Make/Model - DOUGLAS DC-3 Landing Gear - TAILWHEEL-ALL RETRACTAB Max Gross Wt - UNK/NR No. of Seats - 2	Engine T	/Model - UNK/N ngines - 2 ype - RECIF wer - UNK/N	PROCATING-CARE	ELT BURETOR	Installed/A Stall Warnin		
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 070/006 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 7000 FT Lowest Ceiling - 7000 FT OVER Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	UNK/NR Destinatio UNK/NR  ATC/Airspac Type of F CAST Type of C	n e light Plan - N	IONE	OFF A Airport Runwa Runwa Runwa		N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) UNK/NR  Instrument Rating(s) - UNK/NR		Review - UNK/NR e - UNK/NR	Fl Total -	ight Time ( · UNK/NR · UNK/NR · UNK/NR	Hours) Last 24 Last 30 Last 90	Days- UN	NK/NR NK/NR
Instrument Rating(s) - UNK/NRNarrative HE GUATEMALAN REGISTERED ACFT COLLIDED WITH ITNESS, WHILE THE ACFT WAS MAKING LOW PASSES HE ACFT THEN CONTINUED ABOUT 600 FT & LANDED N FIRE. SOB & INJURIES ARE PRESUMED.	OVER THE BEACH	THE PROPELLER	STRUCK THE BE	JUANA ON A B	IT OFF THE	ACFT.	

### Brief of Accident/Incident (Continued)

File No. - 6023

1/16/83

BAY CITY, TX

A/C Reg. No. TGSAB

Time (Lc1) - 0300 CST

Docurrence

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

File No 5037 1/20	)/83 LUBBOCK,TX		A/C Reg. No. N68SW			Time (Lc1) - 1527 CST				
Basic Information										
Type Operating Certificate-			Aircraft 1	Damage			Injur			
Name of Carrier	SOUTHWEST AIRLINE	S CO.	NONE			atal		Minor	None	
Type of Operation Flight Conducted Under	SCHEDULED, DOMESTI	C, PASSENGER	Fire		Crew	0	0	0	5	
Incident Occurred During			NONE		pass	0	0	0	68	
Incluent occurred buring										
Aircraft Information										
Make/Model - BOEING B-73	37-200	Eng Make/M					Installed/A			
Landing Gear - N/A		Number Eng				S	tall Warnir	ng System	- YES	
Max Gross Wt - 100800		Engine Typ								
No. of Seats - 124		Rated Powe	r - N/A							
Environment/Operations Inform	nation									
Weather Data		Itinerary			Aiı	rport	Proximity			
W× Briefing - COMPANY		Last Depart	ure Point		ı	UNK/NR				
Method - IN PERSON	J	SAME AS A	CC/INC							
Completeness - FULL		Destination			Air	port D	ata			
Basic Weather - IMC		UNK/NR								
Wind Dir/Speed- 060/011 k	KTS				ı	Runway	Ident -	UNK/NR		
Visibility500	SM	ATC/Airspace				Runway	Lth/Wid -	· UNK/NR		
Lowest Sky/Clouds -		Type of Fli	ght Plan -	IFR			Surface -			
	100 FT OBSCURED				I	Runway	Status -	· UNK/NR		
Obstructions to Vision- E	BLOWING SNOW	Type Apch/L	ndg - I	UNK/NR						
Precipitation - S	SNOW									
Condition of Light - D	DAYLIGHT									
Personnel Information										
Pilot-In-Command	Age	- 43	M	edical Certi	ficate -	VALID	MEDICAL-NO	WAIVERS/	'LIMIT	
<pre>Certificate(s)/Rating(s)</pre>	Bien	nial Flight R	eview		Flight T	ime (H	ours)			
ATP	1	Current	- YES	Total	- 11000	0	Last 24	Hrs - UN	JK/NR	
ME LAND	!	Months Since	- 1	Make/Mode	1 - 4000	0	Last 30	Days- UN	IK/NR	
	•	Aircraft Type	- B737	Instrumen	t- (	0	Last 90	Days- UN	IK/NR	
Instrument Rating(s)	UNK/NR									
Narrative JRING TAXI TO TAKEOFF THE ACFT S	SLID OFF THE TAXIW	AÝ INTO THE S	NOW AND BEC	AME STUCK. TH	HE TAXIW	AY WAS	COVERED WI	TH SNOW 8	k.	
CE.										

File No. - 5037 1/20/83 LUBBOCK,TX A/C Reg. No. N68SW Time (Lc1) - 1527 CST

Occurrence
Phase of Operation

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  $is/are\ finding(s)\ 1,2,3$ 

File No 5125 4/16/83 DF	W AIRPORT,TX	A/C Reg	g. No. N773FT	773FT Time (Lc1) - 0810 C			
Basic Information  Type Operating Certificate-AIR CARRI  Name of Carrier -FLYING TI  Type of Operation -SCHEDULED  Flight Conducted Under -14 CFR 13  Incident Occurred During -TAKEOFF	GERLINE INC. .DOMESTIC.CARGO	Aircraft NONE Fire NONE	Damage Cro Pa		Injur Serious O O	ries Minor O O	None 3 0
Aircraft Information Make/Model - DOUGLAS DC-8-63F Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 358000 No. of Seats - UNK/NR					Installed/ <i>I</i> stall Warnir		
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - WEATHER NOT PERTIN Basic Weather - VMC Wind Dir/Speed- 250/005 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depa SAME AS ENT Destinatio HOUSTON ATC/Airspac Type of F	,TX e light Plan - learance -		ON AIR Airport D DEW AI Runway Runway Runway	ata RPORT	- CONCRETE	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND	Age - 44 Biennial Flight Current Months Sinc Aircraft Ty	Review - YES e - 6	Medical Certifio Fl Total - Make/Model- Instrument- Multi-Eng -	ight Time (H UNK/NR UNK/NR UNK/NR	lours) Last 24 Last 30 Last 90		4 52 K/NR
Instrument Rating(s) - AIRPLANE							
THE CAPTAIN SAID HE WAS ASKED TO EXPEDITE TO PARTIAL POWER TO MAKE A ROLLING TAKEOFF RIGHT AND THE CAPTAIN CORRECTED BACK WITH LINE HE TRIED TO TURN THE NOSE WHEEL BACK TO THE LEFT. THE AIRCRAFT'S SPEED WAS INCR THE NOSE WHEEL STEERING BUT IT WOULD NOT MET THE MET THE MET THE MET THE AIRCRAFT WOULD REAL RIGHT RUDDER AND BRAKING AIRCRAFT WAS FERRIED FOR AN INSPECTION THE REVERSERS ALL OPERATED NORMALLY.	. THE ACFT'S NOSE WINDSE WHEEL STEERING TO THE RIGHT BUT THE EASING AND THE POWE OVE. HE THEN ORDERED BUT WAS UNABLE TO	HEEL CROSSED TO THE LEFT. E AIRCRAFT DI R WAS STILL S D THE FIRST C STOP THE AIRC	THE CENTERLINE AS THE NOSEWHI D NOT SEEM TO I SET. THE CAPTAII OFFICER TO REDUC	OF THE RUNW EEL REACHED RESPOND AND N PLACED BOT CE POWER. TH LEFT THE RU	AY TO THE THE CENTER THE NOSE CO H HANDS ON IE CAPTAIN INWAY. WHEN	ONT INUED	

4/16/83 DFW AIRPORT,TX File No. - 5125 A/C Reg. No. N773FT Time (Lc1) - 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  $is/are\ finding(s)\ 1,2,3,4$ 

# Updated AAB 87/02

# National Transportation Safety Board Washington, D.C. 20594

-Basic Information	L- NONE (OFNEDA	1 AVIATION)	1.1			T		
Type Operating Certifica	TE-NUNE (GENERA	L AVIATION)	Aircraft Da NONE	amage	Fatal	Injur Serious	nes Minor	None
Type of Operation Flight Conducted Under Incident Occurred During	-14 CFR 121	MESTIC, PASSENGER	Fire NONE	Crew Pass	0	0	0 2	7 103
-Aircraft Information Make/Model - BOEING 7: Landing Gear - TRICYCLE Max Gross Wt - UNK/NR No. of Seats - 134		Number Eng Engine Typ				Installed/A tall Warnin		
-Environment/Operations Info								
Weather Data Wx Briefing - UNK/NR Method - UNK/NR		Itinerary Last Depart UNK/NR	ure Point		Airport   ON AIR	Proximity PORT		
Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- UNK/NR		Destination SAME AS A	CC/INC			/FT WORTH	UNK/NR	
Visibility - UNK/NR Lowest Sky/Clouds -	- NONE - NONE - NONE		ght Plan - UN arance - NO ndg - NO	DNE	Runway Runway	Lth/Wid - Surface -	UNK/NR	
-Personnel Information								
Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND	)	Age - UNK/NR Biennial Flight R Current Months Since Aircraft Type	eview - UNK/NR - UNK/NR	dical Certifica Flig Total - U Make/Model- U Instrument- U Multi-Eng - U	ht Time (Ho INK/NR INK/NR INK/NR	ours) Last 24 Last 30 Last 90	Hrs - UN Days- UN Days- UN aft - UN	K/NR K/NR
<pre>Instrument Rating(s)</pre>	- UNK/NR							

File No 5076	9/23/83	DALLAS/FT WORTH,TX	A/C Reg. No. N897AA	Time (Lcl) - 1855 CDT
		NT/SYSTEM FAILURE/MALFUNG E(S) OPERATING	CTION	
Finding(s) 1. MISCELLANEOUS - SMOKE				
Probable Cause				
The National Transportation	Safety Boa	rd determines that the P	robable Cause(s) of this incide	nt

is/are finding(s) 1

 -Basic Information		•						
Type Operating Certificate-AIR CARRIER		Aircraft D	amage		Injur			
Name of Carrier -AMERICAN AIR	LINES	MINOR		Fatal	Serious	Minor	None	
Type of Operation -SCHEDULED.DO Flight Conducted Under -14 CFR 121	MESTIC, PASSENGER	Fire ON GROUND	Cre Pas	-	0	0 4	6 60	
Incident Occurred During -TAXI		UN GRUUND	Pas Oth		0	2	0	
-Aircraft Information				_				
Make/Model - BOEING B727-023		odel - P & W	JT8D		Installed/A			
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng			\$	itall Warnir	ng System ·	- YES	
Max Gross Wt - 142000		e - TURBO						
No. of Seats - 134	Rated Powe	r - UNK/N	IR 					
-Environment/Operations Information								
Weather Data	Itinerary			Airport	Proximity			
Weather Data Wx Briefing - COMPANY	Last Depart	ure Point		ON AIRPORT				
Method - IN PERSON	SAME AS A	CC/INC						
Completeness - WEATHER NOT PERTINENT				Airport D	ata			
Basic Weather - VMC	DES MOINE	S,IA		DFW		_		
Wind Dir/Speed- 130/004 KTS						UNK/NR		
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -			
Lowest Sky/Clouds - CLEAR	Type of Fli				Surface -			
Lowest Ceiling - NONE		arance - I		Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apcn/L	ndg - U	INK/NK					
Precipitation - NONE Condition of Light - NIGHT(DARK)								
Condition of Light - Nighi(DARK)								
-Personnel Information								
Pilot-In-Command	Age - UNK/NR Biennial Flight R	Me	dical Certific			_		
Certificate(s)/Rating(s)	Biennial Flight R	eview	Fli	ght lime (F	lours)	Hrs - UN	/ND	
ATP ME LAND	Current			JNK/NR INIV/NID	Last 24	Days- UNK		
ME LAND	Months Since Aircraft Type		Instrument-	JINK/INK	Last 30	Days- UNE	(/NR (/ND	
	Afficiant Type	- UNK/INK	Multi-Eng -			aft - UN		
			marti tilg	SINK/ INK	KO (O) CI	21 014	N/ INIX	
Instrument Rating(s) - AIRPLANE								
Namativa								
-Narrative RAKE FIRE RESULTING FROM A DRAGGING BRAKE	THE CALISE OF WHICH	WAS NOT DET	EDMINED WAS TH	E DENSON EC	D AN EVACUA	TION		
ING TAXI BACK TO THE RAMP BECAUSE OF A BRA								
L SHOE.	RE DISOREFANOT.	THE SELDE LOS	I INCODURE WILL	UI HAJ ATIK	123120 10 A	TITALL		
2 0.102.								

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  $is/are\ finding(s)$ 

# Brief of Accident/Incident

Basic Information								
Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft [ DESTROYE			Fatal	Inj Serious	uries Mino	r None
Type of Operation -PERSONAL		Fire	,	Crew	1	0	0	
Flight Conducted Under -14 CFR 91		NONE		Pass	3	0	0	0
Acc/Inc Occurred During -CRUISE								
Aircraft Information								
Make/Model - CESSNA T210N		/Model - CONT:	INENTAL TS	10-520-1				
Landing Gear - UNK/NR		ngines - 1			S	tall Warn	ing Syst	em - YES
Max Gross Wt - 3800		ype - RECI		ECTED				
No. of Seats - 6	Rated Po	wer - 3	10 HP					
Environment/Operations Information								
Weather Data	Itinerary					Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		rture Point			UNK/NR			
Method - N/A Completeness - N/A	OGDEN,U Destination				Airport D	-+-		
Basic Weather - IMC	WICKENB			•	a inpont b	ата		
Wind Dir/Speed- 220/010 KTS	WICKEIND	EKG, AZ			Punway	Ident	- UNK/N	D
Visibility - 7.0 SM	ATC/Airspace	<b>_</b>				Lth/Wid		
Lowest Sky/Clouds - 400 FT SCA			NONE			Surface		
Lowest Ceiling - 1500 FT BRO						Status	- UNK/N	
Obstructions to Vision- FOG	Type Apch		JNK/NR		,	-	•	
Precipitation - RAIN SHOWERS		,g	- · · · • · · ·					
Condition of Light - NIGHT(DARK)								
Personnel Information								
Pilot-In-Command	Age - 44		edical Cer				NO WAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight				t Time (H			
PRIVATE		- NO	Total		990	Last	24 Hrs -	
SE LAND		e - UNK/NR	Make/Mo		227		30 Days-	
	Aircraft Ty	pe - UNK/NR	Instrum	ent-	15	Last	90 Days-	25
Instrument Rating(s) - NONE								
Narrative								
ACFT IMPACTED IN A NEAR VERTICAL ATTITUE								
RVED THE ACFT FLYING AT VERY LOW ALTITUE								
		LOT FAILED TO	LIGIT AND TH	ICT DUME	IT DATTNO	ADDITIO	NIALL V TH	_

### Brief of Accident/Incident (Continued)

File No. - 6003 1/27/83 MINERSVILLE,UT A/C Reg. No. CGRFV Time (Lc1) - 1745 MST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - LOW CEILING 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 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 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

File No 5064 3/17/83		A/C Reg. No. N		Time (Lcl		
Basic Information					•	
Type Operating Certificate-AIR CA	RRIER - FLAG/DOMESTIC	Aircraft Damage		In	juries	
Name of Carrier -REPUBL	IC AIRLINES	NONE	Fa	tal Seriou		None
Type of Operation -SCHEDU Flight Conducted Under -14 CFR	LED,DOMESTIC,PAX/CARGO	Fire	Crew	0 0		4
Flight Conducted Under -14 CFR	121	NONE	Pass	0 0	0	80
Incident Occurred During -CLIMB						
Aircraft Information						
Make/Model - DOUGLAS DC-9-10		ode1 - P & W JT8D		ELT Installe		
Landing Gear - TRICYCLE-RETRACTA				Stall War	ning System	- YES
Max Gross Wt - 91500		e - TURBOFAN				
No. of Seats - 85	Rated Powe	r - 15000 LBS	THRUST			
Environment/Operations Information-						
Weather Data	Itinerary			port Proximit	/	
Wx Briefing - COMPANY	Last Depart		U	NK/NR		
Method - TELETYPE	SALT LAKE	CITY,UT				
Completeness - FULL	Destination		Airp	ort Data		
Basic Weather - IMC	TWIN FALL	S, ID	_			
Wind Dir/Speed- 300/006 KTS	470/41			unway Ident	- UNK/NR	
Visibility - UNK/NR	ATC/Airspace			unway Lth/Wid		
Lowest Sky/Clouds - PART OB		ght Plan - IFR arance <i>-</i> IFR		unway Surface	- UNK/NR - UNK/NR	
Lowest Ceiling - 1100 F Obstructions to Vision- FOG		ndg - NONE	к	unway Status	- UNK/INK	
Precipitation - RAIN	Type Apch/L	riag - None				
Condition of Light - DAYLIGH	т					
	·					
Personnel Information Pilot-In-Command	Age - 45	Medical	Certificate -	VALID MEDICAL	-WATVERS/LIN	11 T
Certificate(s)/Rating(s)	Biennial Flight R			me (Hours)	,	
ATP		- YES Tota	1 - 14615	Last	24 Hrs -	7
SE LAND, ME LAND	Months Since	- UNK/NR Make	/Mode1- 7615	Last	30 Days- UN	IK/NR
·	Aircraft Type	- UNK/NR Inst	rument- 146	Last	90 Days-	200
	•		i-Eng - UNK/NR		rcraft - UN	IK/NR
Instrument Rating(s) - AIRPL	ANE					
Narrative	THE AUTO DILOT DISCENSAGE	D AND THE CREW DED	ODTED THAT THE	V COLUD NOT M	NE THE	
NG CLIMB TO 28,000 FT AT 20,000 FT						
ROL COLUMN TO CONTROL PITCH. THE AC IZING THE TRIM CONTROL.	FI WAS UPERALING IN ICIN	G CONDITIONS AT TH	E IIME. IHE CR	CW LANDED IHE	ACFI BY	
LZING IME IDIM CHNIDH						

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

File No 5004 4/02/83 2	ON BRYCE,UT	A/C Reg.	No. N1004F	Т	ime (Lc1) -	1513 P	ST
Basic Information  Type Operating Certificate-AIR CARR Name of Carrier -REPUBLIC  Type of Operation -SCHEDULE  Flight Conducted Under -14 CFR 1  Incident Occurred During -CRUISE	AIRLINES D,DOMESTIC,PAX/CARGO	Aircraft Da NONE Fire NONE	mage Cre Pas		Injur Serious O O	ies Minor O	None 7 139
Aircraft Information Make/Model - DOUGLAS DC-9-82 Landing Gear - TRICYCLE-RETRACTABL Max Gross Wt - 147000 No. of Seats - 150	E Number Eng Engine Typ	Model - P&W JT gines - 2 pe - TURBOF er - 20000	AN		Installed/A		
Environment/Operations Information Weather Data  Wx Briefing - COMPANY Method - IN PERSON Completeness - WEATHER NOT PERTI Basic Weather - VMC Wind Dir/Speed- 270/060 KTS Visibility - 100.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depart MINNEAPOL NENT Destination LOS ANGEL ATC/Airspace Type of Fli	IS,MN ES,CA ght Plan - IF earance - IF	₹	OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,COMMERCIAL ME LAND	Months Since Aircraft Type	eview - YES - 3	ical Certific Fli Total - Make/Model- Instrument- Multi-Eng -	ght Time (H 9336 4192 UNK/NR	ours) Last 24	Hrs - Days- Days-	8 60 150
Instrument Rating(s) - AIRPLANNarrative HILE CRUISING AT FL 350 THE FLT EXPERIEN RTC CENTER & THE FLT WAS VECTORED TOWARD OTH ENGINES BY SWITCHING THE CENTER TANK ANDING AT 1604 WITHOUT FURTHER INCIDENT. AS DISTRACTED FROM THE CLIMB CHECKLIST A UIDANCE SYSTEM WHILE THE CAPTAIN WAS SET THE CENTER TANK PUMPS WERE NEVER TURNED LT HAD BEEN ON THE MAIN TANKS WHICH WERE 3.500 POUNDS OF FUEL.	CED A FLAME-OUT OF BOT PAGE,AZ FOR A POSSIBL BOOST PUMPS ON. THE A THE FLT HAD DEPARTED FTER DEPARTURE BY A HE TING IN A NEW HEADING. ON. DURING THE RESTAR	E EMERGENCY L CFT THEN CLIM MINNEAPOLIS W ADING CHANGE AS A RESULT, T THE CAPTAIN	ANDING. AT 12 BED TO 17,000 ITH THE PROPE A KNOB COMI THE ITEM OF REALIZED THE	,200 FT THE FT & DIVER R FUEL LOAD NG OFF THE "FUEL PUMPS OMISSION &	CAPTAIN RETED TO LASTED TO	STARTED VEGAS, THE CRE GHT AS MISS IT. THE	<b>W</b> ED

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

File No 5091 3	/05/83	MANASSAS, VA	A/C R	A/C Reg. No. N6009S			Time (Lcl) - 1250 EST				
-Basic Information Type Operating Certifica	ite-NONF (	GENERAL AVIA	TION) Aircraf	t Damage		Inju	ries				
Type operating out through		GENTERAL AVIA	MINOR	t ballage.	Fatal	Serious	Minor	None			
Type of Operation	-PERSON	NAL	Fire	Cre		0	0	1			
Flight Conducted Under			NONE	Pas	s O	Ö	Ö	Ó			
Incident Occurred During	-LANDIN	<b>I</b> G			- •						
-Aircraft Information											
Make/Model - BEECHCRA	FT C23		Eng Make/Model - LY	COMING 0-360-A4K	ELT	Installed/	Activated	I - UNK/N			
Landing Gear - TRICYCLE	-FIXED		Number Engines - 1		S	tall Warni	ng System	- YES			
Max Gross Wt - 2450			Engine Type - RE		RETOR						
No. of Seats - 4			Rated Power -	180 HP							
-Environment/Operations Inf	ormation-										
Weather Data		1	tinerary			Proximity					
Wx Briefing - FSS			Last Departure Point		ON AIR	PORT					
Method - TELEPH	IONE		CLINTON, MD								
Completeness - FULL			Destination		Airport D	ata					
Basic Weather - VMC			MANASSAS, VA		MANASS	AS					
Wind Dir/Speed- 080/00					Runway	Ident ·	- 16				
Visibility - 20.0			TC/Airspace		Runway	Lth/Wid	- 4000/	100			
Lowest Sky/Clouds -		T THIN OVC			Runway	Surface ·	- ASPHALT	•			
Lowest Ceiling			Type of Clearance			Status	- DRY				
Obstructions to Vision	- NONE		Type Apch/Lndg	- TRAFFIC PATTERN							
Precipitation											
Condition of Light	- DAYLIGH	<del>I</del> T									
-Personnel Information											
Pilot-In-Command			35	Medical Certifica			) WAIVERS	/LIMIT			
Certificate(s)/Rating(s	•)		ial Flight Review		ght Time (H						
PRIVATE			urrent - UNK/NR	Total -		Last 2		. 1			
SE LAND			lonths Since - 5		10						
			ircraft Type - UNK/NR	Instrument-	3	Last 90	Days-	10			
Instrument Rating(s)	- NONE										
-Narrative ING LANDING FLARE THE STALL											

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

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

-Basic Information							
Type Operating Certificate-AI			Damage		Injur		N/
	N-AMERICAN WORLD AIR		0	Fatal ew O	Serious O	Minor O	None 12
Type of Operation -SC Flight Conducted Under -14	CED 424	NONE NONE	Cre Pas		0	0	277
Incident Occurred During -CR	UISE	NONE	Pa	55 U	U	O	211
·Aircraft Information							
Make/Mode1 - DOUGLAS DC-10		, Make/Model - GENE	RAL E. CF6-6		Installed/A		
Landing Gear - TRICYCLE-RETR		ber Engines - 3		S	tall Warning	g System	- YES
Max Gross Wt - 430000		ine Type - TURE					
No. of Seats - 350	Ra	ed Power - 400	OOO LBS THRUST				
Environment/Operations Informat		•					
Weather Data	Itin				Proximity		
Wx Briefing - COMPANY		Departure Point		UNK/NR			
Method - TELEPHONE		AMI,FL					
Completeness - WEATHER NOT		nation		Airport D	ata		
Basic Weather - VMC		W YORK CITY,NY		D	T al a 4	UNK/NR	
Wind Dir/Speed- 060/010 KTS		rspace			Ident - Lth/Wid -		
Visibility - 10.0 SM Lowest Sky/Clouds - CLE		rspace e of Flight Plan -	TED		Surface -		
Lowest Sky/Clouds - CLE Lowest Ceiling - NON		of Clearance -				UNK/NR	
Obstructions to Vision- NON			UNK/NR	Runway	status -	UNK/ NK	
Precipitation - NON		Apeny Ling -	UNK/NK				
Condition of Light - DAY							
Personnel Information	_				MED. T.O. 1. 100		/
Pilot-In-Command			Medical Certific			WAIVERS	/ LIMII
Certificate(s)/Rating(s)		light Review		ight Time (H		11	•
ATP, FLT ENG	Curre		Total -		Last 24		2
SE LAND, ME LAND		Since - 1	Make/Model- Instrument-	1060	Last 30 Last 90	Days- U	NK/NK
	Airci	ift Type - DC-10	Multi-Eng -	UNK/NR	Datanan	aft - U	NK/NK
			Multi-Eng -	UNK/ NK	ROTOFCE	art - U	INK/ INK
Instrument Rating(s) - A	IRPLANE						
-Narrative							
EXPERIENCED SEVERE VIBRATIONS	IN FLIGHT & MADE A	PECALITIONARY LANDIA	IG AFTER SHUTTI	NG DOWN THE	NUMBER 2 FM	SINE IT	
DETERMINED IN A SUBSEQUENT TEAR		- · - · - · - · - · - · ·				~ 1. 4 to	

File No. - 5115

8/21/83

NORFOLK, VA, VA

A/C Reg. No. N69NA

Time (Lcl) - 1045 EDT

Occurrence Phase of Operation

AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

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

Basic Information	AUTED			_		
Type Operating Certificate-COMM		Aircraft Damage MINOR	C-	Ir Ital Seriou	njuries Ns Minor	None
Name of Carrier -PUEF Type of Operation -SCHE	ENII EN DOMESTIC PASSENGED	Fire	Crew Crew	0 0		None 3
Flight Conducted Under -14 (	OFR 135	NONE	Pass	0 0	0	12
Incident Occurred During -LAND	DING	HONE	, 435	o o	· ·	
Aircraft Information						
Make/Model - CONSTRUCCIONES	AERONAUTI 212-20Eng Make/M	odel - AIRESEARCH	TPE33110R511C			
Landing Gear - TRICYCLE-RETRAC	AERUNAUTI 212-20Eng Make/M CTABLE Number Eng Engine Typ Rated Powe	ines - 2		Stall War	ning System	- YES
Max Gross Wt - 16534	Engine Typ	e - TURBOPROP				
No. of Seats - 25	Rated Powe	r - 900 HP				
Environment/Operations Information	on					
Weather Data	Itinerary		Air	port Proximit	y	
Wx Briefing - UNK/NR	Last Depart	ure Point	0	N AIRPORT		
Method - UNK/NR	SAN JUAN,	PR				
Completeness - UNK/NR	Destination	•	•	ort Data		
Basic Weather - VMC	SAME AS A	CC/INC		IARRY S. TRUMA		
Wind Dir/Speed- 080/009 KTS	170/11			unway Ident	-	•••
Visibility - UNK/NR Lowest Sky/Clouds - 2000		and Diam IFD		unway Lth/Wic		200
Lowest Ceiling - NONE	Type of Clo	ananco - UNIZ/ND		unway Surface unway Status		
Obstructions to Vision- NONE	Type Apch/L	nda - STRAIGH		unway Status	- DK1	
	Type Apony E	nag Sikaran	11 114			
Precipitation - NONE Condition of Light - NIGHT	r(dark)					
 Personnel Information						
Pilot-In-Command	Age ~ 45	Medical	Certificate -	VALID MEDICAL	-NO WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Age - 45 Biennial Flight R	eview	Flight Ti	me (Hours)		
ATP	Current	- YES Tota	1 - 16476	Last	24 Hrs -	6
SE LAND, ME LAND	Months Since	- UNK/NR Make	/Model- 50 rument- UNK/NR i-Eng - UNK/NR	Last	30 Days- UN	K/NR
	Aircraft Type	- UNK/NR Inst	rument- UNK/NR	Last	90 Days- UN	K/NR
		Mu1t	i-Eng - UNK/NR	Roto	rcraft - UN	K/NR
Instrument Rating(s) - AIF	RPLANE					

File No. - 5067

8/15/83 ST. THOMAS, VI

A/C Reg. No. N429CA

Time (Lc1) - 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

## Brief of Accident/Incident

Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION) Airc	raft Damage			Injur	ies	
Type operating contribute them.		STANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Acc/Inc Occurred During -LANDING	NON	E	Pass	0	0	0	0
Aircraft Information							
Make/Model - GRUMMAN AA-5A	Eng Make/Model -				Installed/Ad		
Landing Gear - TRICYCLE-FIXED	Number Engines -				tall Warning	g System	- YES
Max Gross Wt - UNK/NR	Engine Type -		G-CARBURE	TOR			
No. of Seats - 4	Rated Power -	UNK/NR 					
Environment/Operations Information	•••						
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEF	•	int		ON AIR	PORT		
Method - N/A Completeness - N/A	BURLINGTON,VT Destination			Adamant D			
Basic Weather - VMC	SAME AS ACC/INC		•	Airport D	ata -SUGARBUSH		
Wind Dir/Speed- 300/012 KTS	SAME AS ACC/INC					04	
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid -		30
	CATTERED Type of Flight Pla	an - NONE			Surface -		30
Lowest Ceiling - NONE	Type of Clearance					DRY	
Obstructions to Vision- NONE	Type Apch/Lndg		- TN	Kunway	Status	DKI	
Precipitation - NONE	Type Apolly Ellag	FULL STOP					
Condition of Light - DAYLIGHT		, 522 376					
Personnel Information				_ ~ _ ~			
Pilot-In-Command	Age - 45	Medical Ce	ertificate	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Fligh <sup>,</sup>	t Time (H	ours)		
PRIVATE	Current - NO		-	361 136	Last 24	Hrs -	
SE LAND	Months Since - UNK,						
	Aircraft Type - UNK,	/NR Instru	ument-	47	Last 90	Days- UN	K/NR
Instrument Rating(s) - NONE							
 Narrative							
PLT REPORTED THAT DURING A LANDING ON I	DWV 4 HE ENCOUNTEDED WIND	SHEAD WHICH EC	DOED THE	ACET TO	OSE ALT &		
H DOWN SHORT OF THE RWY. THE ACFT THEN	VEERED LEET & COLLIDED WITH	4 A HANGAR TH	IF PIT DEI	DUBIED IN	- WIND WAS		

### Brief of Accident/Incident (Continued)

6/02/83 WARREN, VT A/C Reg. No. CGAEX File No. - 6025 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

## Brief of Accident/Incident

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage			Ini	uries	
Type operating out throate none (delick)		DESTROYED	•	Fatal	Ser ious		n None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Acc/Inc Occurred During -DESCENT	F	ire NONE	Crew Pass		1 2	0	
·Aircraft Information							
Make/Model - MOONEY M20F		el - LYCOMING I	0-360-A1A				ed - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engine			S	tall Warn	ing Syste	em - YES
Max Gross Wt - 2740 No. of Seats - 4	Engine Type Rated Power	- RECIP-FUEL	INJECTED				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure SAME AS ACC			ON AIR	PORT		
Completeness - N/A	Destination	1110		Airport D	ata		
Basic Weather - VMC	SYRACUSE, NY				GTON INTE	RNATIONAL	_
Wind Dir/Speed- 340/005 KTS					Ident		
Visibility - 25.0 SM	ATC/Airspace			Runway	Lth/Wid	- 3600/	<sup>7</sup> 150
Lowest Sky/Clouds - SCATTERED		: Plan - VFR		,	Surface		.T
Lowest Ceiling - NONE	Type of Cleara			Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 27	Medical	Certificat	te - VALID	MEDICAL -	NO WATVER	S/LIMIT
Certificate(s)/Rating(s)	Diamaial Climbs David		F13-4	nt Time (H			.0,
COMMERCIAL	Current -	YES Tot	al - Š			24 Hrs -	2
SE LAND	Current - Months Since - Aircraft Type -	8 Mak	e/Mode1-	4		30 Days-	
	Aircraft Type -	C-152 Ins	trument-	51	Last	90 Days-	13
Instrument Rating(s) - AIRPLANE							
Narrative							
HAD BEEN PARKED ON RAMP AT SYRACUSE FOR							)
PLT, THERE WAS NO EVIDENCE OF WATER DURIN							
FROM SYRACUSE TO BURLINGTON WAS UNEVENTED							ER
OUND TIME OF ABOUT 2 HRS, A TAKEOFF WAS I							10
R AT ABOUT 100 FT AGL. ACFT THEN ENTERED							IG
'EN FUEL PUMP, LINE FROM PUMP TO FUEL SERV AT LEFT TANK POSITION. LEFT TANK WAS DAMA							
AT LEFT TAINE PUSTITION. LEFT TAINE WAS DAMA							
URED. LEFT FUEL CAP WAS DETERIORATED & TH	ERE WAS EVIDENCE IT H	IAD ALLOWED WAT	FR TO IFAK	INTO THE	TANK, FUF	I TANK HA	ND.

### Brief of Accident/Incident (Continued)

9/24/83 Time (Lc1) - 1317 EDT File No. - 6012 BURLINGTON, VT A/C Reg. No. CGOEL Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM, CAP - DETERIORATED MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL 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 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

File No 5059		BURLINGTON,VT 		No. N96AV	<u>-</u>	ime (Lc1) -		
Basic Information Type Operating Certific	ate-COMMUTE	R	Aircraft Da	mage		Injur	ies	
Name of Carrier Type of Operation			MINOR		Fata1	Serious	Minor	None
			Fire	Crew		0	0	2
Flight Conducted Under Incident Occurred Durir			NONE	Pass	0	0	0	8
Aircraft Information								
Make/Model - BEECH (			Model - P & W			Installed/A		
Landing Gear - TRICYCL	E-RETRACTAB		gines - 2		S	tall Warnin	g System	- YES
Max Gross Wt - 11380			e - TURBOR					
No. of Seats - 17		Rated Power	er - 715	HP				
Environment/Operations In	formation		-			B		
Weather Data Wx Briefing - UNK/N	ID	Itinerary	tuna Doint			Proximity		
Method - UNK/N		Last Depart JAMAICA.N			ON AIR	PURI		
Completeness - UNK/N		Destination			Airport D	a+a		
Basic Weather - VMC	ik.	SAME AS A			•	GTON INTL		
Wind Dir/Speed- 230/0	16 KTS	JAME AS A	100/1110				33	
Visibility - 30.		ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds -		SCATTERED Type of F1	ight Plan - If	R		Surface -		
Lowest Ceiling	- 4500 FT		earance - If			Status -		
Obstructions to Visio			_ndg - \$1	RAIGHT-IN	,			
Precipitation								
Condition of Light	- DAYLIGHT							
Personnel Information								
Pilot-In-Command			Med	ical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(	s)	Biennial Flight F	Review	Fligh	nt Time (H	ours)		
ATP		Current	- UNK/NR	Total -	5100	Last 24	Hrs - UNI	K/NR .
ME LAND		Months Since	- UNK/NR	make/Model-	400	Last 30	Days- UNI	K/NR
		Aircraft Type	e ~ UNK/NR	instrument- U	NK/NK	Last 90	uays- UNI	K/NR K/ND
				Fligh Total - Make/Model- Instrument- Un Multi-Eng - Un	NIC / INK	KUTUPCP	art - UNI	N/ NK
Instrument Rating(s	) - AIRPLA	NE						
Narrative								
PLT STATED THAT AFTER A S	моотн тоисн	DOWN ON THE MAIN GEAR	A LOUD BANG V	AS HEARD, ACCO	APANIED WI	TH A GEAR U	NSAFE	
I. A GO-AROUND WAS MADE, 8								
ING THE LEFT GEAR FOLDED.								
HIT THE ARRESTING CABLE								
TOUCHED DOWN 700 FT BEYO								
WAY AT TOUCHDOWN & THE F								
ENGERS DESCRIBED THE LAND								
LEG (D/NEO-120202) CONNE	CTED TO SUP	PORT (P/N50-120201) WAS	S SEPARATED T	HE SUPPORT IS F	RETAINED T	O ACFT BY R	IVETS &	
1/4 INCH BOLTS. THE RIVE								

File No. - 5059 10/06/83 BURLINGTON,VT A/C Reg. No. N96AV Time (Lc1) - 1420 EDT

Occurrence
Phase of Operation

MAIN GEAR COLLAPSED

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

## Brief of Accident/Incident

File No 6005 8/06/83 SHELTOBasic Information	,	/C Reg. No.			ime (Lc1) -		
Type Operating Certificate-NONE (GENERAL		craft Damage			Injur		
		STROYED	_	Fatal	Serious		None
Type of Operation -PERSONAL	Fir	_	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91 Acc/Inc Occurred During -DESCENT	NU	NE 	Pass	1	0	0	0
-Aircraft Information							
Make/Model - PIETONPOL-IMRIE AIRCAMPE					[nstalled/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines				tall Warnin	g System	- NO
Max Gross Wt - 1150	<b>O</b> ,.	- RECIPROCAT	ING-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 65 HP					
-Environment/Operations Information							
Weather Data	Itinerary	_ : _ :		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure P SAME AS ACC/IN			UFF AI	RPORT/STRIP		
Completeness - N/A	Destination			Airport Da	2+2		
Basic Weather - VMC	LOCAL				SON FIELD		
Wind Dir/Speed- 180/005 KTS	2007.2				Ident -	35	
Visibility - 60.0 SM	ATC/Airspace			•	Lth/Wid -		28
Lowest Sky/Clouds - CLEAR	Type of Flight P				Surface -		
Lowest Ceiling - NONE	Type of Clearanc			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg						
Precipitation - NONE Condition of Light - DAYLIGHT		TOUCH	AND GU				
-Personnel Information Pilot-In-Command	Age - 45	Madiaal	Certificat	a LINDY/NU	,		
	Age - 45 Biennial Flight Review			t Time (H			
PRIVATE, FOREIGN	Current - UN	K/NR Tot			Last 24	Hrs -	4
SE LAND	Months Since - UN	K/NR Mak	e/Model-	110	_	Days- UN	
	Aircraft Type - UN			ο .	Last 90	Days-	21
Instrument Rating(s) - NONE							
	Aircraft Type - UN	K/NR Ins	trument-		Last 90	Days-	
HOME BUILT ACFT WAS MANUFACTURED IN 1975 & HAD FLOWN THE CANADIAN REGISTERED ACFT TO LD BE USED. THE PLT WAITED FROM 1400 TO 170 LOWED THE POSTED LEFT HAND TRAFFIC PATTERN FT. SUBSEQUENTLY, THE ACFT STALLED & CRASHERK PLUGS WERE CARBON FOULED WITH BLACK, SOO	AN ANTIQUE FLY-IN. TRA O PDT, FOR THE WIND TO WHICH TOOK HIM OVER HI D IN A STEEP DESCENT.	FFIC AT THE DECREASE, B LLS WHERE HE	ARPT REQUIR EFORE TAKIN ENCOUNTERE	ED THAT OF G OFF. REI D TURBULEI	NLY RWY 35 PORTEDLY, HI NCE & A DOWI	E	

### Brief of Accident/Incident (Continued)

File No. - 6005 8/06/83 SHELTON,WA A/C Reg. No. CFACV Time (Lc1) - 1705 PDT

Occurrence #1
Phase of Operation

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

<ul> <li>-Basic Information</li> <li>Type Operating Certificate-ON-DEMAND A</li> </ul>	IR TAXI Aircra	ft Damage		Injur	ies	
	NONE	_	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	2
Incident Occurred During -CRUISE						
-Aircraft Information						
Make/Model - S.N.I.A.S. AS350D		YCOMING LTS 101-600/		Installed/A		
Landing Gear - SKID	Number Engines -		S	tall Warnin	g System	- NO
Max Gross Wt - 4190	Engine Type - T					
No. of Seats - 6	Rated Power -	615 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	•	t	UNK/NR			
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC		BOEING			
Wind Dir/Speed- 350/011 KTS	ATO /A +				34	
Visibility - UNK/NR Lowest Sky/Clouds - CLEAR	ATC/Airspace	COMPANY (VED)		Lth/Wid - Surface -	ASPHALT	
Lowest Sky/Crouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN	Rullway	status -	DKI	
Precipitation - NONE	Type Apell/ Ellog	STRAIGHT IN				
Condition of Light - DUSK						
-Personnel Information Pilot-In-Command	Age - 38	Madia-1 Cambicias	VALTO	MEDICAL NO	WATVEDC	/1 TRATT
Certificate(s)/Rating(s)	Biennial Flight Review	Medical Certificat	t Time (H		WAIVERS	/ LIMII
COMMERCIAL	Current - YES		5000	Last 24	Hrs -	4
SE LAND.ME LAND	Months Since - 7	Make/Model-	370	Last 30		50
HELICOPTER	Aircraft Type - AS350	·· · · · · · · · · · ·	240	Last 90		150
		Multi-Eng -	25		aft -	4500
	•					
Instrument Rating(s) - AIRPLANE,H	ELICOPTER					
-Narrative						
ACFT SUSTAINED A COMPLETE FAILURE OF THE	TATE DOTOR DRINE CHAFT DUE	TO FATTOUE EDOM CT	ecc coppo	STON DESCIO	TATED D	,

File No. - 5071

10/10/83

SEATTLE, WA

A/C Reg. No. N350GT

Time (Lcl) - 1825 PDT

Phase of Operation

AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION 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

File No 5095 2/04/83 MILW	AUKEE,WI	A/C Reg.	No. N1356P	. 7	ime (Lc1) -	- 1700 CST	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft D	amage		Injur		
		MINOR		Fatal	- '		None
Type of Operation -SCHEDULED,D	OMESTIC, PASSENGER		= -	ew 0	0	0	2
Flight Conducted Under -14 CFR 135		NONE	Pa	iss 0	0	0	16
Incident Occurred During -CRUISE							
Aircraft Information							
Make/Model - EMBRAER EMB-110	Eng Make/N	Model - P/W P	T6-A-34	ELT	Installed/A	Activated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number End	ines - 2		9	tall Warnir	na System	- YES
Max Gross Wt - 13700		e - TURBO				0 ,	
No. of Seats - 21	Rated Powe		O HP				
Environment/Operations Information							
Weather Data	Itinerary			Airmort	Proximity		
Wx Briefing - COMPANY	Last Depart	une Doint		UNK/NR			
Method - IN PERSON	SAME AS A			OINT/ IN			
Completeness - FULL	Destination	ICC/ INC		Airport D	2+2		
Basic Weather - VMC	CHICAGO, I	:1		Arriport	ala		
Wind Dir/Speed- 300/008 KTS	CHICAGO, I	. L		Dunus	Ident -	- UNK/NR	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		abt Dlam T	<b>-</b> D	Ruriway	Surface -	UNK/INK	
		ight Plan - I				- UNK/NR	
Lowest Ceiling - NONE	Type of Cle	earance - I	FK	Runway	Status -	- UNK/INK	
Obstructions to Vision- NONE	Type Apch/L	.ndg - U	NK/NK				
Precipitation - NONE							
Condition of Light - DUSK							
Personnel Information							
Pilot-In-Command	Age - UNK/NR		dical Certifi				
Certificate(s)/Rating(s)	Biennial Flight F			ight Time (F			
UNK/NR	Current		Total -	UNK/NR		1 Hrs - UN	
	Months Since		Make/Model-	UNK/NR	Last 30	Days- UN	K/NR
	Aircraft Type	e - UNK/NR	Instrument-	UNK/NR UNK/NR UNK/NR	Last 90	Days- UN	K/NR
			Multi-Eng -	UNK/NR	Rotorc	raft - UN	K/NR
		•					
Instrument Rating(s) - AIRPLANE							
Narrative HE ACFT EXPERIENCED EXTREME OSCILLATIONS AB NCHES. THE OSCILLATIONS VARIED DIRECTLY WIT CCURRENCE WHEN THE ELEVATOR TRIM TAB HINGE SCILLATIONS WERE EXPERIENCED.	H AIRSPEED. NO OUT	OF LIMIT CON	DITIONS WERE	FOUND UNTIL	AFTER A SEC	COND	

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----

Wagner January - Tear

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

File No 5034 6	/21/83 MILWA 	UKEE,WI	A/C Re	g. No. N980Z		T 	Time (Lc1) - 0715 CDT				
-Basic Information Type Operating Certifica	te-AIR CARRIER	- FLAG/DOMESTIC	Aircraft	Damage				uries			
Name of Carrier	-OZARK AIRLIN	JES, INC.	MINOR			Fatal	Serious			ne	
Type of Operation Flight Conducted Under	-SCHEDULED, DO	MESTIC,PAX/CARGO	Fire		Crew	0	0	О		5	
			NONE		Pass	0	1	0	•	4	
Incident Occurred During	-STANDING										
-Aircraft Information											
Make/Mode1 - DOUGLAS			lode1 - P &	W JT8D-7			Installed				
Landing Gear - TRICYCLE	-FIXED		ines - 2			S	tall Warn	ing Syst	em - UNK	√NF	
Max Gross Wt - UNK/NR			e - TURI								
No. of Seats - UNK/NR		Rated Powe	er - UNK,	/NR 							
-Environment/Operations Inf	ormation				_						
Weather Data		Itinerary			Α		Proximity				
Wx Briefing - COMPAN		Last Depart				ON AIR	PORT				
Method - IN PER		MILWAUKEE	,WI								
Completeness - WEATHE	R NOT PERTINENT				Αi	rport D					
Basic Weather - VMC		UNK/NR				MITCHE					
Wind Dir/Speed- 180/00							Ident	- UNK/N			
	00 SM	ATC/Airspace				Runway	Lth/Wid	- UNK/N	R		
Lowest Sky/Clouds -		Type of Fli					Surface				
Lowest Ceiling		Type of Cle		UNK/NR		Runway	Status	- UNK/N	R		
Obstructions to Vision		Type Apch/L	.ndg -	NONE							
Precipitation	- NONE										
Condition of Light	- DAYLIGHT										
-Personnel Information											
Pilot-In-Command		Age - 48		Medical Certi				WAIVERS/	LIMIT		
Certificate(s)/Rating(s	)	Biennial Flight R			Flight						
ATP		Current	- UNK/NR					24 Hrs -			
SE LAND, ME LAND		Months Since		Make/Mode				30 Days-			
		Aircraft Type	- UNK/NR	Instrumen	t-	0	Last	00 Days-	UNK/NR		
Instrument Rating(s)	- AIRPLANE										
		· · · · · · · · · · · · · · · · · · ·	<b></b>								
-Narrative ETWAY COLLAPSED AS PASSENGE	D LOADING COMM	NCED THE DRIVE OF	AD EATLED	R OTI WAS FOU	ND TO P	E CONTT	MINATED W	TTH WATE	D		
T HAD TRANSFERRED TO THE WO									· ·		

File No 5034	6/21/83	MILWAUKEE,WI	A/C Reg. No. N980Z	Time (Lc1) - 0715 CDT	
Occurrence AIRF Phase of Operation OTHE	•	NT/SYSTEM FAILURE/MAL	FUNCTION		
Finding(s) 1. AIRPORT FACILITIES,RA	MP FACILITIE	S - FAILURE,TOTAL			
Probable Cause					
The National Transportation	n Safety Boa	rd determines that th	ne Probable Cause(s) of this incid	ent	

is/are finding(s) 1

# Brief of Accident/Incident

File No 6022	8/05/83 OSH	KOSH,WI	A/C Reg. I	No. CGAYW		Time (Lc1) -	1545 CD	Г 
Basic Information Type Operating Certific	cate-NONE (GENE	RAL AVIATION)	Aircraft Da	mage		Injur	ies	
Type operating certific	sate NONE (GENE	RAC AVIATION)	SUBSTANTIA		Fatal			None
Type of Operation	-AIR SHOW		Fire	Crew	0	0	1	0
Flight Conducted Under	-14 CFR 91		NONE	Pass	0	0	0	0
Acc/Inc Occurred Durin	ng -DESCENT							
Aircraft Information								
	CRICKET MC12	Eng Make/	Model - JPX PO	L	ELT	Installed/A		
Landing Gear - TRICYCL	_E-FIXED	Number En	Modeî - JPX PO! gines - 2			Stall Warnin	g System	- NO
Max Gross Wt - UNK/NR		Engine Ty	pe - RECIPRO	CATING-CARBUR	ETOR			
No. of Seats - 1		Rated Pow	er - UNK/NR					
Environment/Operations Ir	nformation							
Weather Data		Itinerary			Airport	Proximity		
W $ imes$ Briefing - UNK/N		Last Depar			ON AI	RPORT		
Method - UNK/N		SAME AS	•					
Completeness - WEATH	HER NOT PERTINE				Airport			
Basic Weather - VMC		LOCAL				AN FIELD		
Wind Dir/Speed- UNK/N						y Ident -		
Visibility - 15.		ATC/Airspace				y Lth/Wid -		150
Lowest Sky/Clouds -			ight Plan - NO			y Surface -		
	- NONE		earance - NOI		Runwa	y Status -	DRY	
Obstructions to Visio		Type Apch/	Lndg - UNI	K/NR				
Precipitation								
Condition of Light	- DAYLIGHT							
Personnel Information	-							/·
Pilot-In-Command		Age - 53	Med	ical Certifica			WAIVERS	LIMII
Certificate(s)/Rating(	(s)	Biennial Flight			ht Time (			
PRIVATE		Current	- UNK/NR	Total -	9000	Last 24	Hrs - Ul	NK/NR
SE LAND, ME LAND		Months Since	- UNK/NR	Make/Model-	125	Last 30	Days- U	NK/NR
		Aircraft Typ	e - UNK/NR	Total - Make/Model- Instrument- U Multi-Eng - U	NK/NR	Last 90	Days-	100
				Multi-Eng - U	NK/NR	Rotorcr	aft - Ur	NK/NR
Instrument Rating(s	s) - NONE							
Narrative								
URING A FORMATION TAKEOFF, T LIMB. THE PLT STATED THAT TH EFT ENG LOST POWER & THE ACF OT CONTROL THE LEFT YAW & TL PERATING ENG. SUBSEQUENTLY,	HE AIRSPEED WAS FT BEGAN TURNIN JRN, UNTIL AFTE THE ACFT STRUC	SLIGHTLY ABOVE THE G LEFT & LOSING ALT R HE LOWERED THE NO K THE GROUND IN A S	STALL SPEED A . HE REPORTED ' SE & REGAINED A LIGHT NOSE DOWN	T ABOUT 100 TO THAT THE PLANE AIRSPEED. HE D N ATTITUDE. AN	150 FT A STALLED ID NOT RE INVESTIG	GL WHEN THE & HE COULD DUCE POWER O ATON REVEALE		
HAT THE SINGLE SPARK PLUG IN	N THE LEFT, SIN	GLE CYLINDER, 2 STR	OKE ENG WAS NO	T FIRING AT TH	E ELECTRO	DE 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

### Brief of Accident/Incident

File No 6021 8/06	/83 OSHKOS 	H,WI A/C Reg	Time (Lc1) - 1640 CDT					
Basic Information	NONE (CENERAL	AV7.47.7011)	<b>5</b>		<b>.</b>	• -		
Type Operating Certificate-NONE (GENERAL		AVIATION) Aircraft SUBSTANI		Injuries Fatal Serious Minor None				
Type of Operation -	AIR SHOW	Fire	Crew	Fatal 1	0	0	0	
Flight Conducted Under -		NONE	Pass	Ö	0	Ö	Ö	
Acc/Inc Occurred During -		NONE	1 433	Ü	V	. •	· ·	
Aircraft Information								
Make/Model - SIAI-MARCHE	TTI F.260C	Eng Make/Mode1 - LYC0	MING 0-540-E4A5	ELT I	nstalled/Ad	ctivated -	YES/NO	
Landing Gear - TRICYCLE-RE		Number Engines - 1	•		all Warning	g System -	YES	
Max Gross Wt - UNK/NR		Engine Type - RECI	PROCATING-CARBURE	TOR				
No. of Seats - 4		Rated Power - UNK/	'NR					
Environment/Operations Informa	ation							
Weather Data		Itinerary		Airport P	•			
Wx Briefing - NO RECORD	OF BRIEFING	Last Departure Point		ON AIRP	ORT			
Method - N/A		SAME AS ACC/INC						
Completeness - N/A		Destination		Airport Da		-		
Basic Weather - VMC		LOCAL		WITTMAN		_		
Wind Dir/Speed- UNK/NR						UNK/NR		
Visibility - UNK/NR		ATC/Airspace			Lth/Wid -			
Lowest Sky/Clouds - Ti		Type of Flight Plan -		,	Surface -	•		
	NK/NR	Type of Clearance -		Runway	Status -	UNK/NR		
Obstructions to Vision- NO		Type Apch/Lndg -	NONE					
Precipitation - NO								
Condition of Light - D	AYLIGHT 							
Personnel Information								
Pilot-In-Command			ledical Certificat			WAIVERS/L	IMIT	
Certificate(s)/Rating(s)		Biennial Flight Review		t Time (Ho				
ATP, FOREIGN		Current - YES	Total - UN	K/NR	Last 24	Hrs - UNK	(/NR	
ME LAND, SE LAND		Months Since - 2	Make/Model - UN	K/NR	Last 30	Days- UNK	(/NR	
		Aircraft Type - UNK/NR	Make/Model- UN Instrument- UN Multi-Eng - UN	K/NR	Last 90	Days- UNK	/NR /ND	
			Multi-Eng - UN	K/ NR	Rotorcra	aft - UNK	/ IVR	

# Brief of Accident/Incident (Continued)

File No. - 6021 8/06/83 OSHKOSH,WI A/C Reg. No. IRAID Time (Lc1) - 1640 CDT

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

n 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

-Basic Information									
Type Operating Certificate-ON-DEMAND AI	R TAXI Ai	rcraft Dama	ige	Injuries					
Name of Carrier -NORTHERN WINGS Type of Operation -NON SCHED, DOMESTIC, PASSENGER Flight Conducted Under -14 CFR 135		ONE		Fatal			None		
Type of Operation -NON SCHED, DO	MESTIC, PASSENGER Fi	re	Crew		-	0	1		
Flight Conducted Under -14 CFR 135	N	ONE	Pass	0	0	0	2		
Incident Occurred During -CRUISE									
Aircraft Information									
Make/Model - CESSNA 172RG	Eng Make/Model		0-360-AA6		installed/A				
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines				all Warnin	g System ·	- YES		
Max Gross Wt - 2650	Engine_Type			ETOR					
No. of Seats - 4	Rated Power	· - 160 F	1P 						
Environment/Operations Information									
Weather Data	Itinerary			Airport F					
Wx Briefing - FSS	Last Departure	Point		OFF AIR	RPORT/STRIP				
Method - TELETYPE	LA POINTE,WI								
Completeness - WEATHER NOT PERTINENT			Airport Data						
Basic Weather - VMC	ST. PAUL,MN								
Wind Dir/Speed- 230/020 KTS						N/A			
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		_		
Lowest Sky/Clouds - CLEAR	Type of Flight				Surface -		₹F		
Lowest Ceiling - NONE	Type of Clearan			Runway	Status -	DRY			
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE							
Precipitation - NONE									
Condition of Light - DAYLIGHT									
Personnel Information									
Pilot-In-Command					- VALID MEDICAL-NO WAIVERS/LIMIT				
Certificate(s)/Rating(s)	Biennial Flight Revie	w	F1fgl	nt Time (Ho	ours)				
COMMERCIAL, CFI	Current - Y	ES I	otal -	1362	Last 24	Hrs -	4 (215		
SE LAND, ME LAND, SE SEA	Months Since - U	NK/NR M	lake/Model- instrument-	16	1 ast 30	Davs- UNK	(/NR		
	Aircraft Type - U			55 14	Last 90	Days-	110		
		ľV	luiti-Eng -	14					
Instrument Rating(s) - AIRPLANE									
Narrative									

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

Basic Information								
Type Operating Certificate-EXTERNAL LOA	Aircraft Dam MINOR	Aircraft Damage		Injuries Fatal Serious Minor None				
Type of Operation -SCHEDULED,DO Flight Conducted Under -14 CFR 121	MESTIC, PASSENGER		Crew	0 0	1	0 0	14 95	
Incident Occurred During -LANDING		ON GROUND	Pass	O	1	O	95	
-Aircraft Information								
Make/Model - BOEING 737-2H4	lodel - P & W JT8D-9A							
Landing Gear - TRICYCLE-RETRACTABLE Number Engi			_	Stall Warning System - YES				
Max Gross Wt - 100800		e - TURBOJE	I					
No. of Seats - 106	Rated Powe	r - UNK/NR						
-Environment/Operations Information	Thimanan				D			
Weather Data Itinerary		una Daint		ON AIR	Proximity			
Wx Briefing - COMPANY Last Departu Method - IN PERSON DENVER.CO				UN AIR	PURI			
Completeness - WEATHER NOT PERTINENT	•			Airport D	ata			
Basic Weather - VMC	SAME AS A	CC/TNC		CASPER				
Wind Dir/Speed- 070/006 KTS	5/ <u>2</u> //5 //					- 21		
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid	- 10600/	150	
Lowest Sky/Clouds - THIN BKN	Type of Fli	ght Plan - IFR			Surface			
Lowest Ceiling - NONE		arance - IFR		Runway	Status	- DRY		
Obstructions to Vision- NONE	Type Apch/L	ndg - FUL	L STOP					
Precipitation - NONE								
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command Age - 47 Certificate(s)/Rating(s) Biennial Fli			te - VALID MEDICAL-NO WAIVERS/LIMIT ht Time (Hours)					
ATP	Current		Total - 1			4 Hrs - Ul	NK/NR	
SE LAND, ME LAND	Months Since	- 5	Make/Mode1-	4401	Last 3	O Days- U	NK/NR	
•	Aircraft Type	- 737-2H4	Make/Model- Instrument- UN	IK/NR	Last 9	O Days-	. 1	
		I	Multi-Eng ~ UN	IK/NR	Rotorc	raft - U	NK/NR	
Instrument Rating(s) - AIRPLANE								
T TOUCHED DOWN WITH ALL LANDING GEAR RETRA	CTED. THE GEAR HAN	DLE WAS FOUND	IN THE NEUTRAL	POSITION	. THE FIRST	T OFFICER		
DISTRACTED BY AN INOP APS AND BOTH THE CA								
AL APCH.						· · · · · · · · · · · · · · · · · · ·		

File No. - 5008 3/23/83 CASPER,WY A/C Reg. No. N7381F Time (Lc1) - 0950 MST

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

- . 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



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