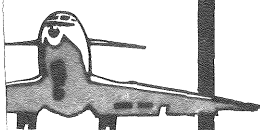


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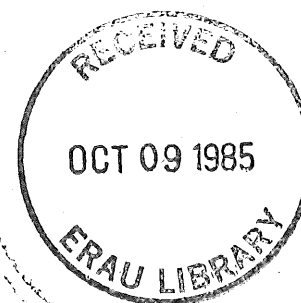


NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

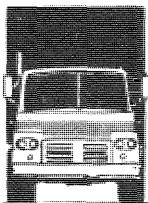
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 1 OF 1984 ACCIDENTS



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Issue 1



TECHNICAL REPORT DOCUMENTATION PAGE

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15. Supplementary Notes					
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1984. The 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally seventeen times each year. The Brief Format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of operation and type of aircraft. File Numbers: 1 through 200					
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather				18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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FOREWORD

The National Transportation Safety Board, in accordance with the provisions of Title VII of the Federal Aviation Act of 1958 (as amended) and Section 304(a) of the Independent Safety Board Act of 1974, has determined the probable cause(s) of the accidents reported herein.

This publication is issued eighteen (18) times per year and contains approximately 200 U.S. and foreign aircraft accident/incident reports arranged in state and date order.

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 1

CALENDAR YEAR 1984

File Order Listing - Issue No. 1, 1984

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1	6063G	022484	HOT SPRINGS, AR	CESSNA	C-150K	NONE	34
2	735KE	030184	STEVENSON, WA	CESSNA	U206	FATAL	364
3	1667Q	010284	LIMON, CO	CESSNA	150L	NONE	124
4	538L	022584	DES MOINES, IA	ROBERT H. LO	MUSTANG II	NONE	154
5	7734C	022784	JEFFERSON CITY, MO	PIPER	PA-28-181	NONE	252
6	5026U	021984	PINE BLUFF, AR	CESSNA	206	NONE	32
7	9832M	020584	THREE FORKS, MT	MAULE	M-4S	MINOR	268
8	78851	020584	ERIE, CO	TEXAS BULLET	205	NONE	126
9	55277	021484	SPRINGFIELD, MO	CESSNA	172P	NONE	248
10	NONE	030784	LAKE ELSINORE, CA	WIZARD	J-3BR503	FATAL	102
11	NONE	032684	MECOSTA, MI	BIRDMAN ENTE	CHINOOK	SERIOUS	222
12	6981R	020584	MEDFORD, OR	SIKORSKY	S-61L	FATAL	314
13	996MP	022784	PULLMAN, WA	CHAMPION	7ECA	NONE	362
14	731RJ	022584	CRAWFORD, MS	CESSNA	A-188B	SERIOUS	260
15	5396P	010784	ST. CHARLES, MO	CESSNA	152	FATAL	238
16	4747U	041584	ANCHORAGE, AK	CESSNA	180	MINOR	28
17	2715D	030684	ILIAMNA, AK	CESSNA	170B	NONE	14
18	5051F	030484	GLENNALLEN, AK	FAIRCHILD HI	FH-100	NONE	12
19	3927V	031884	FAIRBANKS, AK	CESSNA	170B	NONE	18
20	5976D	031284	GALENA, AK	PIPER	PA-18-150	FATAL	16
21	756XB	032984	MCGRATH, AK	CESSNA	206	SERIOUS	22
22	4672C	032284	SKWENTNA, AK	CESSNA	170B	NONE	20
23	6466A	020484	DERBY, KS	CESSNA	182	NONE	188
24	74WB	022984	POINT LOOKOUT, MO	PIPER	PA-18	NONE	254
25	23781	011484	WAUKEGAN, IL	PIPER	PA-38-112	NONE	164

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
26	8424D	010984	CHICAGO, IL	PIPER	PA-34-220T	NONE	162
27	76310	011584	HUNTLEY, IL	CESSNA	140	NONE	166
28	63546	011184	PORT HURON, MI	CESSNA	150	NONE	210
29	739BV	010784	HOLLAND, MI	CESSNA	172	NONE	206
30	736JT	022984	MARION, OH	CESSNA	R172K	NONE	298
31	64666	021584	NEW CASTLE, PA	CESSNA	172P	MINOR	330
32	199MG	020284	HAUPPAUGE, NY	GORDON	TEENIE TWO	NONE	292
33	733VX	021884	ROSEBURG, OR	CESSNA	172N	NONE	318
34	88327	021584	HAINES, AK	PIPER	J3C-65S	FATAL	10
35	714MC	030384	HAGERSTOWN, IN	CESSNA	150M	NONE	182
36	757RU	032984	ESCALON, CA	CESSNA	152	NONE	116
37	5603M	021584	EDWARDS AFB, CA	TAYLORCRAFT	BC12D-85	FATAL	86
38	9823Q	032284	DETROIT, MI	SMITH AEROST	600	NONE	218
39	76AP	012684	GREENVILLE, IL	PIPER	PA-32R-300	MINOR	172
41	78178	032184	LANCASTER, CA	CESSNA	172K	NONE	108
42	7643V	032384	WOODBIDGE, CA	AERO COMMAND	A-98	SERIOUS	110
43	23JT	022684	ALMA, GA	CESSNA	172M	NONE	140
44	3631S	020184	LK IN THE HILLS, IL	CESSNA	172E	MINOR	174
45	63857	031584	WARRENTON, VA	PIPER	PA-23-250	NONE	348
46	6720P	022684	WALTERBORO, SC	PIPER	PA-24-250	NONE	334
47	3189V	020584	FREMONT, CA	CESSNA	150M	NONE	74
48	3194R	021384	MAMMOTH LAKES, GA	CESSNA	182L	MINOR	138
49	83032	021384	LAWRENCE, KS	AERONCA	7AC	NONE	192
50	2502Y	021484	CHARITON, IA	CESSNA	172	NONE	152
51	6741H	013084	BILLINGS, MT	PIPER	J3C-65	MINOR	266

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File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
52	4507L	012684	BUFFALO, WY	HUGHES	369HS	NONE	380
53	7519D	021084	LARAMIE, WY	PIPER	PA-22-150	SERIOUS	382
54	5037G	020984	RIVERSIDE, CA	BELLANCA	8KCAB	MINOR	78
55	9508B	012884	MARIETTA, PA	CESSNA	172RG	NONE	326
56	9229K	011584	ANNAPOLIS, MD	STINSON	108-1	NONE	202
57	8431Y	012784	NASHUA, NH	ROBINSON	R-22	NONE	282
58	8108U	011284	SENECA FALLS, NY	CESSNA	150	NONE	288
59	99JW	012984	PHILADELPHIA, PA	SWEARINGEN	SA-226T	NONE	328
60	63678	012884	AKRON, NY	CESSNA	150	NONE	290
61	2583D	030484	NEW HAVEN, CT	PIPER	PA-38-112	NONE	128
62	8941U	012784	BREWER, ME	CESSNA	150E	NONE	204
63	6372W	010784	HOLLAND, MI	PIPER	PA-28-140	NONE	208
64	91123	021884	ALBANY, OR	NAVION	A	NONE	320
65	99620	012284	KLAMATH FALLS, OR	PIPER	PA-18-135	NONE	310
66	25756	022084	INDEPENDENCE, MO	CASSNA	152	NONE	250
67	3112H	022584	N. STILLWELL, KS	ERCOUPE	415C	NONE	198
68	9557B	020984	SEATTLE, WA	CESSNA	172 RGII	NONE	360
69	22796	011484	DEER PARK, WA	CESSNA	150H	NONE	352
70	6522R	022284	GRANGEVILLE, ID	CESSNA	172RGII	NONE	160
71	25807	021184	MINDEN, NV	CESSNA	152II	NONE	286
72	16333	020984	BURNS, OR	PIPER	PA-34-200	NONE	316
73	5216E	010684	ARCO, ID	CESSNA	C172N	FATAL	158
74	64253	010984	CUSTER, SD	CESSNA	172	NONE	338
75	300DS	010684	ALMO, ID	HUGHES	269C	NONE	156
76	3736G	010184	COOLIDGE, AZ	BEECH	C-45H	NONE	38

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
77	5314T	010184	SELMA, CA	CESSNA	172E	NONE	50
78	733VQ	011884	SANTA CRUZI IL, CA	CESSNA	206	SERIOUS	64
79	7KF	012884	SAN FRANCISCO, CA	CESSNA	401A	NONE	70
80	1875W	012584	VICTORVILLE, CA	BEECH	A-36	MINOR	68
81	9017N	022384	DIXON, CA	BELL	47-G4A	NONE	92
83	8662U	030384	PASCAGOULA, MS	CESSNA	C-172F	MINOR	262
84	9026R	021084	RIVERSIDE, CA	ROBINSON	R-22	NONE	80
85	0173S	012284	CRYSTAL LAKE, IL	BEECHCRAFT	B-19	NONE	168
86	9248L	011884	HAWLEY, MN	GRUMMAN	AA-1A	NONE	226
87	82667	010284	SAUK RAPIDS, MN	PIPER	PA-18-150	NONE	224
88	1711D	020884	VANOLIA, OH	BRYAN	DRAGON FLY	MINOR	296
89	2514V	020684	LOGANSPOUT, IN	CESSNA	177RG	MINOR	178
90	63452	020284	NEW PARIS, OH	CESSNA	150M	NONE	294
91	4888H	012884	PONTIAC, MI	CESSNA	152	NONE	212
92	9614Y	032884	NOVATO, CA	CESSNA	210	NONE	112
93	24470	022684	FAIR OAKS, CA	CESSNA	152	NONE	94
94	60031	030484	LA VERNE, CA	BEECH	BE-24	NONE	98
95	22055	021284	CONWAY SPRINGS, KS	CESSNA	150H	NONE	190
96	9205U	012984	FARIBAULT, MN	CESSNA	150M	MINOR	228
97	63178	012584	WEST BEND, WI	CESSNA	150M	NONE	370
98	66978	012484	MACOMB, IL	CESSNA	C-172P	NONE	170
99	25216	013184	LONE ROCK, WI	CESSNA	152	NONE	372
100	9457C	021284	HICKORY, NC	CESSNA	C-303	NONE	272
101	733NU	021184	CAROLINA BEACH, NC	CESSNA	C-172	NONE	270
102	5081T	021784	MAYERSVILLE, MS	BEECH	19A	NONE	258

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
103	2406S	022684	ATHENS, TN	CESSNA	337B	NONE	342
104	6726N	040984	FORT BIDWELL, CA	CHAMPION	7GCAA	NONE	120
105	46RS	012484	MEMPHIS, TN	PIPER	PA-22-150	SERIOUS	340
106	8926Z	011484	TUCSON, AZ	CESSNA	310	NONE	42
107	3411G	011484	LIVERMORE, CA	JODELL	D-9	NONE	60
108	8300G	010484	SEDONA, AZ	CESSNA	150	MINOR	40
109	123AX	012484	AMES, IA	MITSUBISHI	MU 2B-20	NONE	150
110	42077	011484	LOMPOC, CA	PIPER	J-3 CUB	NONE	56
111	9456H	011384	YORBA LINDA, CA	CESSNA	182R	FATAL	54
112	4014B	012984	ISSAQUQH, WA	LARK	IS28B2	NONE	356
113	29142	011184	WASILLA, AK	CESSNA	206	NONE	6
114	4856V	010784	BIG LAKE, AK	CESSNA	172RG	NONE	2
115	1317A	010784	TALKEETNA, AK	PIPER	PA-18	MINOR	4
116	6114B	030184	MARYVILLE, TN	CESSNA	182	SERIOUS	344
117	714CH	022084	NORTON, KS	CESSNA	150M	NONE	194
118	78FR	012584	KENNETT, MO	CESSNA	172	MINOR	244
120	565CA	032384	WILSON, AR	PIPER	PA-28-140	NONE	36
121	52252	030784	BROKEN BOW, NE	CESSNA	172P	NONE	280
122	NONE	010484	JUNCTION CITY, OR	EIPPER	QUICKSILVE	SERIOUS	306
123	57090	011584	AIBIRM, WA	RAVEN	RALLY RX7	NONE	354
124	61289	012884	ELIZABETH, WV	CESSNA	150J	NONE	378
125	7771K	012784	IMNAHA, OR	PIPER	PA-20	NONE	312
126	4944M	021384	BOONVILLE, MO	PIPER	PA-20	MINOR	246
127	55624	011484	NEWPORT, OR	PIPER	PA28R-200	NONE	308
128	45638	010284	KIRKSVILLE, MO	CESSNA	150	NONE	234

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File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
129	6081Q	010284	GARFIELD, WA	MACHEN AEROS	601P	NONE	350
130	1681D	012884	JASPER, AR	CESSNA	170B	NONE	30
131	82YL	010484	KANSAS CITY, MO	YOUNG-LOSEY	Q-2	NONE	236
132	6377B	012284	CHESTERFIELD, MO	CESSNA	152	NONE	242
133	4504N	020584	WINSLOW, WA	CESSNA	A185F	NONE	358
134	25230	010584	HOMESTEAD, MT	CESSNA	152	SERIOUS	264
135	3641C	010184	MARION, IA	CESSNA	182	NONE	146
136	5828E	021884	MENOMINEE, MI	CESSNA	150	NONE	216
137	62244	021284	LANSING, MI	CESSNA	172P	NONE	214
138	8544U	020984	CROWN POINT, IN	CESSNA	172	NONE	180
139	48546	040884	LEESBURG, OH	GRUMMAN	G-164B	NONE	304
140	11347	033184	DELAWARE, OH	CESSNA	150	NONE	302
142	68155	032684	PONTIAC, MI	CESSNA	152	NONE	220
143	3VE	031784	RANCHO, CA	VARI	EZE	SERIOUS	104
144	68159	031884	PALO ALTO, CA	CESSNA	152	NONE	106
145	95603	040384	DAVIS, CA	CESSNA	182	MINOR	118
146	4012R	011884	OXNARD, CA	PIPER	PA32-300	SERIOUS	62
147	91522	020384	FULLERTON, CA	PIPER	PA-38-112	NONE	72
148	66390	032384	HOLBROOK, AZ	CESSNA	150M	NONE	48
149	25731	040684	ST. JOSEPH, MO	PIPER	PA-38	NONE	256
150	82858	032884	NOVATO, CA	PIPER	PA-28	NONE	114
151	4630C	030484	FULLERTON, CA	CESSNA	170B	NONE	100
152	9423Y	021084	SCOTTSDALE, AZ	CESSNA	T210N	MINOR	46
153	464ED	020884	CHICO, CA	SHUEY	GLASSAIRE	NONE	76
154	3151Z	021184	CHINO, CA	PIPER	PA-20	NONE	82

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
155	24531	012884	AUGUSTA, KS	CESSNA	152	NONE	184
156	1485V	030484	SAN LUIS OBISPO, CA	CESSNA	172M	NONE	96
157	4304K	021284	OAKLAND, CA	PIPER	PA-28-181	FATAL	84
158	24971	022284	WATSONVILLE, CA	CESSNA	152	MINOR	90
159	4636S	021984	CRESCENT CITY, CA	BEECH	BE-58	NONE	88
160	6839H	010984	BATTLE CREEK, NE	PIPER	J-3	NONE	276
161	4893K	022284	NEWPORT, MN	NAVION	A	MINOR	230
162	5355P	022284	MILWAUKEE, WI	CESSNA	152	NONE	374
163	7314V	020384	KANSAS CITY, KS	BELLANCA	17-30	MINOR	186
164	83MC	012084	LIBERTY, MO	AERO COMMAND	690A	NONE	240
165	67919	030384	TAYLORVILLE, IL	CESSNA	152	NONE	176
166	83382	021984	MOUNTAINDALE, OR	PIPER	PA-28-J3A5	FATAL	322
167	68925	031284	ELMIRA, OR	PIPER	J3C-65	MINOR	324
168	7535C	041484	EVERETT, WA	FORNAIRE	F-1	NONE	368
169	4725N	041184	NEAH BAY, WA	CESSNA	182Q	NONE	366
170	6271F	031784	GENESEE, WI	CESSNA	337A	MINOR	376
171	48898	030484	STRONGSVILLE, OH	CESSNA	152	NONE	300
173	2998L	010184	PITTSBURG, MO	MOONEY	M20C	NONE	232
174	8782F	031984	SUPPLY, NC	HUGHES	269	SERIOUS	274
175	735UY	022784	PLEASANTON, KS	CESSNA	182Q	NONE	200
176	4500Q	011284	GAINSVILLE, FL	CESSNA	411A	MINOR	132
177	67SC	031584	WINTER GARDEN, FL	SHARK	BI-PLANE	NONE	136
178	157DB	012484	PLYMOUTH, FL	PIPER	PA-28	MINOR	134
179	51032	031584	ARECIBO, PR	CESSNA	U206F	NONE	332
180	2521H	010884	EUSTIS, FL	SCHWEIZER	2-33A	SERIOUS	130

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187	50BG	011184	LAS VEGAS, NV	ROCKWELL COM	114	NONE	284
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194	94251	012684	SNOWVILLE, VA	CESSNA	152	NONE	346
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AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 1 OF 1984 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 114 1/07/84 BIG LAKE,AK A/C Reg. No. N4856V Time (Lcl) - 1015 YST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2224
No. of Seats - 4

Eng Make/Model - LYCOMING O-350-F1A6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - MILITARY
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 50.0 SM

Lowest Sky/Clouds - 14000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ELMENDORF,AK

Destination

LOCAL

Airport Proximity

UNK/NR

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - SIMULATED FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND,SE SEA

Age - 23

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - 172RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1823

Make/Model- 80

Instrument- 102

Multi-Eng - 16

Last 24 Hrs - 4

Last 30 Days- 150

Last 90 Days- 213

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE DUAL STUDENT AND INSTRUCTOR WERE PRACTICING EMERGENCY PROCEDURES. DURING THE TURN ONTO FINAL APPROACH THE LEFT MAIN LANDING GEAR AND LEFT WING STRUCK A SNOWBANK. FLYING CLUB PROCEDURES STATE THAT NO EMERGENCY PRACTICE PROCEDURE WILL BE CONDUCTED BELOW 500 FT AGL.

Brief of Accident (Continued)

File No. - 114

1/07/84

BIG LAKE, AK

A/C Reg. No. N4856V

Time (Lcl) - 1015 YST

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

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND(CFI)
4. CLEARANCE - IMPROPER - DUAL STUDENT
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND(CFI)

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 115 1/07/84 TALKEETNA,AK

A/C Reg. No. N1317A

Time (Lc1) - 1630 YST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-290
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 290/005 KTS
Visibility - .125 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 4000 FT OVERCAST
Obstructions to Vision- BLOWING SNOW
Precipitation - SNOW SHOWER
Condition of Light - DUSK

Itinerary

Last Departure Point
CREEK MINE
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - PA-18

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

Total	- 2500	Last 24 Hrs	- 3
Make/Model-	1400	Last 30 Days-	50
Instrument-	0	Last 90 Days-	75

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AT THE TIME OF THE ACCIDENT, HE ENCOUNTERED A WHITE OUT CONDITION. THE ACFT STALLED AND CRASHED ON A HILLSIDE.

Brief of Accident (Continued)

File No. - 115

1/07/84

TALKEETNA, AK

A/C Reg. No. N1317A

Time (Lcl) - 1630 YST

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

Finding(s)

1. WEATHER CONDITION - WHITEOUT
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
 6. IMPROPER USE OF FACILITY, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 113 1/11/84 WASILLA, AK A/C Reg. No. N29142 Time (Lcl) - 1715 YST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - CESSNA 206
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3500
No. of Seats - 2

Eng Make/Model - CONTINENTAL IO-540
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

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

Wind Dir/Speed- VARIABLE
Visibility - 2.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 2500 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - DUSK

Itinerary

Last Departure Point
GALENA, AK
Destination
PALMER, AK

ATC/Airspace

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

Airport Proximity
UNK/NR

Airport Data

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

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

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 10000
Make/Model- 10000
Instrument- UNK/NR
Multi-Eng - 1500
Last 24 Hrs - 5
Last 30 Days- 100
Last 90 Days- 200
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

---7-Narrative---

THE ACFT CRASHED INTO A HEAVELY WOODED AREA AFTER ENCOUNTERING IMC WEATHER CONDITIONS AND LOSING POWER ON THE ENGINE. HEAVY ICING AND FREEZING RAIN WERE REPORTED IN THE AREA. THE PLT STATED THAT HE COULD NOT MAINTAIN VFR CONDITIONS ON TOP DUE TO RAISING CLOUD COVER.

Brief of Accident (Continued)

File No. - 113

1/11/84

WASILLA, AK

A/C Reg. No. N29142

Time (Lcl) - 1715 YST

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

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - SNOW
4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
5. WEATHER CONDITION - UNFAVORABLE WIND
6. JUDGEMENT - POOR - PILOT IN COMMAND
7. INDUCTION AIR CONTROL - ICE

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

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 200 1/24/84 ANCHORAGE, AK

A/C Reg. No. N7286D

Time (Lcl) - 1530 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - PIPER PA-18A
Landing Gear - SKI
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 90.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHITNA, AK
Destination
SKY HARBOR, AK

Airport Proximity
UNK/NR

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 27

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - PA-18A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 170	Last 24 Hrs	- 4
Make/Model-	166	Last 30 Days-	UNK/NR
Instrument-	10	Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT JUST PRIOR TO THE ENG FAILURE, THE LEFT FUEL TANK "WAS EMPTY" AND THE RIGHT TANK CONTAINED APPROXIMATELY 1/8 OF A TANK OF FUEL. THE PLT SUSPECTED FUEL STARVATION.

Brief of Accident (Continued)

File No. - 200

1/24/84

ANCHORAGE, AK

A/C Reg. No. N7286D

Time (Lc1) - 1530 AST

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

Finding(s)

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

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 34 2/15/84 HAINES, AK A/C Reg. No. N88327 Time (Lcl) - 1255 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - PIPER J3C-65S
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1300
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 240/008 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 4000 FT

Lowest Ceiling - 4000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

HAINES

Runway Ident - 26

Runway Lth/Wid - 4600/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 27

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - PA-16

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 519

Make/Model- 149

Instrument- 17

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO A WITNESS THE ACFT MADE AN INTERSECTION TAKEOFF AND IMMEDIATELY STARTED AN ALMOST VERTICAL CLIMB. AT ABOUT 300 FT AGL THE ACFT WINGED OVER TO THE LEFT AND DOVE INTO THE GROUND 100 FT FROM THE RWY CENTER AND NEAR THE UPWIND END. THE HORIZONTAL STABILIZER TRIM WAS FOUND IN A SLIGHTLY NOSE UP POSITION. NO EVIDENCE OF ANY FAILURE OR MALFUNCTION OF THE ACFT WAS NOTED DURING THE INVESTIGATION. A GROSS EXTERNAL AUTOPSY OF THE PLT DISCLOSED NO EVIDENCE OF PRE-IMPACT IMPAIRMENT OF HIS ABILITY TO OPERATE THE ACFT.

Brief of Accident (Continued)

File No. - 34 2/15/84 HAINES,AK

A/C Reg. No. N88327

Time (Lc1) - 1255 AST

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

Finding(s)

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 18 3/04/84 GLENNALLEN,AK A/C Reg. No. N5051F Time (Lcl) - 1045 AST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-GULKANA AIR SERVICE	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1	
Accident Occurred During	-DESCENT			0	0	0	3	

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

Make/Model	- FAIRCHILD HILLER FH-100	Eng Make/Model	- ALLISON 250-C18	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2750	Engine Type	- TURBOSHAFT		
No. of Seats	- 4	Rated Power	- 274 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	GLENNALLEN,AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 360/020 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 40.0 SM	Type of Flight Plan	- VFR	Runway Surface	- N/A
Lowest Sky/Clouds	- 7000 FT	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- 7000 FT OVERCAST	Type Apch/Lndg	- UNK/NR		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 52	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - NO	Total - 7300	Last 24 Hrs - 1
SE LAND,ME LAND,SE SEA	Months Since - 0	Make/Model- 200	Last 30 Days- 6
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 350	Last 90 Days- 12
		Multi-Eng - 2000	Rotorcraft - 3100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT EXPERIENCED A DOWNDRAFT, WHILE APPROACHING A GLACIER AT 5500 FT MSL. IN TURNING DOWNGRADE TO TRY TO AFFECT A DESCENT OF THE ACFT, CONTROL WAS LOST AND THE HELICOPTER COLLIDED WITH THE GROUND. THE ACFT ROLLED INVERTED AFTER GROUND CONTACT.

Brief of Accident (Continued)

File No. - 18

3/04/84

GLENNALLEN, AK

A/C Reg. No. N5051F

Time (Lc1) - 1045 AST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. AIRPORT FACILITIES - HIGH TERRAIN
 3. AIRPORT FACILITIES - RISING
 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 5. WEATHER CONDITION - DOWNDRAFT
 6. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

7. DESCENT - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Occurrence #4 ROLL OVER
Phase of Operation MANEUVERING

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 17 3/06/84 ILIAMNA,AK A/C Reg. No. N2715D Time (Lcl) - 1045 AST

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

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

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

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL C-145	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DANIEL LAKE,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1100
SE LAND	Months Since - 20	Make/Model- 33
	Aircraft Type - UNK/NR	Instrument- 9
		Last 24 Hrs - 2
		Last 30 Days- 5
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COWLING CAME UNFASTENED DURING CRUISE AND THE PLT ELECTED TO MAKE A PRECAUTIONARY LANDING. DURING THE LANDING, THE PLT LOST DIRECTIONAL CONTROL AND COLLIDED WITH A SNOWBANK.

Brief of Accident (Continued)

File No. - 17

3/06/84

ILIAMNA, AK

A/C Reg. No. N2715D

Time (Lc1) - 1045 AST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. COOLING SYSTEM, COWLING - LOOSE
2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
3. COOLING SYSTEM, COWLING - UNLOCKED

Occurrence #2 FORCED LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #4 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - SNOWBANK

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 20 3/12/84 GALENA, AK

A/C Reg. No. N5976D

Time (Lc1) - 1400 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-290
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
GALENA, AK
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 31
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF ON A REPORTED LOW LEVEL HUNTING TRIP. DURING THE FLT, THE ACFT CRASHED ON SNOW COVERED TERRAIN NEAR A GROUP OF TREES. IT CAME TO REST IN A NEAR VERTICAL, NOSE DOWN ATTITUDE WITH CRUSHING DAMAGE ON THE NOSE & LEADING EDGES OF THE WINGS. THERE WAS NO EVIDENCE OF SIGNIFICANT MOVEMENT AFTER IMPACT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS EVIDENT.

Brief of Accident (Continued)

File No. - 20

3/12/84

GALENA, AK

A/C Reg. No. N5976D

Time (Lc1) - 1400 AST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation UNKNOWN

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - SNOW COVERED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 19 3/18/84 FAIRBANKS, AK A/C Reg. No. N3927V Time (Lcl) - 1445 AST

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

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

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

Make/Model	- CESSNA 170B	Eng Make/Model	- CONTINENTAL C-145	ELT Installed/Activated	- YES/YES
Landing Gear	- SKI/WHEEL	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	UNK/NR	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Surface
Lowest Ceiling	- NONE	- N/A
Obstructions to Vision	Type of Clearance	- N/A
Precipitation	- NONE	Runway Status
Condition of Light	Type Apch/Lndg	- N/A
	- UNK/NR	

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

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total - 228
SE LAND	Months Since	- 2	Make/Model - 163
	Aircraft Type	- UNK/NR	Instrument - 3
			Last 24 Hrs - 1
			Last 30 Days - 7
			Last 90 Days - 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED ON HARD PACKED SNOW ON A GLACIER. SOME OF THE CRUSTED SNOW GAVE IN AND THE ACFT SWERVED TO THE LEFT WHILE NOSING OVER.

Brief of Accident (Continued)

File No. - 19

3/18/84

FAIRBANKS, AK

A/C Reg. No. N3927V

Time (Lcl) - 1445 AST

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. TERRAIN CONDITION - ICY
 3. TERRAIN CONDITION - SNOW COVERED
 4. TERRAIN CONDITION - ICY
 5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 22 3/22/84 SKWENTNA,AK

A/C Reg. No. N4672C

Time (Lcl) - 1800 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 170B
Landing Gear - SKI
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - FRANKLIN D-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 HP

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

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

Weather Data

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

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

TRAIL RIDGE
Runway Ident - 05
Runway Lth/Wid - 5000/ 30
Runway Surface - SNOW
Runway Status - SNOW - DRY
ROUGH

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

Pilot-In-Command

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

Age - 36

Biennial Flight Review

Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 224	Last 24 Hrs	- 1
Make/Model-	224	Last 30 Days-	2
Instrument-	0	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ELECTED TO LAND ON A SNOW COVERED STRIP THAT HAD A FROZEN SNOW CRUST & WAS RUTTED. HE STATED THAT DURING THE TOUCHDOWN, THE ACFT BOUNCED, THEN HE ELECTED TO GO AROUND. HOWEVER, THE ACFT TOUCHED DOWN AGAIN & BROKE THRU THE FROZEN CRUST, THEN NOSED OVER.

Brief of Accident (Continued)

File No. - 22

3/22/84

SKWENTNA,AK

A/C Reg. No. N4672C

Time (Lc1) - 1800 AST

Occurrence NOSE OVER
Phase of Operation LANDING

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 21 3/29/84 MCGRATH, AK A/C Reg. No. N756XB Time (Lcl) - 0745 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

1

Minor

1

4

None

0

0

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

Make/Model - CESSNA 206
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3500
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- CALM

Visibility - UNK/NR

Lowest Sky/Clouds - 200 FT

Lowest Ceiling - 200 FT OBSCURED

Obstructions to Vision- GROUND FOG

Precipitation - SNOW

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ANCHORAGE, AK

Destination

SLEETMUTE, AK

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, SE SEA

Age - 25

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 4

Last 30 Days- 45

Last 90 Days- 70

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE FLEW OVER A FROZEN LAKE, THEN ENCOUNTERED REDUCED VISIBILITY DOWN TO ABOUT 1/8 MI. HE MADE A 180 DEG TURN, BUT LOST ALL REFERENCE TO THE TERRAIN DURING THE TURN. SHORTLY AFTER COMPLETING THE TURN, HE WAS PROCEEDING EASTBOUND & WAS SLOWING THE ACFT WHEN IT IMPACTED THE SURFACE, THEN SLID ABOUT 100 FT & CAME TO REST. THE PLT STATED THAT HE HAD ENCOUNTERED A WHITEOUT CONDITION.

Brief of Accident (Continued)

File No. - 21

3/29/84

MCGRATH,AK

A/C Reg. No. N756XB

Time (Lc1) - 0745 AST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - SNOW
5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
6. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
7. WEATHER CONDITION - WHITEOUT

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

Finding(s)

8. TERRAIN CONDITION - SNOW COVERED
9. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL DETECTION - PILOT IN COMMAND

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,7,8,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 188 4/07/84 EGEGIK,AK A/C Reg. No. N719MS Time (Lcl) - 1800 AST

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

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

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

Make/Model - BEECH BE-18D	Eng Make/Model - P & W R-985 SERIES	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 8750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	SAND POINT,AK	
Completeness - PARTIAL,LMTD BY FCSTR	Destination	Airport Data
Basic Weather - IMC	KING SALMON,AK	EGEGIK
Wind Dir/Speed- 135/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - WATER-CALM
Obstructions to Vision- ICE FOG		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1439
ME LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 158
		Instrument- 198
		Multi-Eng - 195
		Last 30 Days- UNK/NR
		Last 90 Days- 44

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THE ENGINES LOSS POWER AS A RESULT OF SNOW INGESTION AND CARBURETOR ICING UPON ENTERING CLOUDS. ACCORDING TO THE PLT, HE ENTERED THE CLOUDS AT 9000 FT MSL AND ENCOUNTERED HEAVY SNOW. HE REMAINED IMC UNTIL APPROXIMATELY 100-300 FT AGL WHEN HE "BROKE OUT" INTO VMC FLT CONDITIONS. AFTER DITCHING THE ACFT, THE PLT AND PASSG SWAM TO SHORE. THE ACFT WASHED OUT TO SEA AND WAS NOT RECOVERED

Brief of Accident (Continued)

File No. - 188

4/07/84

EGEGIK,AK

A/C Reg. No. N719MS

Time (Lc1) - 1800 AST

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

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. WEATHER CONDITION - SNOW
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

6. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
7. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - WATER, GLASSY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 193 4/14/84 ANCHORAGE, AK A/C Reg. No. N707OK Time (Lcl) - 1238 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-20
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 4

Eng Make/Model - LYCOMING O-290-D2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 HP

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

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

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 260/005 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL
ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
MERRILL
Runway Ident - 15
Runway Lth/Wid - 2469/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 53
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 192 Last 24 Hrs - 2
Make/Model- 82 Last 30 Days- 40
Instrument- 3 Last 90 Days- 80

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED DURING TAKEOFF ROLL AND LEFT THE RIGHT SIDE OF THE RWY AFTER ABOUT 200 FT OF ROLL. THE LEFT MAIN LANDING GEAR COLLAPSED AND SEPARATED FROM THE ACFT.

Brief of Accident (Continued)

File No. - 193

4/14/84

ANCHORAGE, AK

A/C Reg. No. N707OK

Time (Lc1) - 1238 AST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED

Phase of Operation TAKEOFF - GROUND RUN

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 16 4/15/84 ANCHORAGE, AK A/C Reg. No. N4747U Time (Lc1) - 1330 AST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	MONTAGUE I'S, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	KENAI, AK	Runway Ident - N/A
Wind Dir/Speed- 260/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 50 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 50 FT OBSCURED	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2000
SE LAND, SE SEA	Months Since - 13	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 2000
		Last 30 Days- 20
		Instrument- 0
		Last 90 Days- 42

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ENCOUNTERED IMC WX CONDITIONS & ELECTED TO MAKE A WATER LANDING. ALSO, HE STATED THAT HE ENCOUNTERED A WHITE-OUT CONDITION JUST PRIOR TO LANDING. SHORTLY AFTER TOUCHING DOWN, THE ACFT STRUCK A SAND BAR & NOSED OVER.

Brief of Accident (Continued)

File No. - 16

4/15/84

ANCHORAGE, AK

A/C Reg. No. N4747U

Time (Lc1) - 1330 AST

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

Finding(s)

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

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

Finding(s)

6. PRECAUTIONARY LANDING - DELAYED - PILOT IN COMMAND
7. TERRAIN CONDITION - SAND BAR
8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 130 1/28/84 JASPER, AR A/C Reg. No. N1681D Time (Lcl) - 1010 CST

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

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

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

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL C-145-2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	UNK/NR
Method - TELEPHONE	KANSAS CITY, MO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 240/009 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 13.0 SM	Type of Flight Plan - NONE	Runway Lth/wid - UNK/NR
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 300
SE LAND	Months Since - 13	Make/Model- 266
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 42
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED THE ACFT ON PRIVATE PROPERTY TO VISIT RELATIVES. DURING THE LANDING THE ACFT GROUNDLOOPED AND COLLAPSED THE LEFT MAIN LANDING GEAR. THE PLT REPORTED THAT THE WINDS WERE FROM 290 DEGREES AT 18 KTS AND GUSTY. RUGGED TERRAIN SURROUNDED THE AREA OF LANDING.

Brief of Accident (Continued)

File No. - 130

1/28/84

JASPER, AR

A/C Reg. No. N1681D

Time (Lc1) - 1010 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

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

Finding(s)

5. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 6 2/19/84 PINE BLUFF, AR A/C Reg. No. N5026U Time (Lcl) - 1500 CST

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

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

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

Make/Model - CESSNA 206	Eng Make/Model - CONTINENTAL IO-520-A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GLADEWATER, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GRIDER
Wind Dir/Speed- 290/005 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 192
SE LAND	Months Since - 20	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE RWY AND INTO A DITCH DURING LANDING. AFTER THE ACCIDENT IT WAS FOUND THAT THE NOSE WHEEL STEERING NEEDED REBUSHING AND THE NOSEWHEEL DAMPER WAS ALSO IN NEED OF REPAIR FOR SAFE OPERATION OF THE ACFT.

Brief of Accident (Continued)

File No. - 6

2/19/84

PINE BLUFF, AR

A/C Reg. No. N5026U

Time (Lcl) - 1500 CST

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

Finding(s)

1. LANDING GEAR, NOSEWHEEL STEERING - FAILURE, PARTIAL

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

Finding(s)

2. NOSEWHEEL STEERING - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1 2/24/84 HOT SPRINGS, AR A/C Reg. No. N6063G Time (Lcl) - 2015 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	0	0	0	1
Flight Conducted Under	-14 CFR 91	0	0	0	1
Accident Occurred During	-LANDING				

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

Fire NONE
Crew Pass

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

Make/Model - CESSNA C-150K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

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

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

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

Weather Data

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

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

HOT SPRINGS MEM.
Runway Ident - 31
Runway Lth/Wid - 4100/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 53

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 8000	Last 24 Hrs	- 4
Make/Model	- 1100	Last 30 Days	- UNK/NR
Instrument	- 900	Last 90 Days	- 90
Multi-Eng	- 6300		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING THE FORCED LANDING 1/4 MILE FROM THE RWY. THE PLT HAD LANDED ONLY 19 MILES FROM THE ACCIDENT, AND FINDING NO FUEL AVAILABLE AT THE UNATTENDED ARPT DECIDED TO CONTINUE HIS FLT. JUST SHORT OF DESTINATION THE ACFT, RAN OUT OF FUEL. THE PLT STATED THAT BEFORE HE TOOK OFF, THE FUEL GAGES INDICATED THE TANKS WERE 1/4 FULL.

Brief of Accident (Continued)

File No. - 1

2/24/84

HOT SPRINGS, AR

A/C Reg. No. N6063G

Time (Lcl) - 2015 CST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. FLUID, FUEL - EXHAUSTION
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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

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

Finding(s)

6. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 120 3/23/84 WILSON, AR A/C Reg. No. N565CA Time (Lc1) - 1630 CST

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

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

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

Make/Model	- PIPER PA-28-140	Eng Make/Model	- LYCOMING O-320-E2A	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 315/010 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>UNK/NR</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>UNK/NR</p> <p>Airport Data</p> <p>PRIVATE</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 1300 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - SOFT</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 70	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1223
SE LAND	Months Since - 16	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING TAKEOFF AFTER HITTING A SOFT SPOT IN THE RWY. THE TAKEOFF AREA WAS A PRIVATE GRASS AIRSTRIP 1300 FT LONG. THE PLT SAID HE HAD NO CONTROL OF THE ACFT AFTER HITTING THE SOFT DIRT.

Brief of Accident (Continued)

File No. - 120

3/23/84

WILSON,AR

A/C Reg. No. N565CA

Time (Lc1) - 1630 CST

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

Finding(s)

1. TERRAIN CONDITION - SOFT
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 76 1/01/84 COOLIDGE,AZ A/C Reg. No. N3736G Time (Lcl) - 1700 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	10
Accident Occurred During -TAKEOFF						

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

Make/Model - BEECH C-45H	Eng Make/Model - P & W R-985 SERIES	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9700	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 12	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	COOLIDGE MUNICIPAL
Wind Dir/Speed- 120/004 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 45.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5550/ 150
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 11423
SE LAND,ME LAND,ME SEA	Months Since - 15	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 1503
		Last 30 Days- 22
		Instrument- UNK/NR
		Last 90 Days- 44
		Multi-Eng - 5965
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DURING THE INITIAL APPLICATION OF POWER, THE LEFT ENG BACKFIRED DUE TO A POSSIBLE TOO SUDDEN APPLICATION OF POWER. HE SAID THAT DUE TO "INATTENTION" HE LET THE ACFT "DRIFT TO THE LEFT SIDE OF THE RUNWAY." JUST AFTER THE ACFT BECAME AIRBORNE IT "IMMEDIATELY STARTED A ROLL TO THE LEFT," AND DESPITE "FULL RIGHT AILERON AND RUDDER," THE LEFT WING SCRAPPED THE GROUND. HE REJECTED THE TAKEOFF AND THE ACFT GROUNDLOOPED. THE PURPOSE OF THE FLT WAS TO TRANSPORT PARACHUTISTS.

Brief of Accident (Continued)

File No. - 76

1/01/84

COOLIDGE, AZ

A/C Reg. No. N3736G

Time (Lcl) - 1700 MST

Occurrence LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 108 1/04/84 SEDONA,AZ A/C Reg. No. N8300G Time (Lcl) - 1630 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass 0

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

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 045/007 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BULLHEAD CITY,AZ
Destination
SEDONA,AZ

Airport Proximity
UNK/NR

Airport Data

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

ATC/Airspace

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

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

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

Age - 69
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

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

Total	- 4400	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	7
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED SHORT OF THE RWY DURING AN EMERGENCY LANDING. THE PLT SAID THE ACFT RAN OUT OF FUEL ABOUT 1 MILE FROM THE ARPT AT 6200 FT MSL. HE SAID HE MISCALCULATED THE FUEL CONSUMPTION DUE TO HEAD WINDS.

Brief of Accident (Continued)

File No. - 108

1/04/84

SEDONA, AZ

A/C Reg. No. N8300G

Time (Lc1) - 1630 MST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. PERFORMANCE DATA - INACCURATE - PILOT IN COMMAND
 4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 5. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
-

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 106 1/14/84 TUCSON,AZ

A/C Reg. No. N8926Z

Time (Lc1) - 1940 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 310
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5100
No. of Seats - 2

Eng Make/Model - CONTINENTAL IO-470D
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 30.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
BISBEE,AZ
Destination
TUCSON,AZ

Airport Proximity
UNK/NR

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 30
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	1800
Make/Model-	50
Instrument-	130
Multi-Eng -	980
Last 24 Hrs -	1
Last 30 Days-	25
Last 90 Days-	80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RIGHT MAIN LANDING GEAR COLLAPSED AS THE ACFT WAS BEING TAXIED TO THE RAMP. THE PLT REPORTED THAT THE ACFT WAS TRAVELING ABOUT 30 MPH DURING ENTRY INTO THE TAXI TURN-OFF AREA AT THE TIME OF THE ACCIDENT. FAILURE OCCURRED IN THE RIGHT REAR TRUNION PIN.

Brief of Accident (Continued)

File No. - 106

1/14/84

TUCSON,AZ

A/C Reg. No. N8926Z

Time (Lcl) - 1940 MST

Occurrence MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,MAIN GEAR ATTACHMENT - FAILURE,TOTAL
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 183 2/08/84 PHOENIX,AZ A/C Reg. No. 4661U Time (Lc1) - 0920 MST

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

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

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

Make/Model - MOSELEY/SCORPION 133	Eng Make/Model - ROTORWAY 133	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MOSELEY FIELD
Wind Dir/Speed- CALMABLE	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR THIN BKN	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 16000
SE LAND,ME LAND	Months Since - 20	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 5
		Last 30 Days- 35
		Instrument- 53
		Last 90 Days- 100
		Multi-Eng - 600
		Rotorcraft - 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE INTENDED ONLY TO GRT THE HELICOPTER "IN A LIGHT POSITION TO CHECK FOR BALANCE AND CYCLIC POSITION. HE FURTHER STATED THAT A GUST OF WIND CAUSED A TOTAL LIFT OFF AND HE OVER-CONTROLLED THE ACFT WHICH ROLLED AND CRASHED SIDEWAYS IN A LATERAL SWINGING MOTION.

Brief of Accident (Continued)

File No. - 183

2/08/84

PHOENIX,AZ

A/C Reg. No. 4661U

Time (Lc1) - 0920 MST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation HOVER

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 152 2/10/84 SCOTTSDALE,AZ A/C Reg. No. N9423Y Time (Lcl) - 1340 MST

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

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

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

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	UNK/NR
Method - TELEPHONE	FT. COLLINS,CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SCOTTSDALE,AZ	Runway Ident - UNK/NR
Wind Dir/Speed- 240/018 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 40.0 SM	Type of Flight Plan - VFR	Runway Surface - UNK/NR
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1388
SE LAND	Months Since - 3	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 37
		Instrument- 146
		Last 30 Days- 15
		Last 90 Days- 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED IN THE DESERT 2 MILES SHORT OF THE RWY AFTER A POWER LOSS DURING A DAY X-COUNTRY. INVESTIGATION REVEALED THAT THE PLT HAD INSTRUCTED THE REFUELER NOT TO FILL THE TANKS TO THE TOP BUT TO LEAVE THEM 1/2 TO 3/4 INCH BELOW FULL. INSPECTION OF THE ACFT AFTER THE ACCIDENT SHOWED THAT THE ACFT CONTAINED NO FUEL.

Brief of Accident (Continued)

File No. - 152

2/10/84

SCOTTSDALE, AZ

A/C Reg. No. N9423Y

Time (Lcl) - 1340 MST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 148 3/23/84 HOLBROOK,AZ A/C Reg. No. N66390 Time (Lcl) - 1400 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE
Pass

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

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

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/009 KTS
Visibility - 65.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOLBROOK,AZ
Destination
SCOTTSDALE,AZ

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PRIVATE STRIP
Runway Ident - UNK/NR
Runway Lth/Wid - 2500 -UNK/NR
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2042 Last 24 Hrs - 5
Make/Model- 1605 Last 30 Days- UNK/NR
Instrument- 109 Last 90 Days- 82
Multi-Eng - 29

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A MOUND OF RUBBLE DURING AN ABORTED TAKEOFF. THE TAKEOFF WAS ATTEMPTED UPHILL TO AVOID BUILDINGS AND WIRES ACCORDING TO THE PLT. THE DENSITY ALT WAS 6200 FT. AFTER THE COLLISION THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 148

3/23/84

HOLBROOK, AZ

A/C Reg. No. N66390

Time (Lcl) - 1400 MST

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
 3. TERRAIN CONDITION - UPHILL
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. TERRAIN CONDITION - DIRT BANK
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 77 1/01/84 SELMA, CA A/C Reg. No. N5314T Time (Lcl) - 1625 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

Eng Make/Model - CONTINENTAL O-300D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 145 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SELMA
Runway Ident - 28
Runway Lth/Wid - 2490/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 51
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

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

Total	-	1359	Last 24 Hrs	-	2
Make/Model	-	160	Last 30 Days	-	UNK/NR
Instrument	-	11	Last 90 Days	-	58

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE WAS PRACTICING LANDINGS WHEN AFTER TAKEOFF FOLLOWING A FULL STOP LANDING, THE "MOTOR STOPPED THEN STARTED AGAIN MOMENTARILY." HE LANDED IN A VINEYARD. RESPONDING OFFICERS FROM THE SHERRIFF'S DEPARTMENT OBSERVED NO FUEL IN THE AIRCRAFT TANKS.

Brief of Accident (Continued)

File No. - 77

1/01/84

SELMA,CA

A/C Reg. No. N5314T

Time (Lcl) - 1625 PST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 186 1/11/84 MONTAGUE,CA A/C Reg. No. N35131 Time (Lcl) - 1400 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - GREAT LAKES 2T-1A-2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING IO-360
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
MONTAGUE,CA
Destination
MONTAGUE,CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data
MONTAGUE

Runway Ident - 32
Runway Lth/Wid - 3360/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 62
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 500
Make/Model- 66
Instrument- 0
Multi-Eng - 40
Last 24 Hrs - 1
Last 30 Days- 1
Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED OFF THE RWY AND NOSED OVER DURING LANDING. THE PLT ACKNOWLEDGED THAT THERE WAS NO WIND AND THE ACFT WAS "FLYING OK." HE SAID HE JUST LOST CONTROL AND GROUND LOOPED.

Brief of Accident (Continued)

File No. - 186

1/11/84

MONTAGUE, CA

A/C Reg. No. N35131

Time (Lc1) - 1400 PST

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 111 1/13/84 YORBA LINDA,CA A/C Reg. No. N9456H Time (Lcl) - 2100 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	1	0	0	0
Flight Conducted Under	-14 CFR 91	2	0	0	0
Accident Occurred During	-DESCENT				

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

Crew
Pass

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

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

Eng Make/Model - CONTINENTAL O-470-U
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 230 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 190/006 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 1000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

FULLERTON,CA

Destination

BULLHEAD CITY,AZ

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

Airport Proximity

UNK/NR

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,ME LAND

Age - 50

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 732

Make/Model- 28

Instrument- 71

Multi-Eng - 17

Last 24 Hrs - 0

Last 30 Days- 1

Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS SEEN TO DESCEND IN A NEAR-VERTICAL HIGH SPEED DESCENT OUT OF THE CLOUDS AND DISAPPEAR INTO A CANYON. A SEARCH PARTY FOUND THE ACFT ON THE FLOOR OF THE CANYON. THE ACFT HAD DEPARTED AN ARPT 18 MILES AWAY ON A VFR X-COUNTRY FLIGHT. INVESTIGATION DID NOT REVEAL COMMUNICATION BETWEEN THE ACFT OR ANY AIRBORNE OR GROUND USED FACILITY AFTER DEPARTURE.

Brief of Accident (Continued)

File No. - 111

1/13/84

YORBA LINDA, CA

A/C Reg. No. N9456H

Time (Lc1) - 2100 PST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - OBSCURATION
 4. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
 5. WEATHER EVALUATION - NOT ATTAINED - PILOT IN COMMAND
 6. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
-

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

Finding(s)

7. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 8. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 110 1/14/84 LOMPOC, CA A/C Reg. No. N42077 Time (Lcl) - 1200 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER J-3 CUB
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
LOMPOC, CA
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

ATC/Airspace

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

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

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

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

Age - 51
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	16
Make/Model-	12
Instrument-	1
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	12

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAXI FROM LANDING N42077 TAXIED INTO N6592B WHICH HAD PULLED TO THE RIGHT SIDE OF THE TAXIWAY AND STOPPED TO AVOID THE ON-COMING ACFT. THE PLT OF N42077 STATED TO AN FAA INSPECTOR THAT HE "USED POOR JUDGEMENT IN TAXIING."

Brief of Accident (Continued)

File No. - 110

1/14/84

LOMPOC, CA

A/C Reg. No. N42077

Time (Lc1) - 1200 PST

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

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 185 1/14/84 FULLERTON, CA A/C Reg. No. N974V Time (Lcl) - 1924 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE
Crew 0
Pass 0

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

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

Make/Model - BEECH C-24-R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B6
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
LAS VEGAS, NV
Destination
FULLERTON, CA

Airport Proximity
ON AIRPORT

Airport Data

FULLERTON MUNICIPAL
Runway Ident - 24
Runway Lth/Wid - 3121/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - STRAIGHT-IN

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 333 Last 24 Hrs - 5
Make/Model- 16 Last 30 Days- UNK/NR
Instrument- 54 Last 90 Days- 30
Multi-Eng - 1

Instrument Rating(s) - NONE

-----Narrative-----

A REAR SEATED PASSG REPORTED THAT WHEN THE ACFT WAS ABOUT 50 FT AGL HE HEARD THE STALL WARNING BUZZER SOUND. SEVERAL SECONDS LATER ACFT HIT THE RWY IN A NEAR LEVEL ATTITUDE. THE LANDING WAS DESCRIBED BY THE PASSGS AS "ON THE HARD SIDE." INVESTIGATION REVEALED THAT THE ACFT WAS OVER MAXIMUM ALLOWABLE GROSS WT AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 185

1/14/84

FULLERTON, CA

A/C Reg. No. N974V

Time (Lc1) - 1924 PST

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

Finding(s)

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

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

Finding(s)

4. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
 6. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 107 1/14/84 LIVERMORE, CA

A/C Reg. No. N3411G

Time (Lcl) - 1600 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - JODELL D-9
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - VOLKSWAGEN 1192
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 26 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LIVERMORE, CA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 50

Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 27500
Make/Model-	300
Instrument-	UNK/NR
Multi-Eng	- UNK/NR
Last 24 Hrs	- 0
Last 30 Days-	UNK/NR
Last 90 Days-	180
Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT AFTER DEPARTING ON RWY 07 FOR TOUCH AND GO LANDINGS, THE ENG "SAGGED 400-450 RPM." WITH INSUFFICIENT POWER FOR CONTINUED FLIGHT, HE LANDED IN A PLOWED FIELD. THE PLT REPORTED CARBURETOR ICE.

Brief of Accident (Continued)

File No. - 107

1/14/84

LIVERMORE, CA

A/C Reg. No. N3411G

Time (Lc1) - 1600 PST

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
2. CARBURETOR HEAT - NOT ATTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 146 1/18/84 OXNARD, CA A/C Reg. No. N4012R Time (Lcl) - 2142 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - PIPER PA32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

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

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

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

Weather Data

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

Wind Dir/Speed- 350/003 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
OXNARD, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

UNK/NR

Airport Data

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

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 238
Make/Model- 8
Instrument- 26
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A FORCED LANDING AND COLLIDED WITH IRRIGATION PIPES WHICH CRISS-CROSSED A FRESHLY PLOWED FIELD AFTER THE ENGINE LOST POWER DURING A NIGHT CRUISE. AFTER THE ACCIDENT THE FUEL SELECTOR VALVE WAS FOUND IN THE OFF POSITION AND NO FUEL WAS IN THE LINES FROM THE SPIDER TO THE CYLINDERS. THE PLT'S LOG BOOK WAS NOT ENDORSED THAT HE WAS COMPETENT TO PILOT A HIGH PERFORMANCE ACFT.

Brief of Accident (Continued)

File No. - 146

1/18/84

OXNARD, CA

A/C Reg. No. N4012R

Time (Lcl) - 2142 PST

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

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
-

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

Finding(s)

4. LIGHT CONDITION - NIGHT
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 78 1/18/84 SANTA CRUZI IL,CA A/C Reg. No. N733VQ Time (Lcl) - 1615 PST

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

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

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

Make/Model - CESSNA 206	Eng Make/Model - CONTINENTAL TS10-520M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	OXNARD,CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CAMPO GRANDE
Wind Dir/Speed- 330/004 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2145
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 327
SE LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 83
		Instrument- 76
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT OVERRAN THE LANDING AREA AND NOSED OVER. THE LANDING AREA WAS ON GRASSY ROLLING TERRAIN WHICH WAS DOWNHILL FROM THE TOUCHDOWN POINT. WINDS FROM STATIONS IN THE AREA WERE FROM A WESTERLY COMPONENT AND THE LANDING WAS TO THE EAST.

Brief of Accident (Continued)

File No. - 78

1/18/84

SANTA CRUZI IL,CA

A/C Reg. No. N733VQ

Time (Lc1) - 1615 PST

Occurrence OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - DOWNHILL
2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
5. PROPER ALIGNMENT - NOT PERFORMED - PILOT IN COMMAND
6. WEATHER CONDITION - TAILWIND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 184 1/20/84 OAKLAND, CA A/C Reg. No. N54042 Time (Lcl) - 1200 PST

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-O2J	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LOCAL	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan -	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 31
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 31
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH WIRES DURING A DESCENT THROUGH THE CLOUDS. THE STUDENT PLT HAD FOUND HIMSELF ON TOP OF AN OVERCAST AND MANAGED TO DESCEND THROUGH IT BUT IN DOING SO A POWER LINE WAS HIT. THE PLT CLIMBED BACK ON TOP AND CONTINUED TO DESTINATION WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 184

1/20/84

OAKLAND,CA

A/C Reg. No. N54042

Time (Lc1) - 1200 PST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - NORMAL

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
5. WEATHER CONDITION - FOG
6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 80 1/25/84 VICTORVILLE, CA A/C Reg. No. N1875W Time (Lcl) - 1650 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BEECH A-36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3500
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
CARLS BAD, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PRIVATE
Runway Ident - 21
Runway Lth/Wid - 2600
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 67
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 5550	Last 24 Hrs - UNK/NR
Make/Model- 550	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 40
Multi-Eng - 1068	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED GEAR UP DURING A FORCED LANDING AFTER THE ENGINE QUIT ON TAKEOFF. THE PLT THINKS HE LEFT THE FUEL SELECTOR IN AN IMPROPER POSITION AFTER SHOWING A CUSTOMER THE ALTERNATE LOCATION OF THE TIP TANK INDICATOR SWITCH.

Brief of Accident (Continued)

File No. - 80

1/25/84

VICTORVILLE,CA

A/C Reg. No. N1875W

Time (Lcl) - 1650 PST

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

Finding(s)

1. FLUID,FUEL - STARVATION
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 79 1/28/84 SAN FRANCISCO, CA A/C Reg. No. N7KF Time (Lc1) - 1338 PST

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

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

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

Make/Model - CESSNA 401A	Eng Make/Model - CONTINENTAL ISIO 520-E8	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - UNK/NR	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SANTA ANA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SANFRANCISCO INTN'L
Wind Dir/Speed- 150/003 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 9.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 5500
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 91
	Aircraft Type - UNK/NR	Instrument - 400
		Multi-Eng - 4000
		Last 24 Hrs - 2
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED GEAR UP AFTER ATTEMPTS TO LOWER THE GEAR WERE UNSUCCESSFUL. THE SYSTEM MALFUNCTIONED BECAUSE THE NOSE GEAR JAMMED THE MAIN GEAR DURING RETRACTION. THE JAMMING OCCURRED BECAUSE THE NOSE STRUT DID NOT EXTEND DUE TO LACK OF AIR PRESSURE. THE AIR CHARGE ADDED AFTER THE ACCIDENT WAS HOLDING 3 WEEKS LATER.

Brief of Accident (Continued)

File No. - 79

1/28/84

SAN FRANCISCO, CA

A/C Reg. No. N7KF

Time (Lc1) - 1338 PST

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

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - BINDING (MECHANICAL)
2. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
3. PNEUMATIC SYSTEM - NO PRESSURE
4. MAINTENANCE, PRESSURIZING - INADEQUATE - COMPANY MAINTENANCE PSNL

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

Finding(s)

5. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 147 2/03/84 FULLERTON, CA A/C Reg. No. N91522 Time (Lcl) - 1704 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

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

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

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FULLERTON
Runway Ident - 24
Runway Lth/Wid - 3120/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 54

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1484	Last 24 Hrs	-	3
Make/Model	-	100	Last 30 Days	-	50
Instrument	-	75	Last 90 Days	-	103
Multi-Eng	-	19			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT ENGINE LOST POWER DURING A GO AROUND FOLLOWING A LONG POWER-OFF GLIDE DURING WHICH CARBURETOR HEAT WAS NOT USED. DURING THE FORCED LANDING IN A SOFT CULTIVATED FIELD THE ACFT NOSE WHEEL "DUG IN" AND THE ACFT NOSED OVER. THE WEATHER REPORT INDICATED CARBURETOR ICING CONDITIONS. THE CFI DID NOT OBTAIN A FORMAL WEATHER BRIEFING PRIOR TO DEPARTURE.

Brief of Accident (Continued)

File No. - 147

2/03/84

FULLERTON, CA

A/C Reg. No. N91522

Time (Lcl) - 1704 PST

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
 2. CARBURETOR HEAT - NOT USED - DUAL STUDENT
 3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 4. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND(CFI)
-

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 47 2/05/84 FREMONT, CA A/C Reg. No. N3189V Time (Lcl) - 0800 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

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

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

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

Weather Data

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

Itinerary

Last Departure Point
FREMONT, CA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 350/005 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

Pilot-In-Command

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

Age - 21

Biennial Flight Review

Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 128	Last 24 Hrs	- UNK/NR
Make/Model-	90	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	5
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HE WAS DOING A PRECAUTIONARY LANDING BECAUSE HE HEARD A "POP" DURING A PRACTICE SPIN. DURING THE LANDING THE WING OF THE ACFT STRUCK A TREE. THE ACFT WAS SUCCESSFULLY FLOWN BACK TO THE ARPT AND LANDED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 47

2/05/84

FREMONT, CA

A/C Reg. No. N3189V

Time (Lcl) - 0800 PST

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

Finding(s)

1. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
 2. OBJECT - TREE(S)
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 153 2/08/84 CHICO, CA

A/C Reg. No. N464ED

Time (Lc1) - 1000 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

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

Make/Model - SHUEY GLASSAIRE
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/010 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

CHICO MUNI
Runway Ident - 13
Runway Lth/Wid - 2000/ 100
Runway Surface - UNK/NR
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 69

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1331	Last 24 Hrs - UNK/NR
Make/Model- 20	Last 30 Days- UNK/NR
Instrument- 89	Last 90 Days- 21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT GROUNDLOOPED DURING LANDING AND RAN OFF THE RWY. THE LANDING GEAR COLLAPSED AND RUPTURED THE WING TANKS. THE PLT STATED THAT HE THOUGHT THE FUEL SHIFTED IN HIS"HOMEBUILT"AS HE TRIED TO DO A 3 POINT LANDING.

Brief of Accident (Continued)

File No. - 153

2/08/84

CHICO, CA

A/C Reg. No. N464ED

Time (Lc1) - 1000 PST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

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

Finding(s)

3. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 54 2/09/84 RIVERSIDE, CA A/C Reg. No. N5037G Time (Lcl) - 1535 PST

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

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

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

Make/Model - BELLANCA 8KCAB	Eng Make/Model - LYCOMING AEIO-360-HIA	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FLA-BOB
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4200
SE LAND	Months Since - 8	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 69
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 5
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TRIED TO TAKEOFF FROM A GRASSY AREA ADJACENT TO THE PAVED RWY. THE TAKEOFF WAS HINDERED BY HIGH GRASS. JUST AFTER TAKEOFF THE ACFT COLLIDED WITH A FENCE AND CARTWHEELED.

Brief of Accident (Continued)

File No. - 54

2/09/84

RIVERSIDE,CA

A/C Reg. No. N5037G

Time (Lcl) - 1535 PST

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
 2. OBJECT - FENCE
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
 5. DISTANCE - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 84 2/10/84 RIVERSIDE, CA A/C Reg. No. N9026R Time (Lc1) - 1058 PST

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

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

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

Make/Model - ROBINSON R-22	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 124 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 8780
SE LAND,ME LAND	Months Since - 10	Make/Model- 750
	Aircraft Type - UNK/NR	Instrument- 531
		Multi-Eng - 3470
		Last 24 Hrs - 1
		Last 30 Days- 26
		Last 90 Days- 40
		Rotorcraft - 2750

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACC OCCURRED WHEN THE PROSPECTIVE BUYER PLT STARTED TO PICK UP THE ROTORCRAFT WITH TOO MUCH AFT CYCLIC. THE RT REAR SKID DUG INTO THE GROUND AND THE ACFT ROLLED OVER.

Brief of Accident (Continued)

File No. - 84

2/10/84

RIVERSIDE, CA

A/C Reg. No. N9026R

Time (Lc1) - 1058 PST

Occurrence

ROLL OVER

Phase of Operation

TAXI - AERIAL

Finding(s)

1. LIFT-OFF - NOT CORRECTED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 154 2/11/84 CHINO, CA A/C Reg. No. N3151Z Time (Lcl) - 1654 PST

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

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

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

Make/Model - PIPER PA-20	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- 260/005 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 130
SE LAND	Months Since - UNK/NR	Make/Model- 19
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT GROUNDLOOPED AND RAN OFF THE SIDE OF THE RWY DURING LANDING.

Brief of Accident (Continued)

File No. - 154

2/11/84

CHINO, CA

A/C Reg. No. N3151Z

Time (Lcl) - 1654 PST

Occurrence LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

2. GROUND LOOP/SWERVE NOT CORRECTED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 157 2/12/84 OAKLAND, CA A/C Reg. No. N4304K Time (Lcl) - 1352 PST

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

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

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

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360 A4M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - OVERCAST	Type Apch/Lndg -	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 277
SE LAND	Months Since - 19	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 2
		Last 30 Days- 4
		Instrument- 5
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LEFT THE TRAFFIC PATTERN WHERE THE WEATHER WAS VMC AND PROCEEDED NORTHBOUND INTO IMC WEATHER. THE PLT HAD JUST CHECKED OUT IN THIS ACFT. THE FIELD ELEVATION OF DEPARTURE IS 47 FT MSL. THIRTEEN MILES NORTH THE TERRAIN WAS MOUNTAINOUS AND THE ACFT COLLIDES WITH RISING TERRAIN AT AN ELEVATION OF 1575 FT MSL IN WEATHER DESCRIBED AS "ZERO-ZERO" BY GROUND WITNESSES. THE ACFT IMPACTED TREES 60 FT AGL BEFORE GROUND IMPACT.

Brief of Accident (Continued)

File No. - 157

2/12/84

OAKLAND, CA

A/C Reg. No. N4304K

Time (Lcl) - 1352 PST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE - NORMAL

Finding(s)

5. OBJECT - TREE(S)
 6. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 37 2/15/84 EDWARDS AFB, CA A/C Reg. No. N5603M Time (Lcl) - 1400 PST

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

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

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

Make/Model	- TAYLORCRAFT BC12D-85	Eng Make/Model	- CONT MOTOR C85 SERIES	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1280	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 85 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 310/015 KTS</p> <p>Visibility - 35.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>PACOIMA, CA</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity</p> <p>UNK/NR</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 678</p> <p>Make/Model- 14</p> <p>Instrument- 54</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 11</p> <p>Last 90 Days- 38</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND AND ROLLED INVERTED IN THE DESERT NEAR EDWARDS AFB. EXAMINATION OF THE WRECKAGE GAVE NO EVIDENCE OF A FAILURE OR MALFUNCTION OF EQUIPMENT. THE CORONER REPORTED THAT THE PLT DIED OF A GUNSHOT WOUND TO THE HEAD BEFORE THE ACFT CRASHED.

Brief of Accident (Continued)

File No. - 37

2/15/84

EDWARDS AFB,CA

A/C Reg. No. N5603M

Time (Lc1) - 1400 PST

Occurrence #1 MISCELLANEOUS/OTHER

Phase of Operation CRUISE - NORMAL

Finding(s)

1. SUICIDE - PERFORMED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INTERPERSONAL RELATIONS - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,EMOTIONAL REACTION - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INCAPACITATION(OTHER ORGANIC PROBLEM) - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INCAPACITATION(LOSS OF CONSCIOUSNESS) - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

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

1

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 159 2/19/84 CRESCENT CITY, CA A/C Reg. No. N4636S Time (Lcl) - 1930 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	Crew	0	0	0	4
Accident Occurred During	-LANDING	Pass	0	0	0	

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

Make/Model	- BEECH BE-58	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6100	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 5	Rated Power	- 285 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - OVERCAST</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>BAKDERSFIELD, CA</p> <p>Destination</p> <p>CRESCENT CITY, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>CRESCENT CITY</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 5002/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p> <p>HELICOPTER</p>	<p>Age - 36</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 9</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1347</p> <p>Make/Model- 416</p> <p>Instrument- 27</p> <p>Multi-Eng - 416</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- 17</p> <p>Last 90 Days- 24</p> <p>Rotorcraft - 727</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED 1000 FT DOWN THE WET RWY AND CONTINUED OFF TEND OF THE RWY BEFORE HITTING A 18 INCH DIRT BANK. THE LANDING GEAR COLLAPSED. THE PLT REPORTED THAT THE BRAKING ACTION WAS "POOR".

Brief of Accident (Continued)

File No. - 159

2/19/84

CRESCENT CITY, CA

A/C Reg. No. N4636S

Time (Lcl) - 1930 PST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WET
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

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

Finding(s)

5. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
6. LANDING GEAR, NOSE GEAR - OVERLOAD
7. LANDING GEAR, MAIN GEAR ATTACHMENT - SEPARATION
8. LANDING GEAR, NOSE GEAR - SEPARATION
9. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 158 2/22/84 WATSONVILLE, CA A/C Reg. No. N24971 Time (Lcl) - 1040 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	
Wind Dir/Speed- 200/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 37
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 4
		Instrument- 0
		Last 30 Days- 17
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE LEFT SIDE OF THE RWY DURING THE TAKEOFF PORTION OF A TOUCH AND GO LANDING. AFTER COLLIDING WITH A DITCH THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 158

2/22/84

WATSONVILLE, CA

A/C Reg. No. N24971

Time (Lc1) - 1040 PST

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

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
 5. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - DITCH
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 81 2/23/84 DIXON, CA A/C Reg. No. N9017N Time (Lcl) - 1600 PST

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

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

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

Make/Model - BELL 47-G4A	Eng Make/Model - LYCOMING VO-540-B1B3	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 280 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 315/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1972
SE LAND	Months Since - 21	Make/Model- 743
	Aircraft Type - UNK/NR	Instrument- 12
		Last 24 Hrs - 5
		Last 30 Days- 64
		Last 90 Days- 64
		Rotorcraft - 743

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING A FORCED LANDING AFTER THE ENGINE QUIT. THE PLT STATED THAT, "THREE MINUTES INTO THE CROP DUSTING MISSION THE ENGINE QUIT AND HE SUSPECTED FUEL MISMANAGEMENT."

Brief of Accident (Continued)

File No. - 81

2/23/84

DIXON, CA

A/C Reg. No. N9017N

Time (Lc1) - 1600 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FLUID, FUEL - EXHAUSTION

2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 93 2/26/84 FAIR OAKS,CA A/C Reg. No. N24470 Time (Lcl) - 1600 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PHOENIX FIELD
Wind Dir/Speed- CALMABLE	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 17	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 20
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 20
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HER SECOND SUPERVISED SOLO. SHE REPORTED THAT "ON HER THIRD LANDING, SHE MISJUDGED THE DISTANCE AND UNDERSHOT THE RUNWAY."

Brief of Accident (Continued)

File No. - 93

2/26/84

FAIR OAKS, CA

A/C Reg. No. N24470

Time (Lcl) - 1600 PST

Occurrence

UNDERSHOOT

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 156 3/04/84 SAN LUIS OBISPO, CA A/C Reg. No. N1485V Time (Lcl) - 1632 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
UNK/NR

Airport Data

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

ATC/Airspace

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

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

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

Age - 48
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 141 Last 24 Hrs - 1
Make/Model- 3 Last 30 Days- UNK/NR
Instrument- 5 Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SPIRALED DOWN AND COLLIDED WITH THE GROUND WHILE TURNING FROM BASE LEG TO FINAL IN THE TRAFFIC PATTERN. THE PLT SAID HE TRIED TO CORRECT THE SITUATION BUT THE SPRIAL CONTINUED. NO EVIDENCE WAS FOUND TO SUPPORT THE PLTS CLAIM THAT THE ACFT CRASHED BECAUSE IT HAD BEEN INVOLVED IN A GROUND COLLISION.

Brief of Accident (Continued)

File No. - 156

3/04/84

SAN LUIS OBISPO, CA

A/C Reg. No. N1485V

Time (Lcl) - 1632 PST

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

Finding(s)
1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. SPIRAL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 94 3/04/84 LA VERNE, CA A/C Reg. No. N60031 Time (Lc1) - 0011 PST

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

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

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

Make/Model	- BEECH BE-24	Eng Make/Model	- LYCOMING IO-360-A1B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2750	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- VARIABLE</p> <p>Visibility - .125 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 100 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point PALM SPRINGS, CA</p> <p>Destination LA VERNE, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-COMPLETE FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>BRACKETT FIELD</p> <p>Runway Ident - 08R</p> <p>Runway Lth/Wid - 4000/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1700</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p>	<p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND SHORT OF THE RWY DURING AN ILS APPROACH. THE PLT SAID HE TOOK HIS EYES OFF THE PANEL TO LOOK OUTSIDE AND GOT OFF THE GLIDE SLOPE. THE PLT ALSO SAID THE WEATHER WAS BELOW APPROACH MINIMUMS. THE ILS WAS CHECKED BY FAA AFTER THE ACCIDENT AND WAS FOUND TO BE WITHIN TOLERANCE.

Brief of Accident (Continued)

File No. - 94

3/04/84

LA VERNE, CA

A/C Reg. No. N60031

Time (Lc1) - 0011 PST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. OBJECT - TREE(S)
2. IFR PROCEDURE - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND
4. WEATHER CONDITION - BELOW APPROACH MINIMUMS
5. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
6. LIGHT CONDITION - DARK NIGHT
7. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
8. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 151 3/04/84 FULLERTON,CA A/C Reg. No. N4630C Time (Lcl) - 1600 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew 0
Pass 0

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

Make/Model - CESSNA 170B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-360
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/006 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BULLHEAD CITY,AZ
Destination
FULLERTON,CA

Airport Proximity
UNK/NR

Airport Data

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

ATC/Airspace

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

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

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

Age - 60
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2214 Last 24 Hrs - 5
Make/Model- 758 Last 30 Days- 9
Instrument- 159 Last 90 Days- 12
Multi-Eng - 479

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RAN OFF THE RWY DURING LANDING. THE PLT SAID THE"RIGHT BRAKE WAS NOT FUNCTIONING PROPERLY." THE ACFT COLLIDED WITH A RWY LIGHT AND COLLAPSED THE RIGHT MAIN GEAR.

Brief of Accident (Continued)

File No. - 151

3/04/84

FULLERTON, CA

A/C Reg. No. N4630C

Time (Lcl) - 1600 PST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

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

Finding(s)

3. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
 4. TERRAIN CONDITION - ROUGH/UNEVEN
 5. OBJECT - RUNWAY LIGHT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 10 3/07/84 LAKE ELSINORE, CA A/C Reg. No. NONE Time (Lcl) - 1155 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - WIZARD J-3BR503
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 550
No. of Seats - 1

Eng Make/Model - BOMBARDIER ROTAX-GMBH
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 47 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

UNK/NR

Airport Data

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

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

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

Age - 60
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- 10	Last 24 Hrs	- 1
Make/Model-	10	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND IN A PAST VERTICAL INVERTED POSITION. THE WINGS FAILED IN NEGATIVE LOAD AFTER THE PLT LOST CONTROL IN PITCH WITH THE AIRSPEED DECREASING AND STALLED INTO A DIVE. THE PLT WAS ON HIS FIRST SOLO FLT AND HIS INSTRUCTOR WAS WATCHING FROM THE GROUND AND TALKING TO HIM ON A ONE-WAY RADIO. THE CFI WAS CALLING FOR A LEVEL FLT AT 40-45 MPH. THE ACFT STALLS AT 21 MPH AND HAS A TOP SPEED OF 65 MPH. THE VEHICLE WAS ABOUT 600 FT AGL WHEN THE ACCIDENT SEQUENCE BEGAN. THE STUDENT PLT HAD FLOWN 10 HOURS OF DUAL AND THIS SOLO FLT LASTED ABOUT 25 MINUTES. WEATHER WAS NOT A FACTOR AND NO EVIDENCE WAS FOUND OF ANY FAILURES OR MALFUNCTIONS WHICH MIGHT HAVE CONTRIBUTED TO THE ACCIDENT. THE AUTOPSY EXAMINATION DID NOT DISCLOSE ANY PRE-EXISTING CONDITIONS WHICH WOULD HAVE DETRACTED FROM THE PLTS ABILITY TO FLY THE VEHICLE. THE PLT WAS 60 YEARS OLD AND DID NOT HAVE A PILOTS CERTIFICATE.

Brief of Accident (Continued)

File No. - 10

3/07/84

LAKE ELSINORE, CA

A/C Reg. No. NONE

Time (Lc1) - 1155 PST

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

Finding(s)

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

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

Finding(s)

3. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. WING - OVERLOAD
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 143 3/17/84 RANCHO, CA A/C Reg. No. N3VE Time (Lcl) - 0930 PST

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

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

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

Make/Model	- VARI EZE	Eng Make/Model	- CONTINENTAL O-200	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALMABLE</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">UNK/NR</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 46</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 8</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 1915</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 360</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 64</td> <td>Last 90 Days- 10</td> </tr> <tr> <td>Multi-Eng - 35</td> <td></td> </tr> </table>	Total - 1915	Last 24 Hrs - UNK/NR	Make/Model- 360	Last 30 Days- UNK/NR	Instrument- 64	Last 90 Days- 10	Multi-Eng - 35	
Total - 1915	Last 24 Hrs - UNK/NR									
Make/Model- 360	Last 30 Days- UNK/NR									
Instrument- 64	Last 90 Days- 10									
Multi-Eng - 35										

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A FORCED LANDING AND COLLIDED WITH A DITCH AFTER PROPELLER FAILURE DURING CLIMB AFTER TAKEOFF. THE PLT HAD MADE HIS PROPELLER OF FIBERGLASS INSTEAD OF RECOMMENDED WOOD. THIS WAS THE FIRST FLT WITH THIS PROPELLER.

Brief of Accident (Continued)

File No. - 143

3/17/84

RANCHO, CA

A/C Reg. No. N3VE

Time (Lcl) - 0930 PST

Occurrence #1 PROPELLER/ROTOR CONTACT
Phase of Operation CLIMB

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - IMPROPER
2. MATERIAL INADEQUATE, IMPROPER - PILOT IN COMMAND
3. PROPELLER SYSTEM/ACCESSORIES, BLADE - FAILURE, TOTAL
4. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION

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

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

Finding(s)

5. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 144 3/18/84 PALO ALTO, CA

A/C Reg. No. N68159

Time (Lcl) - 1730 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries
Fatal Serious Minor None

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

Fire NONE Crew 0 0 0 1
Pass 0 0 0 1

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
REEDLEY, CA
Destination
PALO ALTO, CA

Airport Proximity
UNK/NR

Airport Data

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

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

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

Pilot-In-Command

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

Age - 28
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 126 Last 24 Hrs - 3
Make/Model- 61 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED ON A HIGHWAY DURING A FORCED LANDING FOLLOWING A POWER LOSS. ABOUT 1 QUART OF FUEL WAS DRAINED FROM THE ACFT AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 144

3/18/84

PALO ALTO, CA

A/C Reg. No. N68159

Time (Lc1) - 1730 PST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND

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

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

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 41 3/21/84 LANCASTER, CA

A/C Reg. No. N78178

Time (Lc1) - 0914 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELETYPE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 270/032 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GENERAL WM. J. FOX
Runway Ident - 24
Runway Lth/Wid - 5001/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 49
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1098
Make/Model-	1098
Instrument-	6
Last 24 Hrs -	3
Last 30 Days-	UNK/NR
Last 90 Days-	16

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS BLOWN OVER AS IT TURNED CROSSWIND IN GUSTS UP TO 40 KTS. THE PLT SAID HE WAS USING THE PROCEDURES FOR TAXIING IN WIND CONDITIONS. THE CESSNA 172 IS LIMITED TO A 15 KT CROSSWIND COMPONENT FOR TAKEOFF.

Brief of Accident (Continued)

File No. - 41

3/21/84

LANCASTER, CA

A/C Reg. No. N78178

Time (Lc1) - 0914 PST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER CONDITION - GUSTS
 4. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
-

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

Occurrence #3 NOSE OVER
Phase of Operation TAXI - FROM LANDING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 42 3/23/84 WOODBRIDGE,CA A/C Reg. No. N7643V Time (Lcl) - 1245 PST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 137	ON GROUND	Pass	0	0	0	0
Accident Occurred During -DESCENT						

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

Make/Model - AERO COMMANDER A-98	Eng Make/Model - LYCOMING O-540-G1C5	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED		
No. of Seats - 1	Rated Power - 290 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LODI,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3723
SE LAND,ME LAND	Months Since - 5	Last 24 Hrs - 5
GLIDER	Aircraft Type - UNK/NR	Make/Model- 30
		Last 30 Days- 30
		Instrument- 42
		Last 90 Days- 80
		Multi-Eng - 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID THE ACFT STALLED AS HE WAS PERFORMING A LEFT CLIMBING TURN DURING AERIAL APPLICATION. THE ACFT SPUN DOWN HITTING SOME OAK TREE LIMBS ON ITS WAY TO THE GROUND. THE PLT HAD APPLIED ALL BUT 200 LBS OF HIS 1450 POUNDS OF AMMONIUM SULFATE.

Brief of Accident (Continued)

File No. - 42

3/23/84

WOODBIDGE, CA

A/C Reg. No. N7643V

Time (Lcl) - 1245 PST

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

Finding(s)

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

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

Finding(s)

4. OBJECT - TREE(S)
5. TERRAIN CONDITION - GROUND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 92 3/28/84 NOVATO,CA A/C Reg. No. N9614Y Time (Lcl) - 2000 PST

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

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

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

Make/Model - CESSNA 210	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAN JOSE,CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	NOVATO,CA	GROSS AIRPORT
Wind Dir/Speed- 320/010 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 172
SE LAND	Months Since - 11	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 39
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 5
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED HARD AND BOUNCED. AFTER SEVERAL BOUNCES DIRECTIONAL CONTROL WAS LOST AND THE ACFT COLIDED WITH A DITCH ALONGSIDE THE RWY.

Brief of Accident (Continued)

File No. - 92

3/28/84

NOVATO,CA

A/C Reg. No. N9614Y

Time (Lcl) - 2000 PST

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

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. FLARE - MISJUDGED - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - ROLL

Finding(s)
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

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

Finding(s)
6. TERRAIN CONDITION - DITCH
7. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 150 3/28/84 NOVATO, CA A/C Reg. No. N82858 Time (Lc1) - 1915 PST

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

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

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

Make/Model	- PIPER PA-28	Eng Make/Model	- LYCOMING O-360-A4M	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1380	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 180 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	UNK/NR
Method	ONTARIO, CA	
Completeness	Destination	Airport Data
Basic Weather	GNOSS, CA	
Wind Dir/Speed	ATC/Airspace	Runway Ident
340/020 KTS	Type of Flight Plan	- UNK/NR
Visibility	- NONE	Runway Lth/Wid
- 30.0 SM	Type of Clearance	- UNK/NR
Lowest Sky/Clouds	- NONE	Runway Surface
- CLEAR	Type Apch/Lndg	- UNK/NR
Lowest Ceiling		
- NONE		
Obstructions to Vision		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- NIGHT(DARK)		

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

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total
SE LAND	Months Since	- 18	247
	Aircraft Type	- UNK/NR	Make/Model
			35
			Instrument
			51
			Last 24 Hrs
			- 4
			Last 30 Days
			- 10
			Last 90 Days
			- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DITCHED IN SAN PABLO BAY FOLLOWING A POWER LOSS DURING X-COUNTRY CRUISE FLT. THE PLT ADMITTED "TO RUNNING OUT OF FUEL."

Brief of Accident (Continued)

File No. - 150

3/28/84

NOVATO, CA

A/C Reg. No. N82858

Time (Lcl) - 1915 PST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 36 3/29/84 ESCALON, CA A/C Reg. No. N757RU Time (Lcl) - 1150 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	VAN NUYS, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SACRAMENTO, CA	
Wind Dir/Speed- 330/025 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- BLOWING DUST		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 152
SE LAND	Months Since - 13	Make/Model- 62
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED DURING A FORCED LANDING. THE ACFT COLLIDED WITH TREES AND NOSED DOWN. POST ACCIDENT EXAMINATION OF THE ACFT SHOWED 1 GALLON OF FUEL ON BOARD THE ACFT. THE FLT HAD LASTED 3 AND 1/3 HOURS. THE ENDURANCE OF A CESSNA 152 UNDER THE STATED CONDITIONS IS JUST UNDER 3 AND 1/2 HOURS WITH A 45 MIN RESERVE. THE PLT STATED THAT THE FUEL QUANTITY GAGES INDICATED 1/8 FULL WHEN THE ENG LOST POWER.

Brief of Accident (Continued)

File No. - 36

3/29/84

ESCALON,CA

A/C Reg. No. N757RU

Time (Lcl) - 1150 PST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
4. FLUID,FUEL - EXHAUSTION
5. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

6. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 145 4/03/84 DAVIS,CA A/C Reg. No. N95603 Time (Lcl) - 1415 PST

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

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

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

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 275
SE LAND	Months Since - 7	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 177
		Last 30 Days- 4
		Instrument- 4
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A FORCED LANDING IN AN OPEN FIELD FOLLOWING A POWER LOSS DURING TAKEOFF. THE ENGINE WAS EXAMINED AFTER THE ACCIDENT AND TEST RUN. NO DISCREPANCIES WERE FOUND. AT THE TIME OF THE ACCIDENT WEATHER CONDITIONS WERE CONDUCTIVE TO CARBURETOR ICING.

Brief of Accident (Continued)

File No. - 145

4/03/84

DAVIS,CA

A/C Reg. No. N95603

Time (Lc1) - 1415 PST

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

Finding(s)

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

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

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

Finding(s)

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

Occurrence #4 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 104 4/09/84 FORT BIDWELL,CA A/C Reg. No. N6726N Time (Lcl) - 1330 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - CHAMPION 7GCAA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1350
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 180/010 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 200 FT OVERCAST
Obstructions to Vision- BLOWING SNOW
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MADRAS,OR
Destination
LAKEVIEW,OR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1214
Last 24 Hrs - 7
Make/Model- 297
Last 30 Days- 68
Instrument- 86
Last 90 Days- 192
Multi-Eng - 600

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT THE WX BLOCKED SEVERAL OF THE MOUNTAIN PASSES ALONG THE ROUTE OF FLIGHT. WHEN THE WX CONTINUED TO DETERIORATE THE PLT LANDED IN A FIELD. THE MAIN GEAR "DUG-IN AND THE ACFT FLIPPED ON IT'S BACK."

Brief of Accident (Continued)

File No. - 104

4/09/84

FORT BIDWELL, CA

A/C Reg. No. N6726N

Time (Lcl) - 1330 PST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - OBSCURATION
 4. WEATHER EVALUATION - POOR - PILOT IN COMMAND
-

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

Finding(s)

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 181 5/02/84 KNIGHTS LANDING, CA A/C Reg. No. N195RS Time (Lcl) - 1100 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Crew
Pass

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

Make/Model - CHRISTEN EAGLE STALLINS 195
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1400
No. of Seats - 1

Eng Make/Model - LYCOMING AEIO-360
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 200 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 135/003 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
UNK/NR

Airport Data

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

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

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

Age - 58
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 5100	Last 24 Hrs - UNK/NR
Make/Model- 200	Last 30 Days- 31
Instrument- 1000	Last 90 Days- 36
Multi-Eng - 2100	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED DURING A SERIES OF AEROBATIC PRACTICE MANEUVERS. THE PLT REPORTED THAT DURING THE POSITIVE AND NEGATIVE "G" MANEUVERS HE "APPARENTLY PASSED OUT."

Brief of Accident (Continued)

File No. - 181

5/02/84

KNIGHTS LANDING,CA

A/C Reg. No. N195RS

Time (Lc1) - 1100 PDT

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, INCAPACITATION (LOSS OF CONSCIOUSNESS) - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3 1/02/84 LIMON,CO

A/C Reg. No. N1667Q

Time (Lcl) - 1535 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -TAKEOFF

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

Make/Model - CESSNA 150L

Eng Make/Model - CONTINENTAL O-200-A

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1600

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 100 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

UNK/NR

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

LIMON MUNICIPAL

Runway Ident - 34

Runway Lth/Wid - 4000/ 40

Runway Surface - ASPHALT

Runway Status - SNOW - CRUSTED

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

Pilot-In-Command

Age - 26

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

STUDENT

Current - N/A

Total - 13

Last 24 Hrs - 1

Months Since - N/A

Make/Model- 13

Last 30 Days- UNK/NR

Aircraft Type - N/A

Instrument- 0

Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT ON HIS 2ND SUPERVISED SOLO FLT. AFTER RETURNING FROM TE LOCAL PRACTICE AREA, HE ENTERED THE TRAFFIC PATTERN FOR A TOUCH-&-GO LANDING. WHEN HE ADDED POWER FOR THE TAKEOFF PORTION. THE ACFT VEERED TO THE LEFT. THE LEFT MAIN WHEEL ENTERED DEEPER SNOW & FORCED THE PLANE FURTHER TO THE LEFT. THE ACFT WENT OFF THE RWY & THEN NOSED OVER IN 8 TO 10 INCHES OF SNOW.

Brief of Accident (Continued)

File No. - 3

1/02/84

LIMON, CO

A/C Reg. No. N1667Q

Time (Lcl) - 1535 MST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 8 2/05/84 ERIE,CO

A/C Reg. No. N78851

Time (Lcl) - 1430 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - TEXAS BULLET 205
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 2300
No. of Seats - 2

Eng Make/Model - CONTINENTAL E-185
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 185 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/020 KTS
Visibility - 100.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BOULDER,CO
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

TRI-COUNTY
Runway Ident - 15
Runway Lth/Wid - 5400/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 64
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3673
Make/Model- 1200
Instrument- 0
Multi-Eng - 73
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE LANDED ON RWY 15 WITH A WIND FROM 090 DEG AT 20 GUSTING 30 KTS. AFTER TOUCHDOWN, THE ACFT BEGAN VEERING TO THE LEFT. THE PLT APPLIED RIGHT RUDDER & RIGHT BRAKE, BUT THE LEFT WHEEL DROPPED OFF THE LEFT SIDE OF THE RWY & WENT INTO MUD. THE PLT WAS UNABLE TO STEER THE ACFT BACK ONTO THE RWY. SUBSEQUENTLY, THE ACFT HIT A DITCH & THE MAIN GEAR COLLAPSED. AFTER THE ACCIDENT, A TIRE MARK WAS FOUND ON THE RWY THAT WAS MADE WHILE BRAKING WITH THE RIGHT BRAKE.

Brief of Accident (Continued)

File No. - 8

2/05/84

ERIE,CO

A/C Reg. No. N78851

Time (Lcl) - 1430 MST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - GUSTS
5. COMPENSATION FOR WIND CONDITIONS - ATTEMPTED - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation

Finding(s)

8. TERRAIN CONDITION - SOFT
9. TERRAIN CONDITION - WET
10. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 61 3/04/84 NEW HAVEN,CT

A/C Reg. No. N2583D

Time (Lc1) - 1810 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAXI

Fire

Crew

Pass

NONE

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

Make/Model - PIPER PA-38-112

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 3600

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 112 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 330/010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling -

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

NEW HAVEN,CT

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

TWEED/NEW HAVEN

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - 25

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1070 Last 24 Hrs - 6

Make/Model- 568 Last 30 Days- UNK/NR

Instrument- 70 Last 90 Days- 143

Multi-Eng - 3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING IN FROM LANDING AND MANEUVERING FOR PARKING THE ACFT CONTACTED A LIGHT POLE. THE CFI WAS REPORTEDLY AT THE ACFT CONTROLS AT THE TIME OF THE COLLISION. THE RIGHT WING WAS DAMAGED IN THE COLLISION.

Brief of Accident (Continued)

File No. - 61

3/04/84

NEW HAVEN,CT

A/C Reg. No. N2583D

Time (Lcl) - 1810 EST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - UTILITY POLE(MARKED)
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 3. AIRPORT FACILITIES,RAMP FACILITIES - CONGESTED
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 180 1/08/84 EUSTIS, FL A/C Reg. No. N2521H Time (Lcl) - 1530 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - SCHWEIZER 2-33A
Landing Gear - UNK/NR
Max Gross Wt - 1040
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 090/009 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRSTRIIP

Airport Data

EUSTIS

Runway Ident - 36

Runway Lth/Wid - 3000 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

GLIDER

Age - 40

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6000

Make/Model- 40

Instrument- 132

Multi-Eng - 320

Last 24 Hrs - UNK/NR

Last 30 Days- 23

Last 90 Days- 112

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT SHE ATTEMPTED TO MAKE A LOW DOWNWIND TURN TO FINAL FROM APPROXIMATELY 300 FT AGL AND THE ACFT ENCOUNTERED A ROLL EFFECT OVER SOME PINE TREES ON THE WEST SIDE OF THE RWY. THE LEFT WING TIP STRUCK THE GROUND AND PULLED THE NOSE INTO THE GROUND. INJURY WAS THE RESULT OF IMPROPER USE OF SEAT BELT/SHOULDER HARNESS RETRAINTS.

Brief of Accident (Continued)

File No. - 180

1/08/84

EUSTIS, FL

A/C Reg. No. N2521H

Time (Lcl) - 1530 EST

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - NOT CORRECTED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 176 1/12/84 GAINSVILLE, FL A/C Reg. No. N4500Q Time (Lcl) - 1830 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire - NONE

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

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

Make/Model - CESSNA 411A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 8

Eng Make/Model - CONTINENTAL TS10-520E
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 040/008 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 400 FT OVERCAST
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
CONROE, TX
Destination
GAINESVILLE, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
GAINSVILLE

Runway Ident - 28
Runway Lth/Wid - 6500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE

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

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

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

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

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED WHILE ON A ILS APPROACH TO THE GAINSVILLE, AIRPORT. INVESTIGATION REVEALED THAT THE PLT HAD ADVISED APPROACH CONTROL THAT HE WAS "LOW ON FUEL." AFTER TWO MISSED APPROACHES THE PLT RADIOED THAT HE WAS "OUT OF FUEL." THE PLT DID NOT HAVE CHARTS OR APPROACH PLATES ABOARD THE ACFT, HOWEVER ATC WAS NOT AWARE OF THIS FACTOR. ATTEMPTS TO ACQUIRE ADDITIONAL INFORMATION FROM THE PLT HAVE BEEN UNSUCCESSFUL.

Brief of Accident (Continued)

File No. - 176

1/12/84

GAINSVILLE,FL

A/C Reg. No. N4500Q

Time (Lc1) - 1830 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 178 1/24/84 PLYMOUTH, FL A/C Reg. No. N157DB Time (Lcl) - 1800 EST

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

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

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

Make/Model	- PIPER PA-28	Eng Make/Model	- LYCOMING O-360	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 200/011 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 500 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>LEESBURG, FL</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>ORLANDO NORTH</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 3000/ 30</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
	Current - N/A	Total - 3
	Months Since - N/A	Make/Model- 3
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- 3
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED HARD AT HIGHER THAN NORMAL AIRSPEED. THE PLT STATED THAT HE CAME IN "TOO HIGH AND TOO FAST" AND WHEN HE LANDED HE "BROKE THE NOSE WHEEL". INVESTIGATION REVEALED THAT THE PLT DID NOT POSSESS ANY AERONAUTICAL CERTIFICATES OR RATINGS. HE HAD APPLIED FOR A PILOT LICENSE BUT WAS DISQUALIFIED BECAUSE OF HIS CARDIOVASCULAR CONDITION AND USE OF DISQUALIFYING MEDICATION.

Brief of Accident (Continued)

File No. - 178

1/24/84

PLYMOUTH, FL

A/C Reg. No. N157DB

Time (Lcl) - 1800 EST

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 5. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
-

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

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 177 3/15/84 WINTER GARDEN, FL A/C Reg. No. N67SC Time (Lcl) - 1350 EST

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

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

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

Make/Model - SHARK BI-PLANE	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 140 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAVANNAH, GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAKELAND, FL	
Wind Dir/Speed- 080/016 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 560
SE LAND	Months Since - 6	Make/Model- 270
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 20
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING A FORCED LANDING AFTER THE ENGINE QUIT. THE PLT SAID THE POWER LOSS WAS DUE TO FUEL EXHAUSTION. HE STATED THAT WHEN THE TANKS WERE FULL WHEN HE DEPARTED SAVANNAH AND A SIPHON EFFECT MIGHT HAVE BEEN CREATED ACCOUNTING FOR THE LOSS OF RESERVE.

Brief of Accident (Continued)

File No. - 177

3/15/84

WINTER GARDEN, FL

A/C Reg. No. N67SC

Time (Lc1) - 1350 EST

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 48 2/13/84 MAMMOTH LAKES,GA A/C Reg. No. N3194R Time (Lcl) - 0900 PST

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

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

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

Make/Model - CESSNA 182L	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	TORRANCE,CA	MAMMOTH JUNE LAKES
Wind Dir/Speed- 180/025 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 40.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1001
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 274
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ACFT WAS BLOWN OVER AS HE TAXIED FOR TAKEOFF. ALSO, HE REPORTED THE WIND TO BE FROM 200 DEGREES AT 20 KTS. THE RECORDED WIND FROM 180 DEGREES AT KTS GUSTING TO 40 KTS. THE MAXIMUM DEMONSTRATED CROSSWIND COMPONENT FOR THIS ACFT IS 15 KTS FOR LANDING AND 20 KTS FOR TAKEOFF.

Brief of Accident (Continued)

File No. - 48

2/13/84

MAMMOTH LAKES,GA

A/C Reg. No. N3194R

Time (Lcl) - 0900 PST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - CROSSWIND
5. WEATHER CONDITION - GUSTS

Occurrence #2 NOSE OVER

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

6. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 43 2/26/84 ALMA, GA

A/C Reg. No. N23JT

Time (Lc1) - 1745 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - VMC

Itinerary

Last Departure Point
ALMA, GA
Destination
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Wind Dir/Speed- 005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Data

BACON CO.
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 39
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 23	Last 24 Hrs - 2
Make/Model- 11	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 23
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON DOWNWIND AND REDUCED POWER, HE STATED, BEFORE APPLICATION OF CARBURETOR HEAT. THE ENGINE LOST RPM AND WHEN THE PLT TRIED TO REGAIN RPM. THE ENGINE STOPPED. THE PLT SAID HE TRIED TO RESTART BUT FAILED AND THEN MADE A FORCED OFF ARPT LANDING. THE ENGINE RAN NORMALLY AFTER THE ACCIDENT WITH CARBURETOR HEAT ON AND OFF. THE ACFT COLLIDED WITH TREES DURING THE LANDING.

Brief of Accident (Continued)

File No. - 43

2/26/84

ALMA, GA

A/C Reg. No. N23JT

Time (Lc1) - 1745 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 191 3/18/84 ROME, GA A/C Reg. No. N2387L Time (Lcl) - 1805 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- BEECH BE-23	Eng Make/Model	- LYCOMING O-320-D2B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 115 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	RICHARD B. RUSSEL
Wind Dir/Speed	- UNK/NR	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 18
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- 6500
Lowest Ceiling	- UNK/NR	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- UNK/NR		Runway Status
Precipitation	- UNK/NR		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 80	Last 24 Hrs - 1
	Months Since - N/A	Make/Model - 8	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - UNK/NR	Last 90 Days - 7
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LOST POWER IN THE TRAFFIC PATTERN AND FORCED LANDED OFF THE ARPT. THE WEATHER WAS CONDUCIVE TO CARBURETOR ICING. THE PLT SAID HE APPLIED CARBURETOR HEAT AFTER REDUCING POWER.

Brief of Accident (Continued)

File No. - 191

3/18/84

ROME,GA

A/C Reg. No. N2387L

Time (Lcl) - 1805 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 182 2/15/84 BARBERS POINT, HI A/C Reg. No. N5160R Time (Lcl) - 1604 HST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/013 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KEAHOLE KONA, HI
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

BARBERS POINT NAVAL STA.
Runway Ident - 04R
Runway Lth/Wid - 8330 -UNK/NR
Runway Surface - UNK/NR
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 63

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	209	Last 24 Hrs	-	4
Make/Model	-	104	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	22

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED TO LAND NOSE FIRST, COLLAPSING THE NOSEWHEEL AND SUSTAINING SUBST DAMAGE. INVESTIGATION REVEALED THAT THE ACFT WAS STALLED FROM AN ALTITUDE OF 20 TO 30 FT AGL.

Brief of Accident (Continued)

File No. - 182

2/15/84

BARBERS POINT, HI

A/C Reg. No. N5160R

Time (Lc1) - 1604 HST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 135 1/01/84 MARION,IA A/C Reg. No. N3641C Time (Lcl) - 0730 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire Crew Fatal
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3200
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 130/004 KTS
Visibility - 1.500 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 1000 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MARION,IA
Destination
DES MOINES,IA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

CEDAR RAPIDS
Runway Ident - 30
Runway Lth/Wid - 2500/ 150
Runway Surface - GRASS/TURF
Runway Status - SNOW - COMPACTED

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 24
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 658 Last 24 Hrs - 1
Make/Model- 55 Last 30 Days- UNK/NR
Instrument- 71 Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A SNOWBANK AFTER SWERVING DURING TAKEOFF. THE SWERVE WAS STARTED WHEN THE ACFT HIT A WINDBLOWN SNOWDRIFT WHICH CHANGED THE ACFTS DIRECTION. AFTER THE COLLISION THE ACFTS NOSE GEAR COLLAPSED AND THE LEFT MAIN GEAR RETRACTED.

Brief of Accident (Continued)

File No. - 135

1/01/84

MARION, IA

A/C Reg. No. N3641C

Time (Lcl) - 0730 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
-

Occurrence #3 GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
 6. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 199 1/08/84 ELKADER, IA A/C Reg. No. N73043 Time (Lcl) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	1
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 172M	Eng Make/Model	- LYCOMING O-320-E20	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2220	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	WAVERLY, IA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	ELKADER MUNI	
Wind Dir/Speed	- 090/007 KTS		Runway Ident	- 17
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid	- 1860/ 170
Lowest Sky/Clouds	-	Type of Flight Plan	Runway Surface	- GRASS/TURF
Lowest Ceiling	- 7000 FT OVERCAST	Type of Clearance	Runway Status	- SNOW - CRUSTED
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 144	Last 24 Hrs - 1
SE LAND	Months Since - 5	Make/Model - 139	Last 30 Days - 35
	Aircraft Type - UNK/NR	Instrument - 2	Last 90 Days - 44

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING LANDING ON A SNOW-COVERED RWY AFTER STRIKING A SNOW DRIFT. THE PLT SAID HE DID NOT SEE ANY TRACKS IN THE SNOW COVERED RWY BUT SINCE THERE WAS NO NOTAM CLOSING THE ARPT HE WENT AHEAD WITH A SOFT FIELD LANDING. HE SAID THE SNOW GRABBED THE LANDING GEAR AND THE ACFT NOSED OVER WHEN IT STRUCK A DRIFT.

Brief of Accident (Continued)

File No. - 199

1/08/84

ELKADER, IA

A/C Reg. No. N73043

Time (Lcl) - 1500 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. UNSAFE/HAZARDOUS CONDITION WARNING - NOT ISSUED - AIRPORT PERSONNEL
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - AIRPORT PERSONNEL

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 109 1/24/84 AMES,IA A/C Reg. No. N123AX Time (Lcl) - 1055 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-EXECUTIVE/CORPORATE	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- MITSUBISHI MU 2B-20	Eng Make/Model	- AIRESEARCH TPE331-1-151A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 8930	Engine Type	- TURBOPROP		
No. of Seats	- 9	Rated Power	- 665 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point	ON AIRPORT	
Method	- UNK/NR	CHATTANOOGA,TN		
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	MUNICIPAL	
Wind Dir/Speed	- 360/010 KTS		Runway Ident	- 13
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid	- 3500/ 100
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- ICE COVERED
Obstructions to Vision	- NONE	Type Apch/Lndg		SNOW - COMPACTED
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 10785	Last 24 Hrs - 3
SE LAND,ME LAND	Months Since - 2	Make/Model- 327	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 1356	Last 90 Days- 118
		Multi-Eng - 10160	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED IN A CROSSWIND ON A SNOW AND ICE COVERED RWY. DURING LANDING, DIRECTIONAL CONTROL WAS LOST AND THE ACFT COLLIDED WITH A SNOWBANK. THE PLT STATED HE ATTEMPTED TO USE PROPELLER REVERSING FOR BRAKING AND THE ACFT STARTED TO SLIDE TO THE LEFT.

Brief of Accident (Continued)

File No. - 109

1/24/84

AMES, IA

A/C Reg. No. N123AX

Time (Lcl) - 1055 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ICY
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. TERRAIN CONDITION - SNOW COVERED
4. AIRSPEED - IMPROPER - PILOT IN COMMAND
5. WEATHER CONDITION - CROSSWIND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - SNOWBANK
9. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,7

Factor(s) relating to this accident is/are finding(s) 1,3,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 50 2/14/84 CHARITON,IA A/C Reg. No. N2502Y Time (Lcl) - 1810 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	0	0	2	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	
Accident Occurred During -LANDING							

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CHARITON,IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CHARITON MUNICIPAL
Wind Dir/Speed- 140/009 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 60
Lowest Sky/Clouds - 17000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 17000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 917
SE LAND,ME LAND	Months Since - 7	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 50
		Instrument- 130
		Multi-Eng - 17
		Last 30 Days- UNK/NR
		Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LOST POWER DURING TAKEOFF AND WAS FORCED TO LAND IN A MUDDY FIELD. THE CFI SAID HE EXAMINED THE FUEL IN A SIGHT GLASS AFTER REFUELING THE ACFT AND DID NOT NOTICE ANY WATER IN THE FUEL. LATER EXAMINATION OF THE ACFT BY FAA SHOWED WATER IN THE FUEL FILTER AND TANKS. 4 INCHES OF WATER WAS FOUND IN THE AIRPORT STORAGE TANK USED TO FUEL THE ACFT.

Brief of Accident (Continued)

File No. - 50

2/14/84

CHARITON, IA

A/C Reg. No. N2502Y

Time (Lcl) - 1810 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - CONTAMINATION
 2. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - AIRPORT PERSONNEL
 3. FLUID,FUEL - WATER
 4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
-

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - SOFT
 7. TERRAIN CONDITION - WET
 8. LANDING GEAR,NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 4 2/25/84 DES MOINES, IA A/C Reg. No. N53BL Time (Lcl) - 1015 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model - ROBERT H. LOW MUSTANG II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

MORNINGSTAR
Runway Ident - 17
Runway Lth/Wid - 2893/ 170
Runway Surface - GRASS/TURF
Runway Status - SOFT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 58

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 428	Last 24 Hrs - UNK/NR
Make/Model- 28	Last 30 Days- UNK/NR
Instrument- 10	Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

ONE OF THE PURPOSES OF THE FLT WAS FOR THE PLT TO EXPERIENCE A TAKEOFF AT MAX GROSS WT. HE PUT A 150 LB BAG OF CEMENT IN THE RIGHT FRONT SEAT TO SIMULATE THE WT OF A PASSENGER, THEN INITIATED A TAKEOFF FROM A SOD Rwy THAT WAS SOFT AFTER A RECENT THAW, USING 15 DEG OF FLAPS. THE PLT SAID THAT HE LIFTED OFF PREMATURELY & THE ACFT SETTLED BACK TO THE Rwy & WAS SLOWED BY THE SOFT FIELD CONDITIONS. ALSO, HE SAID HE WAITED TOO LONG TO ABORT & THE ACFT WENT OFF THE END OF THE Rwy & THRU A FENCE.

Brief of Accident (Continued)

File No. - 4 2/25/84 DES MOINES, IA A/C Reg. No. N53BL Time (Lc1) - 1015 CST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
 2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

5. OBJECT - FENCE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 75 1/06/84 ALMO, ID A/C Reg. No. N300DS Time (Lcl) - 1045 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING HIO-360-D1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - 700 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - SNOW - COMPACTED
Obstructions to Vision- FOG		HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 857
SE LAND	Months Since - 15	Make/Model- 776
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 60
		Rotorcraft - 776

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED, HE WAS ATTEMPTING TO DEPART WITH VISIBILITY OF 1/8 TO 1/4 MI IN FOG. SHORTLY AFTER DEPARTURE THE VISIBILITY DROPPED TO APPROXIMATELY 50 TO 100 FT. HE ATTEMPTED A SLOW RUNING LANDING AND LANDED HARD.

Brief of Accident (Continued)

File No. - 75 1/06/84 ALMO, ID

A/C Reg. No. N300DS

Time (Lc1) - 1045 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB

Finding(s)

1. WEATHER CONDITION - FOG
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 73 1/06/84 ARCO, ID

A/C Reg. No. N5216E

Time (Lc1) - 1245 MST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-WESTCON ASSOCIATES, INC.	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	1	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	2	0	0	0
Accident Occurred During	-UNKNOWN						

-----Aircraft Information-----

Make/Model	- CESSNA C172N	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	UNK/NR
Method - TELEPHONE	IDAHO FALLS, ID	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	CHALLIS, ID	
Wind Dir/Speed - UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - OVERCAST	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision - UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2610
SE LAND, ME LAND	Months Since - 5	Make/Model - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 269
		Multi-Eng - 828
		Last 24 Hrs - 1
		Last 30 Days - 3
		Last 90 Days - 9
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO COMPANY PERSONNEL, THE FLT WAS OPERATED AS A CHARTER. THE PLT, ALSO THE COMPANY DIRECTOR OF OPERATIONS, WAS NOT AUTHORIZED TO CONDUCT FAR 135 FLIGHTS UNDER INSTRUMENT FLIGHT CONDITIONS. HE WAS REPORTED TO HAVE STATED THAT HE WAS GOING TO "GET A SPECIAL VFR CLEARANCE AND SEE IF HE COULD MAKE IT UNDERNEATH." WITNESSES REPORTED SEEING THE ACFT FLYING VERY LOW AND TO DISAPPEAR INTO CLOUDS.

Brief of Accident (Continued)

File No. - 73

1/06/84

ARCO, ID

A/C Reg. No. N5216E

Time (Lc1) - 1245 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

4. TERRAIN CONDITION - HIGH TERRAIN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 70 2/22/84 GRANGEVILLE, ID A/C Reg. No. N6522R Time (Lcl) - 1030 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew Fatal
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 172RGII
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F1A6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 220/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 4500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GOODING, ID
Destination
GRANGEVILLE, ID

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

IDAHO COUNTY
Runway Ident - 07
Runway Lth/Wid - 4507/ 60
Runway Surface - ASPHALT
Runway Status - ICE COVERED
SNOW - COMPACTED

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 475	Last 24 Hrs	- 6
Make/Model-	23	Last 30 Days-	UNK/NR
Instrument-	56	Last 90 Days-	23
Multi-Eng	- 19		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT GROUND LOOPED DURING LANDING ON AN ICY RWY AND NOSED OVER AFTER LEAVING THE RWY. THE LANDING WAS MADE WITH A RIGHT QUARTERING TAILWIND.

Brief of Accident (Continued)

File No. - 70

2/22/84

GRANGEVILLE, ID

A/C Reg. No. N6522R

Time (Lcl) - 1030 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. TERRAIN CONDITION - ICY
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
5. TERRAIN CONDITION - SNOW COVERED

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 26 1/09/84 CHICAGO, IL A/C Reg. No. N8424D Time (Lcl) - 2222 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-AVIATION MANAGEMENT CORP.	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, CARGO	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-TAXI						

-----Aircraft Information-----

Make/Model	- PIPER PA-34-220T	Eng Make/Model	- CONTINENTAL TS10-360	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4570	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 220 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	MADISON, WI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	O'HARE INTL
Wind Dir/Speed - 270/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - UNK/NR	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - UNK/NR	Total - 4580	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 520	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 1000	Last 90 Days - 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS BEING TAXIED FROM LANDING. AT A SERVICE ROAD INTERSECTION A BAGGAGE TUG COLLIDED WITH THE RIGHT WING. THE ACFT LIGHTS WERE REPORTEDLY ON AT THE TIME OF THE ACCIDENT. THE DRIVER OF THE TUG SAID HE WAS NOT LOOKING FOR A SMALL ACFT ON THE TAXIWAY, BUT INSTEAD HE JUST LOOKED FOR BIG ACFT.

Brief of Accident (Continued)

File No. - 26

1/09/84

CHICAGO,IL

A/C Reg. No. N8424D

Time (Lc1) - 2222 CST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. OBJECT -
3. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 25 1/14/84 WAUKEGAN, IL A/C Reg. No. N23781 Time (Lc1) - 1100 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 320/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

WAUEGAN MEMORIAL
Runway Ident - 32
Runway Lth/Wid - 3750/ 75
Runway Surface - CONCRETE
Runway Status - SNOW - CRUSTED

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 34
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 24	Last 24 Hrs	- UNK/NR
Make/Model-	24	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	17
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT SAID HE LOST TOO MUCH AIRSPEED DURING A NO POWER APPROACH AND MADE A HARD LANDING. AFTER A BOUNCE, THE ACFT HIT ON THE NOSE GEAR AND IT COLLAPSED. THE ACFT SKIDDED OFF THE RWY INTO A SNOWBANK.

Brief of Accident (Continued)

File No. - 25

1/14/84

WAUKEGAN, IL

A/C Reg. No. N23781

Time (Lc1) - 1100 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 27 1/15/84 HUNTLEY,IL A/C Reg. No. N76310 Time (Lcl) - 1045 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/008 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

LANDINGS CONDOMINIUM
Runway Ident - 31
Runway Lth/Wid - 3000 -UNK/NR
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI
SE LAND,ME LAND
GLIDER

Age - 63

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 8522	Last 24 Hrs	- 2
Make/Model	- 480	Last 30 Days	- UNK/NR
Instrument	- 1000	Last 90 Days	- 52
Multi-Eng	- 5500		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PLT ALLOWED THE ACFT TO DRIFT LEFT DURING TAKEOFF IN SPITE OF VERBAL INSTRUCTIONS BY THE CFI TO CORRECT THE SITUATION. THE ACFT CONTINUED TOWARD A SNOWBANK AND THE CFI DID NOT TAKE CORRECTIVE ACTION ON THE CONTROLS IN TIME TO AVOID A COLLISION WITH A SNOWBANK.

Brief of Accident (Continued)

File No. - 27

1/15/84

HUNTLEY, IL

A/C Reg. No. N76310

Time (Lcl) - 1045 CST

Occurrence ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 2. WEATHER CONDITION - CROSSWIND
 3. PROPER ALIGNMENT - NOT MAINTAINED - DUAL STUDENT
 4. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - DUAL STUDENT
 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
 7. TERRAIN CONDITION - SNOWBANK
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 85 1/22/84 CRYSTAL LAKE, IL A/C Reg. No. N0173S Time (Lcl) - 1310 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECHCRAFT B-19
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2250
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/013 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - 22000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

LAKE IN THE HILLS
Runway Ident - 26
Runway Lth/Wid - 3000/ 50
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 766 Last 24 Hrs - UNK/NR
Make/Model- 2 Last 30 Days- UNK/NR
Instrument- 88 Last 90 Days- 50
Multi-Eng - 6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HIT A SNOW BANK DURING AN APPROACH FOR LANDING. THE PLT ADDED POWER AND MADE A GO-AROUND. THE CFI TOOK CONTROL OF THE ACFT AND MADE THE FINAL LANDING WHEN THE MAIN LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 85

1/22/84

CRYSTAL LAKE, IL

A/C Reg. No. N0173S

Time (Lcl) - 1310 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
 2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 98 1/24/84 MACOMB,IL A/C Reg. No. N66978 Time (Lcl) - 1200 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA C-172P	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/010 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point GALESBURG,IL</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data MACOMB MUNI</p> <p>Runway Ident - 26</p> <p>Runway Lth/Wid - 3900/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 236
SE LAND	Months Since - 6	Make/Model- 187
	Aircraft Type - UNK/NR	Instrument- 11
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SWERVED OFF THE RWY INTO A DITCH DURING A CROSSWIND LANDING. THE WIND WAS FROM 180 DEGREES AT 10 KTS. THE PLT SAID THAT HE LOST DIRECTIONAL CONTROL OF THE ACFT BECAUSE OF THE WIND.

Brief of Accident (Continued)

File No. - 98

1/24/84

MACOMB, IL

A/C Reg. No. N66978

Time (Lcl) - 1200 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 39 1/26/84 GREENVILLE, IL A/C Reg. No. N76AP Time (Lcl) - 0830 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation - PERSONAL	Fire	Crew	0	0	1	0	
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	1	0	
Accident Occurred During - APPROACH							

-----Aircraft Information-----

Make/Model - PIPER PA-32R-300	Eng Make/Model - LYCOMING IO-540-K1G5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ST. LOUIS, MO	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	GREENVILLE
Wind Dir/Speed- 170/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - ADF/NDB	Runway Status - N/A
Obstructions to Vision- FOG	TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 612
SE LAND	Months Since - 7	Make/Model- 60
	Aircraft Type - UNK/NR	Instrument- 156
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 43

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RECEIVED A WEATHER BRIEFING THE NIGHT BEFORE THE ACCIDENT AND DID NOT HAVE IT UPDATED ON THE DAY OF THE ACCIDENT. THE ACFT WAS DESCENDED BELOW THE MDA DURING THE APPROACH IN FOG AND COLLIDED WITH HIGH TENSION LINES.

Brief of Accident (Continued)

File No. - 39

1/26/84

GREENVILLE, IL

A/C Reg. No. N76AP

Time (Lc1) - 0830 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - FOG
 3. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
 4. OBJECT - WIRE, TRANSMISSION
 5. MINIMUM DESCENT ALTITUDE - EXCEEDED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 44 2/01/84 LK IN THE HILLS, IL A/C Reg. No. N3631S Time (Lcl) - 2135 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	3
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 172E	Eng Make/Model	- CONTINENTAL O-300-D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(BRIGHT)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>MILWAUKEE, WI</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>LAKE IN THE HILLS</p> <p>Runway Ident - 26</p> <p>Runway Lth/Wid - 3000/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 351
SE LAND	Months Since - 2	Make/Model- 351
	Aircraft Type - UNK/NR	Instrument- 54
		Multi-Eng - 1
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT MADE A HARD LANDING WHICH DAMAGED THE NOSE GEAR MAKING IT IMPOSSIBLE FOR THE PLT TO AVOID A COLLISION WITH A SNOWBANK DURING A SUBSEQUENT LANDING.

Brief of Accident (Continued)

File No. - 44

2/01/84

LK IN THE HILLS,IL

A/C Reg. No. N3631S

Time (Lc1) - 2135 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - NIGHT
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
3. TERRAIN CONDITION - SNOW COVERED
4. FLARE - MISJUDGED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL DETECTION - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

7. DIRECTIONAL CONTROL - NOT POSSIBLE -
8. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 165 3/03/84 TAYLORVILLE, IL A/C Reg. No. N67919 Time (Lcl) - 0800 CST

-----Basic Information-----

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage						
		SUBSTANTIAL						
Type of Operation	- INSTRUCTIONAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	- 14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During	- LANDING			0	0	0	1	0

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		TAYLORVILLE MUNI	
Wind Dir/Speed	- 135/005 KTS	ATC/Airspace		Runway Ident	- 18
Visibility	- 10.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 3300/ 60
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- FULL STOP	Runway Status	- UNK/NR
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 31	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model - 31	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 26

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A SNOWBANK AND NOSED OVER DURING LANDING. THE STUDENT PLT SAID A NOSE WHEEL SHIMMY DEVELOPED DURING LANDING ROLL AND HE WAS UNABLE TO KEEP THE ACFT ON THE 60 FT WIDE RWY.

Brief of Accident (Continued)

File No. - 165

3/03/84

TAYLORVILLE, IL

A/C Reg. No. N67919

Time (Lc1) - 0800 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 89 2/06/84 LOGANSPO, IN A/C Reg. No. N2514V Time (Lcl) - 1250 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 177RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 300/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
MILWAUKEE, WI

Airport Proximity
ON AIRPORT

Airport Data

LOGANSPO, MUNI
Runway Ident - 27
Runway Lth/Wid - 4250/ 60
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 278	Last 24 Hrs - 2
Make/Model- 16	Last 30 Days- UNK/NR
Instrument- 52	Last 90 Days- 32

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT THE ACFT ENG WAS RUNNING ROUGH AT ROTATION. HE CLIMBED TO APPROX 300 FT AGL AND BEGAN A LEFT TRAFFIC PATTERN BACK TO RWY 27. A LANDING WAS MADE 225 FT SHORT OF THE RWY. DURING THE POST-ACCIDENT ENG RUN-UP THE ENG STARTED EASILY AND RAN SMOOTHLY TO 2300 RPM.

Brief of Accident (Continued)

File No. - 89

2/06/84 · LOGANSPOET,IN

A/C Reg. No. N2514V

Time (Lc1) - 1250 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. ABORT - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 138 2/09/84 CROWN POINT, IN A/C Reg. No. N8544U Time (Lcl) - 1230 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	HOBART, IN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LAFAYETT, IN	HOBART
Wind Dir/Speed- 230/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - UNK/NR	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 309
SE LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 309
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 93

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING AN OFF ARPT FORCED LANDING AFTER THE ENGINE LOST POWER. THE PLT SAID THE ENGINE BEGAN RUNNING ROUGH WHILE CRUISING AT 5000 FT MSL BEFORE A TOTAL LOSS OF POWER. THE ENGINE WAS EXAMINED AFTER THE ACCIDENT AND NOTHING WAS WRONG MECHANICALLY ACCORDING TO THE CERTIFIED A&P MECHANIC WHO DID THE INSPECTION.

Brief of Accident (Continued)

File No. - 138

2/09/84

CROWN POINT, IN

A/C Reg. No. N8544U

Time (Lc1) - 1230 CST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED
2. FUEL SYSTEM, CARBURETOR - ICE
3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
4. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 35 3/03/84 HAGERSTOWN, IN A/C Reg. No. N714MC Time (Lc1) - 1215 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150M+	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/006 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
CINCINNATI, OH
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
HAGERSTOWN
Runway Ident - 02
Runway Lth/Wid - 4000/ 200
Runway Surface - GRASS/TURF
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 105
SE LAND	Months Since - 18	Make/Model- 102
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE ROLLOUT AFTER A NORMAL LANDING THE ACFT COLLIDED WITH A SNOWDRIFT ON THE SOD RWY. THE COLLISION COLLAPSED THE ACFT NOSE GEAR AND DAMAGED THE PROPELLER AND FIREWALL OF THE ACFT.

Brief of Accident (Continued)

File No. - 35

3/03/84

HAGERSTOWN, IN

A/C Reg. No. N714MC

Time (Lc1) - 1215 EST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 155 1/28/84 AUGUSTA,KS A/C Reg. No. N24531 Time (Lcl) - 1455 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation	-INSTRUCTIONAL	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor
Accident Occurred During	-LANDING			0	0	0
				0	0	1
				0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235 L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	SAME AS ACC/INC			
Completeness	- PARTIAL,LMTD BY PILOT	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		AUGUSTA MUNI	
Wind Dir/Speed	- 320/014 KTS	ATC/Airspace		Runway Ident	- 35
Visibility	- 20.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 3500/ 50
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 19	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model- 19	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE RWY DURING LANDING AND COLLIDED WITH A PILE OF DEBRIS, COLLAPSING THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 155

1/28/84

AUGUSTA,KS

A/C Reg. No. N24531

Time (Lcl) - 1455 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 COMPLETE GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DIRT BANK
6. LANDING GEAR, NOSE GEAR - OVERLOAD
7. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 163 2/03/84 KANSAS CITY,KS A/C Reg. No. N7314V Time (Lcl) - 1417 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	DESTROYED		Serious	Minor
Type of Operation -EXECUTIVE/CORPORATE	Fire	0	0	1
Flight Conducted Under -14 CFR 91	IN FLIGHT	Crew 0	0	0
Accident Occurred During -LANDING		Pass 0	0	2

-----Aircraft Information-----

Make/Model - BELLANCA 17-30	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	KANSAS CITY,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAWTON,OK	FAIRFAX
Wind Dir/Speed- 320/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1298
SE LAND,ME LAND	Months Since - 4	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 4
		Instrument- 179
		Multi-Eng - 299
		Last 30 Days- UNK/NR
		Last 90 Days- 123

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CAUGHT FIRE SHORTLY AFTER TAKEOFF, THE PLT DECLARED AN EMERGENCY AND THE ACFT WAS CLEARED TO "TAKE ANY RUNWAY OR ANY TAXIWAY." THE PLT LANDED IN AN OPEN FIELD ON THE AIRPORT. THE ACFT WAS DESTROYED BY FIRE. INVESTIGATION REVEALED THAT THE MAIN SOURCE OF FIRE CENTERED AROUND A FUEL LINE EXTENDING FROM A FITTING ON THE BACK SIDE OF THE FIREWALL TO A FITTING ON THE BACK OF THE MANIFOLD PRESSURE/FUEL PRESSURE (FLOW) GAUGE. THE ALUMINUM LINE WAS MELTED AWAY BY THE FIRE BUT THE FITTINGS WERE INTACT.

Brief of Accident (Continued)

File No. - 163

2/03/84

KANSAS CITY,KS

A/C Reg. No. N7314V

Time (Lcl) - 1417 CST

Occurrence #1 FIRE

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,LINE - FAILURE,PARTIAL

2. ENGINE INSTRUMENTS,FUEL FLOW GAGE - FAILURE,PARTIAL

Occurrence #2 FORCED LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 23 2/04/84 DERBY,KS

A/C Reg. No. N6466A

Time (Lcl) - 1115 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-L
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 320/014 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PONCA CITY,OK

Destination.

DERBY,KS

Airport Proximity
ON AIRPORT

Airport Data

COOK

Runway Ident - UNK/NR

Runway Lth/Wid - 2490/ 40

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 58

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 433

Make/Model- 159

Instrument- 11

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN APCH FROM THE SOUTH IN GUSTY WIND CONDITIONS, THE ACFT CROSSED OVER WIRES & SHRUBBERY WITH 20 DEG OF FLAPS. THE PLT REPORTED THAT BEFORE REACHING THE RWY, THE "LOST AIR & DESCENDED STRAIGHT DOWN." THE ACFT TOUCHED DOWN IN MUD, SHORT OF THE RWY. THE NOSE GEAR COLLAPSED & THE ACFT SKID ABOUT 15 FT BEFORE COMING TO REST. ABOUT 10 MI NORTHWEST AT WICHITA, KS, THE WIND WAS FROM 320 DEG AT 14 GUSTING 21 KTS.

Brief of Accident (Continued)

File No. - 23 2/04/84 DERBY,KS

A/C Reg. No. N6466A

Time (Lcl) - 1115 CST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - FOG
3. COMPENSATION FOR WIND CONDITIONS - DISREGARDED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - SOFT
7. TERRAIN CONDITION - WET

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 95 2/12/84 CONWAY SPRINGS,KS A/C Reg. No. N22055 Time (Lc1) - 1730 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
				0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 150H	Eng Make/Model - CONTINENTAL D-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	UNK/NR
Method - UNK/NR	WICHITA,KS	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	WICHITA,KS	
Wind Dir/Speed- 300/011 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 250
SE LAND	Months Since - 22	Make/Model- 137
	Aircraft Type - UNK/NR	Instrument- 10
		Multi-Eng - 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE OIL ACCESS COVER OPENED IN FLT, THE PLT MADE A PRECAUTIONARY LANDING ON A ROAD. DURING THE LANDING ROLL THE PLT LOOKED DOWN TO PUSH IN THE CARBURETOR HEAT CONTROL AND THE RIGHT WING HIT A POLE. THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 95

2/12/84

CONWAY SPRINGS,KS

A/C Reg. No. N22055

Time (Lc1) - 1730 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. DOOR.INSPECTION - OPEN
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - UTILITY POLE
 5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 6. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 49 2/13/84 LAWRENCE,KS A/C Reg. No. N83032 Time (Lcl) - 1030 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	2
Pass	0	0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

-----Aircraft Information-----

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/009 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAWRENCE,KS
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

LAWRENCE MUNICIPAL
Runway Ident - 19
Runway Lth/Wid - 3900/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1511

Make/Model- 55

Instrument- 126

Multi-Eng - 8

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 154

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE DUAL STUDENT ALLOWED THE ACFT TO PORPOISE & YAW AND LOST CONTROL OF THE ACFT AS IT VEERED INTO A DITCH. THE CFI ON BOARD TRIED TO CORRECT THE SITUATION WITH RUDDER AND THROTTLE BUT WAS UNSUCCESSFUL IN THE ATTEMPT.

Brief of Accident (Continued)

File No. - 49

2/13/84

LAWRENCE,KS

A/C Reg. No. N83032

Time (Lcl) - 1030 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
5. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 117 2/20/84 NORTON,KS A/C Reg. No. N714CH Time (Lcl) - 1200 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 150M	Eng Make/Model	- CONTINENTAL O-200A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 290/005 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point PHILLIPSBURG,KS</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data NORTON MUNI</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 2500/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - ICE COVERED</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 17</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 24</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 24</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 11</td> </tr> </table>	Total - 24	Last 24 Hrs - UNK/NR	Make/Model- 24	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- 11
Total - 24	Last 24 Hrs - UNK/NR							
Make/Model- 24	Last 30 Days- UNK/NR							
Instrument- 0	Last 90 Days- 11							

Instrument Rating(s) - NONE

-----Narrative-----

THE SOLO STUDENT LANDED IN A LIGHT CROSSWIND ON A RWY WITH PATCHES OF SNOW AND ICE. THE ACFT SLID SIDEWAYS AFTER BOUNCING AND COLLIDED WITH A SNOWBANK.

Brief of Accident (Continued)

File No. - 117

2/20/84

NORTON,KS

A/C Reg. No. N714CH

Time (Lcl) - 1200 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 197 2/25/84 FT RILEY,KS A/C Reg. No. N10144 Time (Lcl) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200 A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 090/014 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HAYS,KS
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

MARSHALL FIELD
Runway Ident - 04
Runway Lth/Wid - 4500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

HELICOPTER

Age - 25

Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 483	Last 24 Hrs - 4
Make/Model- 11	Last 30 Days- 10
Instrument- 87	Last 90 Days- 36
	Rotorcraft - 472

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE STUDENT PLT STATED HE LANDED HARD, BOUNCED AND IMPACTED THE RWY AGAIN, COLLAPSING THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 197

2/25/84

FT RILEY,KS

A/C Reg. No. N10144

Time (Lcl) - 1500 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 67 2/25/84 N. STILLWELL,KS A/C Reg. No. N3112H Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - ERCOUPE 415C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1260
No. of Seats - 2

Eng Make/Model - CONTINENTAL C85
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

HILLSIDE
Runway Ident - 18
Runway Lth/Wid - 2000/ 24
Runway Surface - UNK/NR
Runway Status - DRY

Wind Dir/Speed- 090/009 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - 1000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND

Age - 63
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 14402	Last 24 Hrs - UNK/NR
Make/Model- 20	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 6
Multi-Eng - 9048	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER AN ENG POWER LOSS DURING TAKEOFF CLIMB, THE PLT LANDED THE ACFT ON THE REMAINING RUNWAY. THE HARD LANDING RESULTED IN A NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN ONCE IN 7 MONTHS. THE OLD AUTOMOTIVE FUEL HAD DETERIORATED AND CONTAINED SEDIMENTS. 5 GALLONS OF AVIATION FUEL HAD BEEN ADDED TO THE 8 GALLONS OF AUTOMOTIVE FUEL PRIOR TO THE FLT.

Brief of Accident (Continued)

File No. - 67

2/25/84

N. STILLWELL,KS

A/C Reg. No. N3112H

Time (Lcl) - 1430 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL GRADE - IMPROPER
 2. AIRCRAFT SERVICE - IMPROPER - OTHER PERSON
 3. FLUID,FUEL - CONTAMINATION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. FLARE - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 175 2/27/84 PLEASANTON,KS

A/C Reg. No. N735UY

Time (Lcl) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 182Q
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-U
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELETYPE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 5.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 1500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LIBERAL,KS

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

GILMORE
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 912
Make/Model- 809
Instrument- 12
Last 24 Hrs - 2
Last 30 Days- 13
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE TAXIED THROUGH MUD AND SNOW ENROUTE TO THE RWY. HE SAID WHEN HE APPLIED RT RUDDER AND BRAKE THE ACFT FAILED TO RESPOND. THE LEFT WING HIT A POLE.

Brief of Accident (Continued)

File No. - 175

2/27/84

PLEASANTON,KS

A/C Reg. No. N735UY

Time (Lc1) - 1530 CST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - UTILITY POLE
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. TERRAIN CONDITION - SLUSH COVERED
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 56 1/15/84 ANNAPOLIS,MD A/C Reg. No. N9229K Time (Lcl) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model - STINSON 108-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2078
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-150-B3
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
READING,PA
Destination
ANNAPOLIS,MD

Airport Proximity
ON AIRSTRIP

Airport Data

LEE
Runway Ident - 30
Runway Lth/Wid - 2500/ 40
Runway Surface - ASPHALT
Runway Status - ICE COVERED

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 44
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1134	Last 24 Hrs	- 1
Make/Model-	327	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	20

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PLT LANDED FASTER THAN NORMAL AND LOST CONTROL OF THE ACFT ON THE ICY RWY. THE PLT SAID HE OVER-CORRECTED WITH LEFT RUDDER AND THE ACFT WENT OFF THE RWY AND SLID ON A FROZEN FIELD COLLAPSING THE RIGHT MAIN GEAR.

Brief of Accident (Continued)

File No. - 56

1/15/84

ANNAPOLIS, MD

A/C Reg. No. N9229K

Time (Lcl) - 1130 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
2. WEATHER CONDITION - CROSSWIND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
5. AIRSPEED - ABOVE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 62 1/27/84 BREWER, ME A/C Reg. No. N8941U Time (Lcl) - 0900 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150E	Eng Make/Model - CONT D-200-A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BREWER, ME	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BREWER
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
CFI	Current - YES	Total - 360
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 4
		Instrument- 78
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT WAS ON A LOCAL PRE-SOLO TAKEOFF AND LANDING PRACTICE FLIGHT. SEVERAL LANDINGS WERE MADE WITH THE STUDENT PILOT ADJUSTING FOR WIND CONDITIONS BELOW A TREE LINE. ON THE LAST LANDING THE CFI REPORTED THAT THE ACFT MOVED QUICKLY TO THE RIGHT AND STARTED TO SETTLE UNTIL THE RIGHT MAIN GEAR CONTACTED A SNOWBANK AND SPUN THE ACFT AROUND.

Brief of Accident (Continued)

File No. - 62

1/27/84

BREWER,ME

A/C Reg. No. N8941U

Time (Lcl) - 0900 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN
 ↓

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - DUAL STUDENT
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
-

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 29 1/07/84 HOLLAND,MI A/C Reg. No. N739BV Time (Lcl) - 1430 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	PARK TOWNSHIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 23
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3075/ 50
Lowest Sky/Clouds - 2500 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 49
SE LAND	Months Since - 5	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 6
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED LEFT OF THE RWY CENTERLINE WITH THE ACFT 5 DEGREES LEFT OF THE RWY HEADING. HE DID NOT CORRECT TO THE RIGHT AND THE ACFT COLLIDED WITH A SNOWBANK AND NOSED OVER.

Brief of Accident (Continued)

File No. - 29

1/07/84

HOLLAND,MI

A/C Reg. No. N739BV

Time (Lcl) - 1430 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

1. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 63 1/07/84 HOLLAND, MI A/C Reg. No. N6372W Time (Lcl) - 1845 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During - LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1180	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GRAND RAPIDS, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TUPLIP CITY
Wind Dir/Speed- 360/020 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3930/ 70
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2800 FT	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 131
SE LAND	Months Since - 30	Make/Model- 89
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 3
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED A SNOWBANK DURING LANDING. AFTER THE COLLISION THE ACFT NOSED OVER. THE PLT STATED THAT THE WINDS FORCED THE ACFT OFF THE CENTERLINE OF THE RWY INTO THE UNPLOWED AREA OF SNOW.

Brief of Accident (Continued)

File No. - 63

1/07/84

HOLLAND, MI

A/C Reg. No. N6372W

Time (Lcl) - 1845 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SNOWBANK

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 28 1/11/84 PORT HURON, MI A/C Reg. No. N63546 Time (Lcl) - 1330 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-TAKEOFF	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 150	Eng Make/Model	- CONTINENTAL O-200	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1104	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 010/003 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 40px;">TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p>ST. CLAIR COUNTY INT.</p> <p>Runway Ident - 04</p> <p>Runway Lth/Wid - 5104/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - ICE COVERED</p> <p style="padding-left: 40px;">SNOW - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 21</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 8</p> <p>Make/Model- 8</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 8</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT LOST CONTROL OF THE ACFT ON A SNOWY RWY AND COLLIDED WITH A SNOWBANK. THE STUDENT ADDED POWER FOR TAKEOFF AFTER A TOUCH AND GO LANDING AND THE ACFT VEERED TO THE LEFT. THE ACFT WAS NOT CORRECTED BEFORE A COLLISION WITH A SNOWBANK OCCURRED. THIS WAS THE STUDENTS 2ND SOLO. THE RWY WAS REPORTEDLY COVERED WITH SNOW AND ICE.

Brief of Accident (Continued)

File No. - 28

1/11/84

PORT HURON, MI

A/C Reg. No. N63546

Time (Lc1) - 1330 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
2. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
5. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

8. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 91 1/28/84 PONTIAC,MI

A/C Reg. No. N4888H

Time (Lc1) - 1219 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235 L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 200/012 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 15000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

OAKLAND-PONTIAC

Runway Ident - 27R

Runway Lth/Wid - 3250/ 75

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 33

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 26 Last 24 Hrs - UNK/NR

Make/Model- 23 Last 30 Days- UNK/NR

Instrument- 1 Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSS WIND LANDING THE ACFT VEERED LEFT, COLLIDED WITH A SNOWBANK AND NOSED OVER. THE WINDS WERE GUSTING TO 20 KNOTS.

Brief of Accident (Continued)

File No. - 91

1/28/84

PONTIAC, MI

A/C Reg. No. N4888H

Time (Lcl) - 1219 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
6. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
7. WEATHER EVALUATION - MISJUDGED - FLIGHT INSTRUCTOR(ON GROUND)

Occurrence #2 NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 137 2/12/84 LANSING, MI

A/C Reg. No. N62244

Time (Lcl) - 1400 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D23
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 160/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

CAPITAL CITY
Runway Ident - 09L
Runway Lth/Wid - 3600/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 75 Last 24 Hrs - 0
Make/Model- 7 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED OFF THE RWY DURING LANDING. THE PLT TRIED TO STRAIGHTEN THE ACFT WITH RUDDER PRESSURE BUT THE ACFT CONTINUED OFF THE RWY INTO A GULLY OF SNOW.

Brief of Accident (Continued)

File No. - 137

2/12/84

LANSING, MI

A/C Reg. No. N62244

Time (Lc1) - 1400 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 136 2/18/84 MENOMINEE, MI

A/C Reg. No. N5828E

Time (Lcl) - 1115 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC
Wind Dir/Speed- 060/005 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CRIVITZ, WI
Destination
MENOMINEE, MI

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CRIVITZ
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 36
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	159
Make/Model-	145
Instrument-	3
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED IN A SWAMP AND NOSED OVER AFTER THE ENGINE LOST POWER. WEATHER CONDITIONS WERE CONDUCIVE TO CARBURETOR ICING. THE PLT REPORTED THAT HE EXPERIENCED CARBURETOR ICING AND A POWER LOSS TWO MILES SHORT OF THE ARPT OF INTENDED LANDING.

Brief of Accident (Continued)

File No. - 136

2/18/84

MENOMINEE, MI

A/C Reg. No. N5828E

Time (Lc1) - 1115 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 38 3/22/84 DETROIT, MI A/C Reg. No. N9823Q Time (Lcl) - 2218 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-POSITIONING	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -TAXI							

-----Aircraft Information-----

Make/Model	- SMITH AEROSTAR 600	Eng Make/Model	- LYCOMING IO-540-K1F5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 5500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 290 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/014 KTS</p> <p>Visibility - 6.0 SM</p> <p>Lowest Sky/Clouds - 1500 FT SCATTERED</p> <p>Lowest Ceiling - 2100 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - SNOW SHOWER</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>MUSEGAN, MI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>DETROIT CITY</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, ATP, CFI</p> <p>SE LAND, ME LAND</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3392</p> <p>Make/Model- 237</p> <p>Instrument- 393</p> <p>Multi-Eng - 2004</p> <p>Last 24 Hrs - 7</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 202</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TAXIWAY COLLAPSED UNDER THE ACFT AS THE PLT PREPARED FOR TAKEOFF. THE ASPHALT SURFACE GAVE WAY DUE TO SUB-SURFACE EROSION AND A FOUR FT HOLE RESULTED. THE ACFTS LEFT MAIN GEAR WAS SHEARED OFF.

Brief of Accident (Continued)

File No. - 38

3/22/84

DETROIT,MI

A/C Reg. No. N9823Q

Time (Lcl) - 2218 EST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. AIRPORT FACILITIES,TAXIWAY CONDITION - INADEQUATE
 3. OTHER AIRPORT/RUNWAY MAINTENANCE - NOT MAINTAINED - AIRPORT PERSONNEL
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

4. LANDING GEAR,MAIN GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 142 3/26/84 PONTIAC,MI

A/C Reg. No. N68155

Time (Lcl) - 0920 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 080/010 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

PONTIAC-OAKLAND
Runway Ident - 09L
Runway Lth/Wid - 2350/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 45
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 16	Last 24 Hrs - UNK/NR
Make/Model-	16	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THIS WAS HIS FIRST SOLO FLT. DURING THE FIRST TAKEOFF FOLLOWING A TOUCH AND GO LANDING THE ACFT WENT OFF THE LEFT SIDE OF THE RWY AND COLLIDED WITH A SNOWBANK. AFTER THE COLLISION THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 142

3/26/84

PONTIAC, MI

A/C Reg. No. N68155

Time (Lc1) - 0920 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
2. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - SNOWBANK
6. TERRAIN CONDITION -

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 11 3/26/84 MECOSTA,MI

A/C Reg. No. NONE

Time (Lcl) - 1605 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -LANDING

Crew
Pass

-----Aircraft Information-----

Make/Model - BIRDMAN ENTERPRISES CHINOOK
Landing Gear - UNK/NR
Max Gross Wt - 590
No. of Seats - 1

Eng Make/Model - ROTEX 277
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 28 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/003 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

MECOSTA MORTON TWN
Runway Ident - UNK/NR
Runway Lth/Wid - 2850/ 200
Runway Surface - GRASS/TURF
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

Age - 33

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	-	10	Last 24 Hrs - UNK/NR
Make/Model-	7		Last 30 Days- UNK/NR
Instrument-	0		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED DURING A FORCED LANDING AND THE RIGHT WING STRUCK THE GROUND. THE PLT STATED THAT ON HIS FIRST TAKEOFF FULL POWER WAS NOT OBTAINED AND A TURN OF 180 DEGREES WAS INITIATED TO RETURN TO THE AIRSTRIP. THE ENGINE FAILED COMPLETELY ON DOWNWIND AND THE PLT STALLED THE VEHICLE. THE PLT STATED THAT HE FAILED TO OPEN THE VENT ON THE FUEL TANK WHICH CREATED A VACUUM IN THE TANK THAT LED TO FUEL STARVATION.

Brief of Accident (Continued)

File No. - 11

3/26/84

MECOSTA, MI

A/C Reg. No. NONE

Time (Lcl) - 1605 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. FUEL SYSTEM, VENT - OTHER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 87 1/02/84 SAUK RAPIDS, MN A/C Reg. No. N82667 Time (Lcl) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2AB	ELT Installed/Activated - YES/YES
Landing Gear - SKI	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1625	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MILACA, MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1746
SE LAND, ME LAND	Months Since - 13	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 760
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 20
		Multi-Eng - 35

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE LANDING ON A SNOW COVERED FIELD ONE OF THE LANDING SKIS BROKE WHEN IT STRUCK A DIRT MOUND BELOW THE SNOW. THE ACFT CARTWHEELED AND FLIPPED OVER.

Brief of Accident (Continued)

File No. - 87

1/02/84

SAUK RAPIDS, MN

A/C Reg. No. N82667

Time (Lcl) - 1500 CST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, SKI ASSEMBLY - FAILURE, PARTIAL
-

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 86 1/18/84 HAWLEY,MN A/C Reg. No. N9248L Time (Lcl) - 1145 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN AA-1A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-235 C2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/008 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HAWLEY,MN
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

HAWLEY
Runway Ident - 30
Runway Lth/Wid - 3406/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 34
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 20
Last 24 Hrs - 2
Make/Model- 15
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN INTO A SNOWBANK DURING THE LANDING ROLL AND FLIPPED OVER. THE PLT STATED THAT THE RIGHT BRAKE PEDAL CYLINDER FROZE BUT THIS COULD NOT BE CONFIRMED DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 86

1/18/84

HAWLEY,MN

A/C Reg. No. N9248L

Time (Lcl) - 1145 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SNOWBANK
 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 96 1/29/84 FARIBAULT, MN A/C Reg. No. N9205U Time (Lc1) - 1330 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	1	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Itinerary

Last Departure Point
LAKEVILLE, MN
Destination
LAKEVILLE, MN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Basic Weather - VMC
Wind Dir/Speed- 110/004 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 1500 FT
Lowest Ceiling - 7500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 118
Make/Model- 78
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED IN A SNOW COVERED FIELD FOLLOWING A PARTIAL POWER LOSS. THE PLT STATED THAT HE PERFORMED A PREFLIGHT WHICH INCLUDED CHECKING THE FUEL FOR CONTAMINATION. POST ACCIDENT INVESTIGATION REVEALED WATER IN THE GASCOLATOR AND ICE IN THE FUEL LINES NEAR THE BELLY DRAIN.

Brief of Accident (Continued)

File No. - 96

1/29/84

FARIBAULT, MN

A/C Reg. No. N9205U

Time (Lcl) - 1330 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, FILTER - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL SYSTEM, LINE - FROZEN

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SNOW COVERED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 161 2/22/84 NEWPORT, MN A/C Reg. No. N4893K Time (Lc1) - 1415 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - NAVION A	Eng Make/Model - CONTINENTAL E-185-9	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 5	Rated Power - 205 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NEWPORT, MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SO. ST. PAUL MUNI
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2716
SE LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 550
		Instrument- 160
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT ENGINE FAILED WHEN THE PLT APPLIED CARBURATOR HEAT TO TRY TO "CURE" A ROUGH RUNNING ENGINE. POST ACCIDENT INVESTIGATION REVEALED A HOLE IN THE LEFT MUFFLER AND SHROUD ALLOWING BURNT EXHAUST GASES TO ENTER THE CARBURETOR WHEN CARBURETOR HEAT WAS APPLIED.

Brief of Accident (Continued)

File No. - 161

2/22/84

NEWPORT,MN

A/C Reg. No. N4893K

Time (Lc1) - 1415 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation DESCENT - NORMAL

Finding(s)

1. EXHAUST SYSTEM,MUFFLER - BURNED
 2. CARBURETOR HEAT - SELECTED - PILOT IN COMMAND
 3. EXHAUST SYSTEM,MUFFLER - FAILURE,PARTIAL
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
 5. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. OBJECT - WIRE,STATIC
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 173 1/01/84 PITTSBURG,MO A/C Reg. No. N2998L Time (Lcl) - 1115 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
Crew 0	0	0	1	
Pass 0	0	0	0	

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - MOONEY M20C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/011 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 3300 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
PANAMA CITY,FL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

SKI HARBER
Runway Ident - 36
Runway Lth/Wid - 2600 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - SNOW - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 66

Biennial Flight Review

Current - NO
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF OF THE SNOW COVERED RWY INTO TREES AFTER AN ATTEMPTED DOWNWIND TAKEOFF. THE PLT HAD PACKED THE 8 INCH SNOW BY DRIVING HIS CAR ON THE RWY. DURING THE ABORTED TAKEOFF THE PLT WAS UNABLE TO STOP THE ACFT BEFORE TREE CONTACT.

Brief of Accident (Continued)

File No. - 173

1/01/84

PITTSBURG,MO

A/C Reg. No. N2998L

Time (Lcl) - 1115 CST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. OBJECT - TREE(S)
6. AIRPORT SNOW REMOVAL - NOT PERFORMED - AIRPORT PERSONNEL
7. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,7

Factor(s) relating to this accident is/are finding(s) 1,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 128 1/02/84 KIRKSVILLE,MO A/C Reg. No. N45638 Time (Lc1) - 1245 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-200 A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC
Wind Dir/Speed- 270/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KIRKSVILLE,MO
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

KIRKSVILLE MUNI
Runway Ident - 18
Runway Lth/Wid - 6004/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 30

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 219	Last 24 Hrs	- 2
Make/Model-	216	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LOST POWER AND EMITTED BLACK SMOKE DURING TAKEOFF. THE ACFT WAS FORCED TO LAND IN A FIELD OFF THE ARPT. THE WEATHER WAS CONDUCIVE TO CARBURETOR ICING. THE PLT SAID THAT HE HAD NOT USED CARBURETOR HEAT ANYTIME DURING THE SEQUENCE OF EVENTS.

Brief of Accident (Continued)

File No. - 128

1/02/84

KIRKSVILLE, MO

A/C Reg. No. N45638

Time (Lcl) - 1245 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
 3. FUEL SYSTEM, CARBURETOR - ICE
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 131 1/04/84 KANSAS CITY,MO A/C Reg. No. N82YL Time (Lcl) - 1624 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - YOUNG-LOSEY Q-2	Eng Make/Model - RAVENMASTER R-2100	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	KANSAS CITY,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RICHARDS-GEBAUR
Wind Dir/Speed- 240/007 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8925/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 92
SE LAND	Months Since - 12	Make/Model- 17
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 18
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A RWY MARKER AFTER BOUNCING DURING A POWER OFF LANDING. THE ACFT WAS DESCENDED FROM 500 FT POWER OFF TO A TOUCHDOWN. THE TAILWHEEL ACFT BOUNCED ABOUT 20 FT INTO THE AIR. THE ACFT WENT FOR THE RWYS EDGE AND SLID TO A STOP IN THE GRASS.

Brief of Accident (Continued)

File No. - 131

1/04/84

KANSAS CITY,MO

A/C Reg. No. N82YL

Time (Lc1) - 1624 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND

2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - RUNWAY LIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 15 1/07/84 ST. CHARLES, MO A/C Reg. No. N5396P Time (Lcl) - 1650 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/005 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ST. CHARLES
Runway Ident - 27
Runway Lth/Wid - 3500/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 211	Last 24 Hrs	- UNK/NR
Make/Model-	30	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	20
Multi-Eng -	2	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS PROGRESSING FROM A TOUCH-AND-GO LANDING WHEN IT COLLIDED WITH TRANSMISSION WIRES, 926 FT FROM THE RWY AT ABOUT 27 FT AGL. THE WEATHER WAS CONDUCIVE TO CARBURETOR ICING AND THE CARBURETOR HEAT CONTROL WAS FOUND PARTIALLY OPEN. SEVERAL GALLONS OF FUEL DRAINED FROM THE ACFT AFTER THE ACCIDENT. THE ACFT HEADING FOR AN OPEN FIELD WHEN IT CRASHED.

Brief of Accident (Continued)

File No. - 15

1/07/84

ST. CHARLES, MO

A/C Reg. No. N5396P

Time (Lcl) - 1650 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 164 1/20/84 LIBERTY,MO

A/C Reg. No. N83MC

Time (Lcl) - 2350 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-CENTRAL AIR CHARTER	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	None	1
Accident Occurred During	-LANDING						0

-----Aircraft Information-----

Make/Model	- AERO COMMANDER 690A	Eng Make/Model	- GARRETT TPE-331-5-251	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10250	Engine Type	- TURBOPROP		
No. of Seats	- 9	Rated Power	- 717 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		UNK/NR	
Method	- UNK/NR	LORAIN,OH			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	KANSAS CITY,KS		Runway Ident	- UNK/NR
Wind Dir/Speed	- 200/007 KTS	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Visibility	- 10.0 SM	Type of Flight Plan	- IFR	Runway Surface	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- IFR	Runway Status	- UNK/NR
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision	- HAZE				
Precipitation	- NONE				
Condition of Light	- NIGHT(BRIGHT)				

-----Personnel Information-----

Pilot-In-Command	Age - 0	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP,CFI	Current - YES	Total - 6460	Last 24 Hrs - 5
SE LAND,ME LAND	Months Since - 3	Make/Model- 510	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 553	Last 90 Days- 220
		Multi-Eng - 4800	Rotorcraft - 53

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT APPROXIMATELY 15 MIN FROM HIS DESTINATION THE LOW FUEL LIGHT ILLUMINATED IN THE COCKPIT. THE ACFT WAS FLOWN FOR APPROX 10 MIN WHEN THE ENGINES SPUTTERED AND QUIT. THE PLT STATED HE "CAME IN TOO HOT AND BOUNCED OFF THE RWY, PULLED THE GEAR UP LOOKED FOR A FIELD OR ROAD FINALLY COMING TO REST ON A FROZEN POND. POST ACCIDENT INVESTIGATION REVEALED LESS THAN 2 GAL OF FUEL ABOARD THE ACFT.

Brief of Accident (Continued)

File No. - 164

1/20/84

LIBERTY,MO

A/C Reg. No. N83MC

Time (Lc1) - 2350 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 132 1/22/84 CHESTERFIELD,MO A/C Reg. No. N6377B Time (Lcl) - 0940 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew Pass
NONE 0 0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235 L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/004 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 20000 FT THIN OVC
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

SPIRIT OF ST LOUIS
Runway Ident - 25
Runway Lth/Wid - 6008/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 54
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	17
Last 24 Hrs	- UNK/NR
Make/Model-	17
Last 30 Days-	UNK/NR
Instrument-	0
Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BOUNCED DURING A TOUCH AND GO LANDING. THE PLT WAS UNABLE TO CONTROL THE BOUNCING AND THE ACFT RECEIVED DAMAGE TO THE NOSE GEAR, PROPELLER AND WING TIPS.

Brief of Accident (Continued)

File No. - 132

1/22/84

CHESTERFIELD, MO

A/C Reg. No. N6377B

Time (Lcl) - 0940 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - ROLL

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 118 1/25/84 KENNETT,MO A/C Reg. No. N78FR Time (Lcl) - 0620 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 1	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1330	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	DAYTON,OH	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	KENNET,MO	KENNETT
Wind Dir/Speed- 280/003 KTS	ATC/Airspace	Runway Ident - 17
Visibility - .125 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3110/ 50
Lowest Sky/Clouds - 300 FT PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - VOR/TVOR	Runway Status - DRY
Obstructions to Vision- FOG	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 98
SE LAND	Months Since - UNK/NR	Make/Model- 95
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 3
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 16
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN IMC WEATHER AFTER THE ENGINE LOST POWER DUE TO FUEL EXHAUSTION. THE PLT HAD RECEIVED A BRIEFING ON THE WEATHER PRIOR TO DEPARTURE. POST ACCIDENT INVESTIGATION REVEALED LESS THAN 2 GALLONS OF FUEL REMAINED ABOARD THE ACFT.

Brief of Accident (Continued)

File No. - 118

1/25/84

KENNETT, MO

A/C Reg. No. N78FR

Time (Lc1) - 0620 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
4. FUEL SUPPLY - EXCEEDED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 126 2/13/84 BOONVILLE, MO A/C Reg. No. N4944M Time (Lcl) - 1200 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-20	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LEXINGTON, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	JESSE VIERTEL MEMORIAL
Wind Dir/Speed- 230/012 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 237
SE LAND	Months Since - 12	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 3
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER AFTER LANDING. THE PLT SAID THAT THE ARPT MANAGER TOLD HIM THAT "THERE IS A VALLEY THAT FUNNELS THE WIND AND HAS BLOWN OTHER ACFT THE SAME WAY". THE PLT SAID THE ONLY WAY TO AVOID THIS CONDITION IS TO LAND FARTHER DOWN THE RWY.

Brief of Accident (Continued)

File No. - 126

2/13/84

BOONVILLE,MO

A/C Reg. No. N4944M

Time (Lc1) - 1200 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 9 2/14/84 SPRINGFIELD,MO A/C Reg. No. N55277 Time (Lcl) - 1730 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-DLJ	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	COLUMBIA,MO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SPRINGFIELD,MO	SPRINGFIELD DOWN TOWN
Wind Dir/Speed- 160/010 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3845/ 35
Lowest Sky/Clouds - 25000 FT THIN OVC	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 211
	Months Since - N/A	Make/Model- 211
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 16
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON THE FINAL LEG OF A X-COUNTRY FLT. WHILE LANDING WITH A GUSTY X-WIND, THE ACFT VEERED OFF THE RWY, ENCOUNTERED SOFT TERRAIN & NOSED OVER.

Brief of Accident (Continued)

File No. - 9

2/14/84

SPRINGFIELD, MO

A/C Reg. No. N55277

Time (Lcl) - 1730 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 66 2/20/84 INDEPENDENCE, MO A/C Reg. No. N25756 Time (Lcl) - 1415 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

-----Aircraft Information-----

Make/Model - CASSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - TV WX
Method - TV/RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 235/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LEE'S SUMMIT, MO

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

MEMORIAL

Runway Ident - 18

Runway Lth/Wid - 2570/ 50

Runway Surface - GRAVEL

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 98

Make/Model- 56

Instrument- 4

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A STEEP APPROACH WITH FULL FLAPS, HIT HARD, BOUNCED AND CAME DOWN ON THE NOSE WHEEL. THE NOSE WHEEL COLLAPSED AND THE ACFT FLIPPED OVER. THE PLT STATED THAT HE DID NOT START THE LANDING FLARE SOON ENOUGH.

Brief of Accident (Continued)

File No. - 66

2/20/84

INDEPENDENCE, MO

A/C Reg. No. N25756

Time (Lc1) - 1415 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 5 2/27/84 JEFFERSON CITY, MO A/C Reg. No. N7734C Time (Lcl) - 1312 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	3
Accident Occurred During - LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ST. JOSEPH, MO	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	JEFFERSON CITY
Wind Dir/Speed- 340/010 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 1.500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5001/ 100
Lowest Sky/Clouds - 600 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 600 FT OBSCURED	Type Apch/Lndg - ILS-LOCALIZER	Runway Status - SNOW - DRY
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3901
SE LAND, ME LAND	Months Since - 23	Make/Model- 546
	Aircraft Type - UNK/NR	Instrument- 590
		Multi-Eng - 216
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DRIFTED LEFT DUE TO A CROSSWIND DURING LANDING. THE DRIFT PUT THE ACFT INTO SNOW WHICH HAD BEEN PLOWED ALONG THE RWY SIDE. THE COLLISION PULLED THE ACFT OFF THE RWY.

Brief of Accident (Continued)

File No. - 5

2/27/84

JEFFERSON CITY, MO

A/C Reg. No. N7734C

Time (Lc1) - 1312 CST

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - SNOW
5. WEATHER CONDITION - CROSSWIND
6. WEATHER CONDITION - GUSTS
7. TERRAIN CONDITION - SNOWBANK
8. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 24 2/29/84 POINT LOOKOUT, MO A/C Reg. No. N74WB Time (Lcl) - 1215 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					1

-----Aircraft Information-----

Make/Model	- PIPER PA-18	Eng Make/Model	- LYCOMING O-320 A2A	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1750	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 150 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 20px;">TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">M. GRAHAM CLARK</p> <p style="padding-left: 20px;">Runway Ident - 29</p> <p style="padding-left: 20px;">Runway Lth/Wid - 3600/ 100</p> <p style="padding-left: 20px;">Runway Surface - ASPHALT</p> <p style="padding-left: 20px;">Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND</p> <p style="padding-left: 20px;">GLIDER</p>	<p>Age - 50</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 7</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 1917</p> <p style="padding-left: 20px;">Make/Model- 50</p> <p style="padding-left: 20px;">Instrument- 130</p> <p style="padding-left: 20px;">Last 24 Hrs - 3</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 25</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ANGLED IN ON THE FINAL APPROACH AT LOW ALT. AND THE RIGHT LANDING GEAR HIT A SNOWBANK. THE COLLISION PULLED THE ACFT INTO THE SNOW AND IT NOSED OVER.

Brief of Accident (Continued)

File No. - 24

2/29/84

POINT LOOKOUT, MO

A/C Reg. No. N74WB

Time (Lcl) - 1215 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - SNOWBANK
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 149 4/06/84 ST. JOSEPH, MO A/C Reg. No. N25731 Time (Lcl) - 1800 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-38	Eng Make/Model - LYCOMING O-235 L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	EMPORIA,KS	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ROSECRANS MEMORIAL
Wind Dir/Speed- 100/010 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 8059/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 41
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 41
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED IN A GUSTY CROSSWIND. THE ACFT BALLOONED AND LANDED HARD WHICH COLLAPSED THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 149

4/06/84

ST. JOSEPH, MO

A/C Reg. No. N25731

Time (Lcl) - 1800 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. FLARE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. WEATHER CONDITION - GUSTS

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 102 2/17/84 MAYERSVILLE, MS A/C Reg. No. N5081T Time (Lcl) - 1220 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - BEECH 19A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2250
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 070/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAKE PROVIDENCE, LA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

COTTONWOOD PLANTATION
Runway Ident - 36
Runway Lth/Wid - 2800/ 35
Runway Surface - DIRT
Runway Status - SOFT

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT CIRCLED THE AIRSTRIP PRIOR TO LANDING AND BELIEVED THE LANDING AREA IN SUITABLE CONDITION. DURING THE LANDING RIGHT MAIN LANDING GEAR MIRED IN A SOFT SPOT AND THE LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 102

2/17/84

MAYERSVILLE, MS

A/C Reg. No. N5081T

Time (Lc1) - 1220 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INACCURATE - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 14 2/25/84 CRAWFORD,MS A/C Reg. No. N731RJ Time (Lcl) - 1320 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation -AERIAL APPLICATION

Fire
ON GROUND

Crew
Pass

Flight Conducted Under -14 CFR 137

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - CESSNA A-188B

Eng Make/Model - CONTINENTAL IO-520-D

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 4200

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 300 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/003 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CRAWFORD,MS

Destination

LOCAL

Airport Proximity

UNK/NR

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 54

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 14000

Make/Model- 2000

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 5

Last 30 Days- 60

Last 90 Days- 60

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED DURING AN AERIAL APPLICATION TURN-AROUND. BEFORE RECOVERY FROM THE STALL, THE ACFT COLLIDED WITH TREES, A POWER LINE AND THE GROUND. NO EVIDENCE OF A PREIMPACT MALFUNCTION WAS FOUND OR REPORTED.

Brief of Accident (Continued)

File No. - 14

2/25/84

CRAWFORD,MS

A/C Reg. No. N731RJ

Time (Lcl) - 1320 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. MANEUVER - INITIATED - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. OBJECT - TREE(S)
 5. OBJECT - WIRE,TRANSMISSION
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 83 3/03/84 PASCAGOULA, MS A/C Reg. No. N8662U Time (Lcl) - 1515 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA C-172F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/003 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GULFPORT, MS
Destination
LOCAL

Airport Proximity
UNK/NR

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 31
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 29 Last 24 Hrs - UNK/NR
Make/Model- 29 Last 30 Days- UNK/NR
Instrument- 17 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DITCHED THE ACFT AFTER A COMPLETE LOSS OF POWER. THE ACFT FUEL SYSTEM WAS DAMAGED DURING THE RECOVERY PROCESS AND A COMPLETE EVALUATION COULD NOT BE MADE.

Brief of Accident (Continued)

File No. - 83

3/03/84

PASCAGOULA, MS

A/C Reg. No. N8662U

Time (Lc1) - 1515 CST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - WATER, GLASSY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 134 1/05/84 HOMESTEAD,MT

A/C Reg. No. N25230

Time (Lcl) - 1015 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	1	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235 L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
UNK/NR

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)

Age - 27
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	-	123	Last 24 Hrs -	1
Make/Model-	123		Last 30 Days-	UNK/NR
Instrument-	UNK/NR		Last 90 Days-	36
Multi-Eng -	UNK/NR		Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED FROM AN ALTITUDE OF 200 FT WHILE MANEUVERING OVER A CREEK. THE ACFT WAS OVERLOADED BY 135 LBS WITH 2 OCCUPANTS AND FULL FUEL. THERE WERE NO FAA RECORDS FOUND ON THE PLT.

Brief of Accident (Continued)

File No. - 134

1/05/84

HOMESTEAD,MT

A/C Reg. No. N25230

Time (Lc1) - 1015 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 3. LOW PASS - PERFORMED - PILOT IN COMMAND
 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
 7. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 51 1/30/84 BILLINGS, MT A/C Reg. No. N6741H Time (Lcl) - 1330 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

SUBSTANTIAL

Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	1	0	
Pass	0	0	0	1	

-----Aircraft Information-----

Make/Model - PIPER J3C-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 220/013 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - 20000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - RAIN SHOWERS

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

UNK/NR

Destination

BUTTE, MT

Airport Proximity

ON AIRPORT

Airport Data

BILLINGS LOGAN

Runway Ident - 27R

Runway Lth/Wid - 10500/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - SDF

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 17

Biennial Flight Review

Current - NO

Months Since - 0

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	137	Last 24 Hrs	-	4
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Make/Model	-	115	Last 30 Days	-	UNK/NR
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Instrument	-	7	Last 90 Days	-	23
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING TAKEOFF A GUST OF WIND BLEW THE ACFT TO THE RIGHT AND HE DECIDED TO ABORT THE TAKEOFF. DURING THE ABORT THE ACFT DEPARTED THE RWY, WENT DOWN A BANK AND CAME TO REST UPSIDE DOWN.

Brief of Accident (Continued)

File No. - 51

1/30/84

BILLINGS, MT

A/C Reg. No. N6741H

Time (Lcl) - 1330 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 7 2/05/84 THREE FORKS,MT A/C Reg. No. N9832M Time (Lcl) - 1120 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -MANEUVERING			0	0	1	0

-----Aircraft Information-----

Make/Model - MAULE M-4S	Eng Make/Model - CONTINENTAL O-300-A	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - UNK/NR	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ENNIS,MT	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING	SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 715
SE LAND,SE SEA	Months Since - 6	Make/Model- 715
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 3
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS FLYING LOW TOWARD RISING TERRAIN. THE AIRSPEED SLOWED TO THE POINT THAT THE POINT THAT THE ACFT MUSHED INTO THE GROUND AND CARTWHEELED. THE PLT SAID HE HAD NOT REMOVED ALL THE FROST ON THE WINGS PRIOR TO FLT AND HE THOUGHT THE STALL SPEED WAS RAISED BY THE FROST.

Brief of Accident (Continued)

File No. - 7 2/05/84 THREE FORKS,MT A/C Reg. No. N9832M Time (Lcl) - 1120 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
 2. AIRSPEED(VS) - REDUCED -
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 5. PULL-UP - ATTEMPTED - PILOT IN COMMAND
 6. STALL/MUSH - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 101 2/11/84 CAROLINA BEACH, NC A/C Reg. No. N733NU Time (Lcl) - 1120 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During - LANDING			0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA C-172	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - UNK/NR	SUMMERVILLE, SC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PILOTS RIDGE
Wind Dir/Speed- 170/014 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3600/ 200
Lowest Sky/Clouds - 2900 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 72
SE LAND	Months Since - 13	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 33
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED A NORMAL LANDING ROLL UNTIL HE REACHED THE END OF THE HARD-PACKED CLAY SURFACE AND ROLLED INTO SAND.
THE ACFT MIRED IN AND NOSED OVER. THIS WAS THE PILOT'S FIRST LANDING AT THIS ARPT.

Brief of Accident (Continued)

File No. - 101

2/11/84

CAROLINA BEACH, NC

A/C Reg. No. N733NU

Time (Lc1) - 1120 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY MARKING - INADEQUATE
 2. BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND
 3. IMPROPER USE OF FACILITY, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 100 2/12/84 HICKORY, NC A/C Reg. No. N9457C Time (Lcl) - 2154 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
						5

-----Aircraft Information-----

Make/Model - CESSNA C-303	Eng Make/Model - CONTINENTAL TSIO-520 AE	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	FT. LAUDERDALE, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HICKORY MUNICIPAL
Wind Dir/Speed- 150/011 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4399/ 150
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 7614
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 110
		Instrument- 650
		Multi-Eng - 1639
		Last 30 Days- UNK/NR
		Last 90 Days- 113
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT OVERRAN THE RWY AND COLLIDED WITH A FENCE DURING A NIGHT LANDING. THE FLT WAS HAMPERED BY AN INOPERATIVE HEATER AND A DOME LIGHT THAT COULD NOT BE TURNED OFF. THE RWY SUGGESTED FOR USE WAS SHORT WITH A DECOMMISSIONED VASI SYSTEM. THE PLT SAID SHE LANDED LONG AND WAS LATE IN DETECTING THE RWYS END. THERE WERE SKID MARKS ABOUT 15 FT LONG ON THE RWYS END.

Brief of Accident (Continued)

File No. - 100

2/12/84

HICKORY, NC

A/C Reg. No. N9457C

Time (Lc1) - 2154 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIR COND/HEATING/PRESSURIZATION, CABIN TEMP CONTROL - INOPERATIVE
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL DETECTION - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT (OTHER ORGANIC PROBLEM) - PILOT IN COMMAND
6. AIRPORT FACILITIES, VISUAL APCH SLOPE IND (VASI) - INOPERATIVE
7. IMPROPER USE OF PROCEDURE, FATIGUE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

8. OBJECT - FENCE
9. BRAKES (NORMAL) - DELAYED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,7,9

Factor(s) relating to this accident is/are finding(s) 1,4,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 174

3/19/84

SUPPLY, NC

A/C Reg. No. N8782F

Time (Lcl) - 2200 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Fatal	Injuries		
	Serious	Minor	None
Crew 0	1	0	0
Pass 0	1	0	0

Type of Operation -BUSINESS

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - HUGHES 269

Landing Gear - SKID

Max Gross Wt - 1550

No. of Seats - 2

Eng Make/Model - LYCOMING HO-360-B1B

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 180 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- 070/011 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 100 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

GEORGETOWN, SC

Destination

WILMINGTON, NC

Airport Proximity

UNK/NR

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 30

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 469

Make/Model- 58

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 29

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT AND PASSG STATED THAT AS THE FLT APPROACHED SUPPLY, NC, THE WX CONDITIONS DETERIORATED AND THE HELICOPTER ENCOUNTERED A FOG BANK. THE PASSG RECALLED THAT THE VISIBILITY REDUCED COMPLETELY AND VISUAL CONTACT WITH THE GROUND WAS LOST. THE PLT DECIDED TO FLY EAST TOWARD THE OCEAN AND DECENDED TO A LOWER ALTITUDE HOPING FOR BETTER WX. THE ACFT STRUCK A TREE AND CRASHED.

Brief of Accident (Continued)

File No. - 174

3/19/84

SUPPLY, NC

A/C Reg. No. N8782F

Time (Lc1) - 2200 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - FOG
2. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. IN FLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

7. OBJECT - TREE(S)
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,8

Factor(s) relating to this accident is/are finding(s) 1,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 160 1/09/84 BATTLE CREEK, NE A/C Reg. No. N6839H Time (Lcl) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER J-3
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 350/008 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 2500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - SNOW

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NORFOLK, NE

Destination

SAME AS ACC/INC

Airport Proximity

UNK/NR

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND

Age - 49

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 7350

Make/Model- 85

Instrument- 645

Multi-Eng - 2540

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT AS TAXIING ON A HARD PACKED SNOW COVERED FIELD WHEN THE RIGHT MAIN LANDING GEAR COLLAPSED. VISUAL INSPECTION DID NOT SHOW ANY SIGNS OF FATIGUE. SLIGHT BENDING AND OVERLOAD SEPARATION OF THE SHOCK STRUT TUBING WAS EVIDENT.

Brief of Accident (Continued)

File No. - 160

1/09/84

BATTLE CREEK, NE

A/C Reg. No. N6839H

Time (Lc1) - 1530 CST

Occurrence MAIN GEAR COLLAPSED

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR, MAIN GEAR SHOCK ABSORBING STRUT - OVERLOAD
 2. TERRAIN CONDITION - SNOW COVERED
 3. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 198 2/20/84 PAPILLION, NE A/C Reg. No. N28673 Time (Lcl) - 1459 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	2
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- GULFSTREAM AMERICAN AA5B	Eng Make/Model	- LYCOMING O-360-A4K	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	PAPILLION, NE	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	MARYVILLE, MO	SOUTH OMAHA
Wind Dir/Speed	- 280/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 35
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- 2630/ 125
Lowest Ceiling	- NONE	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- WET
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 18	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 56	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model - 2	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 5
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OVERRAN DURING AN ATTEMPTED TAKEOFF ON THE WATER COVERED RWY. THE ACFT FAILED TO ATTAIN THE PROPER AIRSPEED FOR LIFT OFF. DURING THE OVERRUN THE NOSE GEAR SHEARED OFF. THE PLT SAID THE STANDING WATER ON THE TURF RWY PREVENTED PROPER ACCELERATION.

Brief of Accident (Continued)

File No. - 198

2/20/84

PAPILLION,NE

A/C Reg. No. N28673

Time (Lc1) - 1459 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
 2. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
 3. ROTATION - NOT OBTAINED - PILOT IN COMMAND
 4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 5. DISTANCE - MISJUDGED - PILOT IN COMMAND
 6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 OVERRUN

Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 121

3/07/84

BROKEN BOW,NE

A/C Reg. No. N52252

Time (Lcl) - 1350 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-O2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 330/024 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 8000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SARGENT,NE

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

MUNICIPAL

Runway Ident - 32

Runway Lth/Wid - 3740/ 50

Runway Surface - CONCRETE

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 51

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 7200 Last 24 Hrs - 1

Make/Model- 700 Last 30 Days- UNK/NR

Instrument- 1000 Last 90 Days- 99

Multi-Eng - 1500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A GUST OF WIND OVERTURNED THE ACFT DURING TAXI FROM LANDING. THE WIND WAS FROM 330 DEGREES AT 24 KTS GUSTING TO 34 KTS.

Brief of Accident (Continued)

File No. - 121

3/07/84

BROKEN BOW,NE

A/C Reg. No. N52252

Time (Lc1) - 1350 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAXI - FROM LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 57 1/27/84 NASHUA,NH

A/C Reg. No. N8431Y

Time (Lcl) - 1545 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
Crew 0	0	0	1	
Pass 0	0	0	0	

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - ROBINSON R-22
Landing Gear - SKID
Max Gross Wt - 2350
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 124 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NASHUA,NH
Destination
LOCAL

Airport Proximity
UNK/NR

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND
HELICOPTER

Age - 53
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1563
Make/Model- 213
Instrument- 170
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 120
Rotorcraft - 213

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER LEFT SKID HOOKED ON THE GUARD RAIL AS TAKEOFF BEGAN FROM A TRAILER. AS THE PLT CONTINUED TO INCREASE POWER TO LIFT, THE ACFT ROLLED OVER AND THE MAIN ROTOR HIT THE HOOD OF THE TRACTOR.

Brief of Accident (Continued)

File No. - 57

1/27/84

NASHUA,NH

A/C Reg. No. N8431Y

Time (Lc1) - 1545 EDT

Occurrence ROLL OVER
Phase of Operation TAKEOFF

Finding(s)

1. LANDING GEAR,SKID ASSEMBLY - MOVEMENT RESTRICTED
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. ROTOR SYSTEM,MAIN ROTOR BLADE - MOVEMENT RESTRICTED
4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 187 1/11/84 LAS VEGAS,NV

A/C Reg. No. N50BG

Time (Lc1) - 1437 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - ROCKWELL COMMANDER 114
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3140
No. of Seats - 4

Eng Make/Model - LYCOMING TIO-540-T4B5D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 320/016 KTS
Visibility - 75.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAS VEGAS,NV
Destination
LONG BEACH,CA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

MCCARRAN INTERNATIONAL
Runway Ident - 01L
Runway Lth/Wid - 5001/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 58
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)		
Total	-	315
Last 24 Hrs	-	UNK/NR
Make/Model-	242	Last 30 Days-
Instrument-	33	Last 90 Days-
		21

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED OFF THE RWY IN A STRONG GUSTY CROSSWIND. AS THE ACFT LEFT THE RWY THE LANDING GEAR COLLAPSED. THE PLT STATED THAT SHE OVER-CORRECTED HAVING NEVER ATTEMPTED A TAKEOFF IN WIND THAT STRONG.

Brief of Accident (Continued)

File No. - 187

1/11/84

LAS VEGAS,NV

A/C Reg. No. N50BG

Time (Lc1) - 1437 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. TERRAIN CONDITION - SOFT
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. WEATHER CONDITION - GUSTS

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD
7. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 71 2/11/84 MINDEN,NV A/C Reg. No. N25807 Time (Lcl) - 1330 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 152II	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MINDEN,NV	DOUGLAS COUNTY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 16
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7400/ 75
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 51
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 51
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED FAST AND DURING SUBSEQUENT BOUNCING THE NOSE GEAR BROKE OFF. THIS STUDENT PLT HAD ONLY ABOUT 3 HOURS OF SOLO FLT EXPERIENCE.

Brief of Accident (Continued)

File No. - 71

2/11/84

MINDEN,NV

A/C Reg. No. N25807

Time (Lc1) - 1330 PST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 58 1/12/84 SENECA FALLS,NY A/C Reg. No. N8108U Time (Lcl) - 1615 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - LYCOMING O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/003 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SENECA FALLS,NY
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

SENECA FALLS
Runway Ident - 18
Runway Lth/Wid - 3200/ 50
Runway Surface - ASPHALT
Runway Status - SNOW - COMPACTED

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 52
Last 24 Hrs - 2
Make/Model- 52
Last 30 Days- UNK/NR
Instrument- 2
Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLLOUT THE ACFT HIT AN ICY PATCH OF RWY AND AT THE SAME TIME ENCOUNTERED A GUSTY CROSSWIND. THE ACFT SKIDDED INTO A SNOWBANK AND NOSED OVER.

Brief of Accident (Continued)

File No. - 58

1/12/84

SENECA FALLS,NY

A/C Reg. No. N8108U

Time (Lcl) - 1615 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 60 1/28/84 AKRON, NY

A/C Reg. No. N63678

Time (Lcl) - 1515 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 040/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AKRON, NY
Destination
BUFFALO, NY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

AKRON
Runway Ident - 06
Runway Lth/Wid - 3300/ 80
Runway Surface - ASPHALT
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 62

Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 344	Last 24 Hrs	- UNK/NR
Make/Model-	217	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LOST POWER DURING TAKEOFF AND LANDED OFF ARPT IN THE SNOW COLLAPSING THE NOSE GEAR. WEATHER CONDITIONS WERE CONDUCTIVE TO CARBURETOR ICING AND THE ABNORMALLY LONG TAXI AND GROUND TIME ADDED TO THE POTENTIAL HAZARD.

Brief of Accident (Continued)

File No. - 60

1/28/84

AKRON, NY

A/C Reg. No. N63678

Time (Lcl) - 1515 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - SNOW COVERED
 4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 32 2/02/84 HAUPPAUGE, NY

A/C Reg. No. N199MG

Time (Lcl) - 1630 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - GORDON TEENIE TWO
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 600
No. of Seats - 1

Eng Make/Model - VOLKSWAGEN 1680CC
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 190/009 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MASTIC, NY
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - UNK/NR
Type of Clearance - UNK/NR
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 488
Last 24 Hrs - 7
Make/Model- 84
Last 30 Days- UNK/NR
Instrument- 58
Last 90 Days- UNK/NR
Multi-Eng - 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT ENGINE FAILED INTERNALLY AND OIL SPRAYING ON THE WINDSHIELD REDUCED THE PLTS VISIBILITY DURING THE FORCED LANDING. DURING THE ROLLOUT ON A ROAD THE ACFT COLLIDED WITH A STOP SIGN. AN EXAM REVEALED THERE WAS NO COMPRESSION IN THE LEFT REAR CYLINDER. THE LEFT REAR SPARK PLUG WAS FOULED, THE RINGS ON THE LEFT REAR PISTON WERE BURNED & SEIZED, AND THERE WAS A HOLE IN THE LEFT REAR PISTON BY THE PISTOL PIN.

Brief of Accident (Continued)

File No. - 32

2/02/84

HAUPPAUGE, NY

A/C Reg. No. N199MG

Time (Lc1) - 1630 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, PISTON - FAILURE, TOTAL
 2. FLUID, OIL - LEAK
 3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY)
 4. VISUAL LOOKOUT - REDUCED -
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 90 2/02/84 NEW PARIS, OH A/C Reg. No. N63452 Time (Lcl) - 1025 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PHILLIPSBURG, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 396
SE LAND	Months Since - 3	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 82
		Instrument- 12
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A POWER LINE WHILE PRACTICING AN EMERGENCY APPROACH TO A FIELD. THE PLT STATED HE STRUCK THE TOP WIRE OF TWO WIRES STRUNG ABOUT 30 FT AGL.

Brief of Accident (Continued)

File No. - 90

2/02/84

NEW PARIS, OH

A/C Reg. No. N63452

Time (Lc1) - 1025 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation DESCENT - NORMAL

Finding(s)

1. OBJECT - WIRE, STATIC
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
 4. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 88 2/08/84 VANOLIA, OH A/C Reg. No. N1711D Time (Lcl) - 1545 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BRYAN DRAGON FLY
Landing Gear - UNK/NR
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - REVMaster 2100D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 64 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 220/008 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FORCED LANDING

Airport Proximity

ON AIRPORT

Airport Data

DAYTON INT'L

Runway Ident - 24L

Runway Lth/Wid - 7000/ 150

Runway Surface - CONCRETE

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 58

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 828

Make/Model- 828

Instrument- 35

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AFTER TAKEOFF, WHILE ON DOWNWIND, THE ENG FAILED. HE ATTEMPTED TO LAND BACK ON THE RUNWAY WHEN THE LEFT WING STRUCK THE GROUND. THE ACFT THEN STRUCK A 55 GAL CONCRETE DRUM AND A CHAIN LINK FENCE. EXAMINATION OF THE ACFT REVEALED THAT A PLASTIC INSERT WHICH SERVES AS A MIXTURE FRICTION LOCK ON THE POSA CARBURETOR FAILED.

Brief of Accident (Continued)

File No. - 88

2/08/84

VANOLIA, OH

A/C Reg. No. N1711D

Time (Lc1) - 1545 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FUEL SYSTEM, FUEL CONTROL - FAILURE, TOTAL
 2. AIRCRAFT/EQUIPMENT INADEQUATE - MANUFACTURER
 3. FUEL SYSTEM - STARVATION
 4. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), CONTROL SHAPE/SIZE - MANUFACTURER
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. TERRAIN CONDITION - GROUND
 6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 7. OBJECT - FENCE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 30 2/29/84 MARION, OH A/C Reg. No. N736JT Time (Lc1) - 1930 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA R172K	Eng Make/Model - CONTINENTAL IO-360-K1	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 195 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	QUINCEY, IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MARION MUNI
Wind Dir/Speed- 300/015 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4320/ 100
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 2300 FT BROKEN	Type Apch/Lndg - VOR/TVOR	Runway Status - ICE COVERED
Obstructions to Vision- NONE	STRAIGHT-IN	
Precipitation - NONE	FULL STOP	
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 366
SE LAND	Months Since - 11	Last 24 Hrs - 10
	Aircraft Type - UNK/NR	Make/Model- 294
		Last 30 Days- UNK/NR
		Instrument- 115
		Last 90 Days- 26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT DURING LANDING ON AN ICY RWY IN A GUSTY CROSSWIND. THE ACFT SKIDDED TO THE LEFT AND CONTACTED A SNOWBANK, AFTER WHICH IT NOSED OVER.

Brief of Accident (Continued)

File No. - 30

2/29/84

MARION, OH

A/C Reg. No. N736JT

Time (Lc1) - 1930 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SNOWBANK

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 171 3/04/84 STRONGSVILLE,OH A/C Reg. No. N48898 Time (Lcl) - 1658 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	CLEVELAND,OH	
Completeness - PARTIAL,LMTD BY FCSTR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	STRONGSVILLE
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 36
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3700 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT	FULL STOP	

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 364
SE LAND	Months Since - 4	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 250
		Last 30 Days- UNK/NR
		Instrument- 48
		Last 90 Days- 89
		Multi-Eng - 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI STATED THAT ON THE SECOND LANDING, DURING THE FLARE, THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY DUE TO THE RT CROSSWIND. HE STATED THAT HE ATTEMPTED TO TAKE CONTROL OF THE ACFT BUT IT WAS ALREADY OFF THE RWY IN A TWO TO THREE FT DEEP SNOWBANK. THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 171

3/04/84

STRONGSVILLE, OH

A/C Reg. No. N48898

Time (Lc1) - 1658 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. PROPER ALIGNMENT - NOT MAINTAINED - DUAL STUDENT
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - DUAL STUDENT
4. COMPENSATION FOR WIND CONDITIONS - POOR - DUAL STUDENT
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
6. GROUND LOOP/SWERVE - UNCONTROLLED - DUAL STUDENT
7. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND(CFI)

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. TERRAIN CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 140 3/31/84 DELAWARE,OH

A/C Reg. No. N11347

Time (Lcl) - 1620 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -INSTRUCTIONAL

Fire

Crew

0

0

0

2

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 150

Eng Make/Model - CONTINENTAL O-200-A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1600

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 100 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 300/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 5000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

DELAWARE MUNICIPAL

Runway Ident - 28

Runway Lth/Wid - 4100/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,SE SEA

Age - 34

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 594

Make/Model- 284

Instrument- 79

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 85

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PLT MADE A HARD LANDING AND DURING THE RESULTING BOUNCES MADE INCORRECT CONTROL INPUTS ACCORDING TO THE CFI WHO WAS ABOARD THE ACFT. BY THE TIME THE CFI TOOK CORRECTIVE ACTION THE ACFT STALLED AND DRAGGED A WING.

Brief of Accident (Continued)

File No. - 140

3/31/84

DELAWARE, OH

A/C Reg. No. N11347

Time (Lc1) - 1620 EST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - DUAL STUDENT
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 139 4/08/84 LEESBURG,OH A/C Reg. No. N48546 Time (Lcl) - 1125 EST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - GRUMMAN G-164B	Eng Make/Model - P & W R-985-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 6075	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WASH. COURTHOUS,OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 090/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 14000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 8004
SE LAND,ME LAND	Months Since - 3	Make/Model- 2280
GLIDER	Aircraft Type - UNK/NR	Instrument- 403
		Multi-Eng - 2100
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT DECIDED TO LAND IN A HAY FIELD TO TALK TO THE FARMER ABOUT THE AERIAL SEEDING OPERATION HE WAS CONDUCTING. DURING THE LANDING THE PLT SAID THE ACFT HIT A SOFT SPOT IN THE FIELD AND NOSED OVER.

Brief of Accident (Continued)

File No. - 139

4/08/84

LEESBURG, OH

A/C Reg. No. N48546

Time (Lcl) - 1125 EST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 122 1/04/84 JUNCTION CITY,OR A/C Reg. No. NONE Time (Lcl) - 1400 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 103
Accident Occurred During -CRUISE

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - EIPPER QUICKSILVER MX
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 460
No. of Seats - 1

Eng Make/Model - CUYUNA 2F-430
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 30 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/004 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EUGENE,OR
Destination
LOCAL

Airport Proximity
UNK/NR

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg -

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)

Age - 40
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- 100	Last 24 Hrs	- 1
Make/Model-	45	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS OPERATING THE ULTRALIGHT BETWEEN 50 & 200 FT AGL, WHEN HE EXPERIENCED THROTTLE CONTROL DIFFICULTIES. HE REPORTED THAT WHILE CORRECTING THE PROBLEM, HIS ATTENTION TO THE SURROUNDING ENVIRONMENT WAS REDUCED. WHEN HE RETURNED HIS CONCENTRATION TO THE FLT PATH, HE SAW POWER LINE POLES, PERPENDICULAR TO HIS DIRECTION OF FLT, BUT HE BELIEVED HE WOULD CLEAR ANY WIRES. IMMEDIATELY THEREAFTER, THE ULTRALIGHT STRUCK THE 3 TOPMOST WIRES, APRX 27 FT AGL. THE ULTRALIGHT THEN IMPACTED THE GROUND ABOUT 84 FT BEYOND THE WIRES.

Brief of Accident (Continued)

File No. - 122

1/04/84

JUNCTION CITY,OR

A/C Reg. No. NONE

Time (Lcl) - 1400 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 127 1/14/84 NEWPORT,OR A/C Reg. No. N55624 Time (Lcl) - 1135 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA28R-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HILLSBORO,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	NEWPORT MUNICIPAL
Wind Dir/Speed- 030/015 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 75.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5077/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 300
SE LAND	Months Since - 3	Make/Model- 23
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A DITCH DURING LANDING. THE CONSTRUCTION DITCH RAN ACROSS THE RWY. THE RWY HAD BEEN NOTAMED AS OUT OF SERVICE EXCEPT FOR THE LAST 2000 FT. THE PLT STATED THAT THE 3 WHITE BARRIERS MARKING THE POSITION OF THE CONSTRUCTION DITCH HAD BLOWN OVER PRIOR TO HIS LANDING.

Brief of Accident (Continued)

File No. - 127

1/14/84

NEWPORT,OR

A/C Reg. No. N55624

Time (Lc1) - 1135 PST

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DITCH
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. NOTAMS - NOT USED - PILOT IN COMMAND
4. AIRPORT FACILITIES,OBSTRUCTION MARKING - INADEQUATE
5. AIRPORT OPERATIONS - INADEQUATE - AIRPORT PERSONNEL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 65 1/22/84 KLAMATH FALLS,OR A/C Reg. No. N99620 Time (Lcl) - 1210 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF			0	0	0
					None
					1
					1

-----Aircraft Information-----

Make/Model - PIPER PA-18-135	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 135 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	KLAMATH FALLS,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1400 -UNK/NR
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 1200 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2066
SE LAND,ME LAND	Months Since - 12	Make/Model- 200
GLIDER	Aircraft Type - UNK/NR	Instrument- 51
		Multi-Eng - 11
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 30
		Rotorcraft - 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ATTEMPTED A TAKEOFF ON A SLUSHY SOFT RWY. THE TAKEOFF WAS ABORTED AT THE RWY MIDPOINT DUE TO LACK OF ACCELERATION. DURING THE ABORT THE ACFT COLLIDED WITH A FENCE AND NOSED OVER. THE PLT THOUGHT THE RWY CONDITIONS AND CARBURETOR ICE.

Brief of Accident (Continued)

File No. - 65

1/22/84

KLAMATH FALLS, OR

A/C Reg. No. N99620

Time (Lcl) - 1210 PST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SLUSH COVERED
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
5. OBJECT - FENCE
6. REMEDIAL ACTION - MISJUDGED - PILOT IN COMMAND
7. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,7

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 125 1/27/84 IMNAHA,OR A/C Reg. No. N7771K Time (Lcl) - 1130 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-20
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 4

Eng Make/Model - LYCOMING O-290-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 1500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PENDLETON,OR
Destination
LORDS FLAT,OR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - SNOW
Runway Status - SNOW - CRUSTED

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 125 Last 24 Hrs - 3
Make/Model- 125 Last 30 Days- UNK/NR
Instrument- 5 Last 90 Days- 70

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING ON A SNOW COVERED FIELD. THE PLT REPORTED THAT THE ACFT BEGAN TO LOSE POWER AT ABOUT 6500 FT MSL. AN INSPECTION OF THE ENG DID NOT REVEAL ANY MECHANICAL MALFUNCTION OR DISCREPANCY.

Brief of Accident (Continued)

File No. - 125

1/27/84

IMNAHA,OR

A/C Reg. No. N7771K

Time (Lcl) - 1130 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,CARBURETOR - ICE
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 12 2/05/84 MEDFORD,OR A/C Reg. No. N6981R Time (Lc1) - 1140 PST

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - SIKORSKY S-61L
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 22000
No. of Seats - 2

Eng Make/Model - G.E. CT58-140
Number Engines - 2
Engine Type - TURBOSHAFT
Rated Power - 1500 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC
Wind Dir/Speed- CALMABLE

Visibility - 30.0 SM

Lowest Sky/Clouds - 18000 FT

Lowest Ceiling - 18000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

MEDFORD-JACKSON COUNTY

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP

SE LAND

HELICOPTER

Age - 35

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 10000

Make/Model- 5000

Instrument- 160

Multi-Eng - 25

Last 24 Hrs - UNK/NR

Last 30 Days- 100

Last 90 Days- 250

Rotorcraft - 8950

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT DEVIATED FROM THE PAINTED TAXI LINE TO AVOID A PARKED FUEL TRUCK AND COLLIDED WITH A HANGAR DOOR. THE MAIN ROTOR HIT THE DOOR AND FLYING DEBRIS DAMAGED 2 HANGERS,3 ACFT AND 2 CARS.

Brief of Accident (Continued)

File No. - 12

2/05/84

MEDFORD,OR

A/C Reg. No. N6981R

Time (Lc1) - 1140 PST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - BUILDING(NONRESIDENTIAL)
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. OBJECT - BUILDING(NONRESIDENTIAL)
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 72 2/09/84 BURNS,OR A/C Reg. No. N16333 Time (Lcl) - 1910 PST

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-AEROSPORT	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,MAIL ONLY	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-34-200	Eng Make/Model	- LYCOMING IO-360	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - IMC	REDMOND,OR	BURNS MUNICIPAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 12
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5100/ 150
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - OBSCURED	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - WET
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1264
SE LAND,ME LAND	Months Since - 1	Make/Model- 25
	Aircraft Type - UNK/NR	Instrument- 90
		Multi-Eng - 130
		Last 24 Hrs - 2
		Last 30 Days- 18
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON DEPARTURE THE PILOT HEARD A THUMPING NOISE FROM THE UNDERCARRIAGE. AND THE LANDING GEAR POSITION LIGHTS WENT OUT. HE EXECUTED A VISUAL RETURN AND APPROACH TO A PRECAUTIONARY LANDING. DURING THE LANDING ROLL, THE LEFT MAIN GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 72

2/09/84

BURNS,OR

A/C Reg. No. N16333

Time (Lc1) - 1910 PST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 33 2/18/84 ROSEBURG,OR

A/C Reg. No. N733VX

Time (Lcl) - 1420 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- VARIABLE/007 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - 10000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ROSEBURG,OR

Destination

LOCAL

ATC/Airspace

Type of Flight Plan -

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

ROSEBURG MUNICIPAL

Runway Ident - 34

Runway Lth/Wid - 4600/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 26

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 17 Last 24 Hrs - 3

Make/Model- 17 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DRIFTED LEFT DURING THE STUDENT PILOTS LANDING AND COLLIDED WITH VASI LIGHTS. AFTER THE COLLISION THE ACFT NOSED OVER. THE CFI ON THE GROUND SAID THE WIND SHIFTED JUST PRIOR TO THE LAST LANDING.

Brief of Accident (Continued)

File No. - 33

2/18/84

ROSEBURG,OR

A/C Reg. No. N733VX

Time (Lc1) - 1420 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - APPROACH LIGHT/NAVAID

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 64 2/18/84 ALBANY,OR

A/C Reg. No. N91123

Time (Lcl) - 1445 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - NAVION A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 5

Eng Make/Model - CONTINENTAL E-185-9
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 205 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/008 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 3800 FT SCATTERED
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ALBANY,OR
Destination
HILLSBORO,OR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ALBANY MUNICIPAL
Runway Ident - 16
Runway Lth/Wid - 3000/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 52
Biennial Flight Review
Current - NO
Months Since - 35
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 617
Make/Model- 186
Instrument- 18
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO A TREE AND A FENCE DURING A FORCED LANDING FOLLOWING ENGINE STOPPAGE DURING THE INITIAL CLIMB AFTER TAKEOFF. INVESTIGATION REVEALED THAT THE ACFT HAD ONLY ONE CUP OF FUEL MIXED WITH WATER AND RUST IN THE TANK BEING USED. THE RIGHT TIP TANK CONTAINED LESS THAN 5 GALLONS. THERE WAS NO OTHER FUEL ABOARD THE ACFT.

Brief of Accident (Continued)

File No. - 64

2/18/84

ALBANY,OR

A/C Reg. No. N91123

Time (Lc1) - 1445 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - STARVATION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - TREE(S)
5. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 166 2/19/84 MOUNTAINDALE,OR A/C Reg. No. N83382 Time (Lcl) - 1655 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	2	Serious	Minor	None
Accident Occurred During -DESCENT			1	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-J3A5D	Eng Make/Model - LYCOMING O-540-J3A5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	RENO,NV	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	HILLSBORO,OR	HILLSBORO
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 12
Visibility - 2.500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6600/ 150
Lowest Sky/Clouds - 500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 900 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2740
SE LAND,ME LAND,SE SEA	Months Since - 9	Make/Model- 40
	Aircraft Type - UNK/NR	Instrument- 173
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- 16
		Last 90 Days- 24
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED DURING AN INSTRUMENT APPROACH TO HILLSBORO AIRPORT. WITNESSES REPORTED SEEING THE ACFT BELOW A VERY LOW OVERCAST SKY CONDITION PRIOR TO IMPACT. EXAMINATION OF THE WRECKAGE REVEALED THAT THE STABILATOR FAILED IN OVERLOAD BEFORE THE POINT OF MAIN IMPACT. ANALYSIS OF RADAR DATA PRESENTED A PICTURE OF CHANGING ACFT SPEED AND DESCENT RATES BEFORE THE ACFT CRASHED INTO HILLY TERRAIN.

Brief of Accident (Continued)

File No. - 166

2/19/84

MOUNTAINDALE,OR

A/C Reg. No. N83382

Time (Lcl) - 1655 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - FOG
 3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
-

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. FLIGHT CONTROL,STABILATOR - SEPARATION
 5. WING - SEPARATION
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 167 3/12/84 ELMIRA,OR A/C Reg. No. N68925 Time (Lcl) - 1640 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	1	0
NONE	Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - PIPER J3C-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A80
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 80 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Itinerary

Last Departure Point
ALPINE,OR
Destination
ELMIRA,OR

Airport Proximity
ON AIRSTRIP

Basic Weather - VMC

Wind Dir/Speed- 220/006 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3200 FT SCATTERED

Lowest Ceiling - 5500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

Airport Data

CROW-MAG

Runway Ident - 33

Runway Lth/Wid - 3200/ 50

Runway Surface - GRASS/TURF

Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 44

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 332

Make/Model- 261

Instrument- 2

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH POWER LINES AND TREES AFTER A POWER LOSS DURING THE TAKEOFF INITIAL CLIMB. THE PLT STATED HE ATTEMPTED A CLIMBING TURN TO AVOID THE POWER LINES AND TREES BUT THE ACFT ENTERED A DEPARTURE STALL, THE ACFT WAS USING AUTOMOTIVE FUEL. AN FAA INSPECTOR REPORTED THE MAGNETO SWITCH ON LEFT MAGNETO ONLY.

Brief of Accident (Continued)

File No. - 167

3/12/84

ELMIRA,OR

A/C Reg. No. N68925

Time (Lc1) - 1640 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB
1. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
3. OBJECT - TREE(S)
4. OBJECT - WIRE, TRANSMISSION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 55 1/28/84 MARIETTA, PA A/C Reg. No. N9508B Time (Lcl) - 1930 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F1A6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 15.0 SM

Lowest Sky/Clouds - 20000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
PARKERSBURG, VA

Destination

MAYTOWN, PA

Airport Proximity

ON AIRPORT

Airport Data

MT. JOY

Runway Ident - 27

Runway Lth/Wid - 2358/ 40

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 26

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1073

Make/Model- 28

Instrument- 157

Multi-Eng - 130

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 47

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT STRUCK A SNOWBANK DURING A NIGHT LANDING. THE CFI STATED EVERYTHING WAS NORMAL UNTIL FLAREOUT WHEN THE ACFT BEGAN TO SETTLE. AFTER STRIKING THE SNOWBANK THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 55

1/28/84

MARIETTA, PA

A/C Reg. No. N9508B

Time (Lcl) - 1930 EST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
 2. PROPER ALIGNMENT - NOT IDENTIFIED - DUAL STUDENT
 3. LIGHT CONDITION - DARK NIGHT
 4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 6. DIRECTIONAL CONTROL - NOT CORRECTED - DUAL STUDENT
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 59 1/29/84 PHILADELPHIA, PA A/C Reg. No. N99JW Time (Lcl) - 1820 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	8

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - SWEARINGEN SA-226T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 12500
No. of Seats - 8

Eng Make/Model - AIRE TPE-331
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 904 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - UNK/NR
Wind Dir/Speed- 270/005 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1000 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DUSK

Itinerary

Last Departure Point
BURLINGTON, VT
Destination
PHILADELPHIA, PA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-LOCALIZER
TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

PHILADELPHIA
Runway Ident - 17
Runway Lth/Wid - 5460/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND, ME LAND
GLIDER

Age - 29
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 6510
Make/Model- 576
Instrument- 600
Multi-Eng - 3500
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT BROKE OUT OF THE OVERCAST AT 1000 FT LOWERED FLAPS AND LANDED THE ACFT WITH THE GEAR RETRACTED. THE PLT SAID HE HAD LOWERED THE GEAR. THE GEAR WARNING HORN REPORTEDLY DID NOT SOUND.

Brief of Accident (Continued)

File No. - 59

1/29/84

PHILADELPHIA, PA

A/C Reg. No. N99JW

Time (Lc1) - 1820 EST

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, GEAR INDICATING SYSTEM - UNDETERMINED
 2. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
 3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 31 2/15/84 NEW CASTLE, PA A/C Reg. No. N64666 Time (Lcl) - 1600 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE
Pass

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2100
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/015 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

NEW CASTLE MUNICIPAL
Runway Ident - 31
Runway Lth/Wid - 2855/ 100
Runway Surface - DIRT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 59

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 265	Last 24 Hrs	- UNK/NR
Make/Model-	1	Last 30 Days-	1
Instrument-	8	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT TOOKOFF TO PRACTICE TOUCH AND GO LANDINGS WITH ABOUT 1/4 TANK OF FUEL SHOWING ON THE GAUGES. AFTER BOUT 15 MINUTES OF FLT AND ONE TOUCH AND GO LANDING THE PLT TURNED TO FINAL APPROACH AND THE ENGINE QUIT. A FORCED LANDING WAS MADE 1 MILE OFF THE ARPT. DURING THE LANDING THE ACFT COLLIDED WITH A CULVERT. DURING A POST ACCIDENT CHECK NO FUEL WAS FOUND IN THE LEFT TANK WITH NO EVIDENCE OR LEAKAGE. THE RIGHT TANK CONTAINED ABOUT 5 GALS OF FUEL. THE PLT HAD STATED HE WAS LANDING WITH THE FUEL SELECTOR ON BOTH TANKS AND WHEN THE ENGINE STOPPED HE SWITCHED TO THE RIGHT TANK BUT THE ENGINE FAILED TO RESTART.

Brief of Accident (Continued)

File No. - 31

2/15/84

NEW CASTLE, PA

A/C Reg. No. N64666

Time (Lcl) - 1600 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. FLUID, FUEL - STARVATION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 179

3/15/84

ARECIBO, PR

A/C Reg. No. N51032

Time (Lcl) - 1645 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 4206F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3300
No. of Seats - UNK/NR

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 080/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ST. CROIX, VI
Destination
AGUADILLA, PR

Airport Proximity
UNK/NR

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 47
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 6474	Last 24 Hrs - 8
Make/Model- 6474	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 178
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RELATED THAT THE FLT DEPT ST CROIX WITH 28 GAL OF FUEL ABOARD. IN THE VICINITY OF ARECIBO, PR THE ENG LOST POWER. EXAMINATION OF THE FUEL TANKS SHOWED MORE THAN 8 GAL OF FUEL BUT "THE FUEL BLADDER TRAPPED THE FUEL FROM FLOWING INTO THE ENGINE.

Brief of Accident (Continued)

File No. - 179

3/15/84

ARECIBO, PR

A/C Reg. No. N51032

Time (Lcl) - 1645 AST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - STARVATION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL SYSTEM, TANK - BLOCKED(PARTIAL)
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5. FUEL SYSTEM, TANK - BUCKLED
6. FUEL SYSTEM, TANK - DISTORTED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 46 2/26/84 WALTERBORO, SC A/C Reg. No. N6720P Time (Lcl) - 1620 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-24-250	Eng Make/Model	- LYCOMING O-540-A1D5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 250 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	WALTERBORO MUNICIPAL
Wind Dir/Speed	- 110/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 17
Lowest Sky/Clouds	- 25000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 5700/ 100
Obstructions to Vision	- NONE	Type Apch/Lndg	Runway Surface
Precipitation	- NONE	- TRAFFIC PATTERN	- ASPHALT
Condition of Light	- DAYLIGHT	FULL STOP	Runway Status
			- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 2030	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 3	Make/Model - 9	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 6	Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DID NOT GET A GREEN GEAR DOWN INDICATION WHEN THE LANDING GEAR WAS LOWERED. A FLY-BY WAS PERFORMED AND HE WAS TOLD THAT THE LANDING GEAR LOOKED DOWN. THE PLT DID NOT PROPERLY OPERATE THE EMERGENCY SYSTEM. DURING LANDING, THE GEAR COLLAPSED. THE LANDING GEAR WAS OPERATED SUCCESSFUL DURING A POST ACCIDENT GROUND CHECK ON BOTH SYSTEM, EXCEPT THE GEAR DID NOT LOCK DOWN ON THE 1ST ATTEMPT USING THE NORMAL SYSTEM. THE ACFT WAS OVERDUE FOR AN ANNUAL INSPECTION. THE OWNER STATED THAT HE DID NOT AUTHORIZE THIS FLT, BUT HAD INTENDED FOR THE PLT TO FERRY THE ACFT FOR AN ANNUAL INSPECTION AFTER HE (THE OWNER) HAD OBTAINED A FERRY PERMIT.

Brief of Accident (Continued)

File No. - 46

2/26/84

WALTERBORO, SC

A/C Reg. No. N6720P

Time (Lcl) - 1620 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
2. MAINTENANCE, ANNUAL INSPECTION - EXCEEDED -
3. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - UNLOCKED
4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
6. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 190 4/06/84 HILTON, SC A/C Reg. No. N6368U Time (Lcl) - 1954 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

-----Aircraft Information-----

Make/Model - AERO COMMANDER 560F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7500
No. of Seats - 7

Eng Make/Model - LYCOMING IG0-540-B1A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 350 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 230/004 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
CHAMBLEE, GA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

HILTON HEAD
Runway Ident - 21
Runway Lth/Wid - 3700/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND

Age - 52

Biennial Flight Review

Current - NO
Months Since - 35
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2016
Make/Model- 1163
Instrument- 441
Multi-Eng - 1171
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS LANDED WITH THE GEAR RETRACTED. THE NOSE GEAR LIGHT INDICATING DOWN REMAINED "ON" AT ALL ITMES BUT HAD NO BEARING ON THE LANDING GEAR EXTENSION/RETRACTION SYSTEM. THE PLT DID NOT REPORT USING A CHECKLIST OR LOWERING THE LANDING GEAR. THE LANDING GEAR SYSTEM WAS UNDAMAGED AND WORKED NORMALLY AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 190

4/06/84

HILTON, SC

A/C Reg. No. N6368U

Time (Lc1) - 1954 EST

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
 2. LANDING GEAR, GEAR INDICATING SYSTEM - FALSE INDICATION
 3. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 74 1/09/84 CUSTER,SD A/C Reg. No. N64253 Time (Lc1) - 1115 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	3
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BOZEMAN,MT	CUSTER COUNTY
Wind Dir/Speed- 360/017 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 100
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - VFR	Runway Surface - DIRT
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 80
SE LAND	Months Since - 4	Make/Model- 54
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 12
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A SNOW BERM DURING LANDING AND NOSED OVER. THE PLT SAID THEY WERE HIT BY A WIND SHEAR CROSSWIND FROM A VALLEY 90 DEGREES TO THE RWY.

Brief of Accident (Continued)

File No. - 74

1/09/84

CUSTER, SD

A/C Reg. No. N64253

Time (Lcl) - 1115 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s)

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 105 1/24/84 MEMPHIS,TN A/C Reg. No. N46RS Time (Lcl) - 1931 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2000
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 270/005 KTS
Visibility - .750 SM
Lowest Sky/Clouds - 200 FT
Lowest Ceiling - 200 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
PADUCAH,KY
Destination
MEMPHIS,TN

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-LOCALIZER

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MEMPHIS INTERN.
Runway Ident - 36R
Runway Lth/Wid - 8400/ 150
Runway Surface - CONCRETE
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND,SE SEA,ME SEA

Age - 52

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2253	Last 24 Hrs	- 4
Make/Model-	710	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	26
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STRUCK A POWERLINE AND CRASHED 1.5 MI SOUTH OF MEMPHIS AIRPORT WHILE ON A ILS LOCALIZER APP TO RWY 36R. THE WX AT THE TIME OF ACC WAS CEILING 200 FT, VISIBILITY 3/4 MILE WITH FOG. THE ACFT WAS EQUIPPED WITH A VOR LOCALIZER, BUT NO GLIDE SLOOP INDICATOR.

Brief of Accident (Continued)

File No. - 105

1/24/84

MEMPHIS, TN

A/C Reg. No. N46RS

Time (Lc1) - 1931 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. OBJECT - WIRE, STATIC(MARKED)
2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT(VISUAL DEFICIENCY) - PILOT IN COMMAND
6. PROPER DESCENT RATE - NOT FOLLOWED - PILOT IN COMMAND
7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6,7

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 103 2/26/84 ATHENS, TN A/C Reg. No. N2406S Time (Lc1) - 1520 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	DESTROYED		Serious	Minor
Type of Operation - PERSONAL	Fire	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Crew 0	0	1
Accident Occurred During -LANDING		Pass 0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 337B	Eng Make/Model - CONTINENTAL IO-360-C/D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MADISONVILLE, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MCMINN
Wind Dir/Speed- 060/010 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4700/ 75
Lowest Sky/Clouds - 25000 FT THIN OVC	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 971
SE LAND, ME LAND	Months Since - 9	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 118
		Instrument- 15
		Multi-Eng - 593
		Last 30 Days- UNK/NR
		Last 90 Days- 51

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CAUGHT FIRE DURING LANDING WHEN A GASOLINE CAN OVERTURNED AND WAS IGNITED BY A PASSENGER TRYING TO RIGHT IT WITH A BURNING CIGAR IN HIS HAND.

Brief of Accident (Continued)

File No. - 103

2/26/84

ATHENS, TN

A/C Reg. No. N2406S

Time (Lc1) - 1520 EST

Occurrence #1 HAZARDOUS MATERIALS LEAK/SPILL (FUMES/SMOKE)
Phase of Operation LANDING - ROLL

Finding(s)

1. MISC EQPT/FURNISHINGS, CARGO RESTRAINTS - LOOSE
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. JUDGEMENT - POOR - PASSENGER

Occurrence #2 FIRE
Phase of Operation LANDING - ROLL

Finding(s)

6. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
7. TIE DOWN/SECURITY OF CARGO - NOT PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 116 3/01/84 MARYVILLE, TN A/C Reg. No. N6114B Time (Lcl) - 1356 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 265 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANDREW, NC
Destination
KNOXVILLE, TN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 561
Make/Model- 15
Instrument- 7
Multi-Eng - 17
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING A FORCED LANDING AFTER RUNNING OUT OF FUEL. THE PLT SAID HE DID NOT VISUALLY CHECK THE FUEL PRIOR TO TAKEOFF. AFTER THE ACCIDENT THE ACFT CONTAINED 2 GALLONS IN EACH TANK AND HAD ABOUT AN OUNCE OF FUEL IN THE CARBURETOR WHICH NORMALLY HOLDS 10 OUNCES. THE ACFT HAS 5 GALLONS OF UNUSABLE FUEL ABOARD. THE PLT RECOMMENDED THAT THE ACFT BE VISUALLY CHECKED FOR FUEL RATHER THAN RELYING ON FUEL GAUGES.

Brief of Accident (Continued)

File No. - 116

3/01/84

MARYVILLE, TN

A/C Reg. No. N6114B

Time (Lc1) - 1356 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
 3. AIRCRAFT SERVICE - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 194 1/26/84 SNOWVILLE,VA A/C Reg. No. N94251 Time (Lcl) - 1700 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-N2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BLACKSBURG,VA
Destination
LOCAL

Airport Proximity
UNK/NR

Airport Data

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Age - 21
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1000
Make/Model- 165
Instrument- 63
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 31
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASH LANDED IN A PASTURE DURING A GO-AROUND ATTEMPT AFTER A DEMONSTRATION FORCED LANDING. THE GO-AROUND WAS DELAYED AND THE TERRAIN ROSE FASTER THAN THE ACFT ASCENT RATE. SINCE THERE WAS A POWERLINE IN THE WAY THE CFI ELECTED TO LAND THE ACFT.

Brief of Accident (Continued)

File No. - 194

1/26/84

SNOWVILLE,VA

A/C Reg. No. N94251

Time (Lc1) - 1700 EST

Occurrence #1 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - RISING
 2. PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND(CFI)
 3. GO-AROUND - DELAYED - PILOT IN COMMAND(CFI)
 4. CLEARANCE - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 45 3/15/84 WARRENTON, VA A/C Reg. No. N63857 Time (Lcl) - 1435 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During - TAKEOFF			0	0	0	2
			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING IO-540-C4B5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 6	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WARRENTON
Wind Dir/Speed- 350/003 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4160/ 60
Lowest Sky/Clouds - 2500 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 7380
SE LAND,ME LAND,ME SEA	Months Since - 1	Make/Model- 427
	Aircraft Type - UNK/NR	Instrument- 1511
		Multi-Eng - 3331
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 114
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI SHUT DOWN ONE ENGINE DURING TAKEOFF FOR A SIMULATED EMERGENCY AND THE PLT TAKING INSTRUCTION APPLIED THE INCORRECT RUDDER ACTION DURING THE ABORTED TAKEOFF AND LEFT FULL POWER ON THE OPERATING RIGHT ENGINE. THE CFI WAS UNABLE TO CORRECT THE RESULTING ACFT SWERVE TO THE LEFT INTO A DIRT EMBANKMENT.

Brief of Accident (Continued)

File No. - 45

3/15/84

WARRENTON, VA

A/C Reg. No. N63857

Time (Lc1) - 1435 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. EMERGENCY PROCEDURE - INTENTIONAL - PILOT IN COMMAND(CFI)
 2. MIXTURE - REDUCED - PILOT IN COMMAND(CFI)
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - DUAL STUDENT
 4. RUDDER - IMPROPER USE OF - DUAL STUDENT
 5. SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)
 6. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)
 7. ABORTED TAKEOFF - DELAYED -
 8. DIRECTIONAL CONTROL - NOT POSSIBLE -
 9. GROUND LOOP/SWERVE - UNCONTROLLED -
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 129 1/02/84 GARFIELD,WA A/C Reg. No. N6081Q Time (Lcl) - 1140 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	IN FLIGHT	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - MACHEN AEROSTAR 601P	Eng Make/Model - LYCOMING TIO-540	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 350 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	SPOKANE,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 160/020 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 5500 FT PART OBS	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - 5000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 9103
SE LAND,ME LAND,SE SEA	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 3250
		Instrument- 626
		Multi-Eng - 4258
		Last 30 Days- UNK/NR
		Last 90 Days- 106

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS FORCED TO LAND ON A ROAD DUE TO A FIRE IN THE LEFT WING. DURING THE INVESTIGATION OF THE ACCIDENT IT WAS FOUND THAT THE LEFT TURBOCHARGER HAD BEEN REMOVED AND REINSTALLED SEVERAL TIMES. A CLAMP ON THE TURBOCHARGER EXHAUST WAS IMPROPERLY INSTALLED AND NOT ALIGNED PROPERLY. THIS ALLOWED HOT GASES TO BE DIVERTED AND BLOW ON THE FIREWALL AND MELT A FUEL LINE WHICH STARTED THE FIRE.

Brief of Accident (Continued)

File No. - 129

1/02/84

GARFIELD,WA

A/C Reg. No. N6081Q

Time (Lc1) - 1140 PST

Occurrence #1 FIRE
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. EXHAUST SYSTEM,CLAMP - IMPROPER
 2. MAINTENANCE,INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
 3. FUEL SYSTEM,LINE - BURNED
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 69 1/14/84 DEER PARK,WA

A/C Reg. No. N22796

Time (Lcl) - 1245 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 150H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONT 0-200-A
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/014 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TROUTDALE,OR
Destination
DEER PARK,WA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 55

Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 160	Last 24 Hrs -	3
Make/Model-	116	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED DURING A FORCED LANDING AFTER THE ENGINE LOST POWER. POST ACCIDENT INVESTIGATION REVEALED NO FUEL ABOARD THE ACFT. THE FLT LASTED 4 HOURS AND 15 MINUTES. THIS ACFT ENDURANCE IS 4.4 HOURS.

Brief of Accident (Continued)

File No. - 69

1/14/84

DEER PARK, WA

A/C Reg. No. N22796

Time (Lc1) - 1245 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 123 1/15/84 AIBIRM,WA A/C Reg. No. N57090 Time (Lcl) - 1000 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 91	IN FLIGHT	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					2

-----Aircraft Information-----

Make/Model - RAVEN RALLY RX7	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1430	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KENT,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	AUBURN,WA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 70.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 99
FREE BALLOON	Months Since - 7	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 3
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE WIND SHIFTED DURING LANDING AND THE BALLOON TOUCHED DOWN HARD AND LIFTED OFF AGAIN. WITH POWER LINES AHEAD A DECISION WAS MADE TO CROSS OVER BUT THE BALLOON STRUCK THE LINES. SEVERAL CABLES WERE BURNED THROUGH AND THE BALLOON WAS TORN NEAR THE SKIRT.

Brief of Accident (Continued)

File No. - 123

1/15/84

AIBIRM,WA

A/C Reg. No. N57090

Time (Lc1) - 1000 PST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
 3. WIND INFORMATION - CONFLICTING - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 112 1/29/84 ISSAQUQH,WA A/C Reg. No. N4014B Time (Lcl) - 1530 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -APPROACH							

-----Aircraft Information-----

Make/Model - LARK IS28B2	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - HULL	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - 727	Engine Type - UNK/NR	
No. of Seats - 2	Rated Power - N/A	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 190/010 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 1900 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ISSAQUAH,WA</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3500
	Months Since - 21	Make/Model- 3500
GLIDER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE CFI STATED THAT WHILE RETURNING TO THE AIRPORT HE ENCOUNTERED TURBULENCE. WHEN IT BECAME OBVIOUS THAT REACHING THE INTENDED AIRPORT WOULD BE MARGINAL ANOTHER LANDING FIELD WAS CHOSEN. DURING TURN TO FINAL, THE LEFT WING TIP STRUCK A POWER POLE AND THE ACFT PANCAKED INTO AN ADJACENT PASTURE.

Brief of Accident (Continued)

File No. - 112

1/29/84

ISSAQUOH,WA

A/C Reg. No. N4014B

Time (Lc1) - 1530 PST

Occurrence IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND(CFI)
 3. WEATHER CONDITION - TURBULENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 133 2/05/84 WINSLOW,WA A/C Reg. No. N4504N Time (Lcl) - 1630 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA A185F
Landing Gear - AMPHIBIAN
Max Gross Wt - 3100
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-D-24
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 190/006 KTS

Visibility - 75.0 SM

Lowest Sky/Clouds - 1800 FT SCATTERED

Lowest Ceiling - 2500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PORT LUDLOW,WA

Destination
WINSLOW,WA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP
SE LAND,ME LAND,SE SEA

Age - 57

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 9400

Make/Model- 27

Instrument- 1770

Multi-Eng - 4000

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A WATER LANDING THE ACFT WAS IN TURBULENT CROSSWIND CONDITIONS WHEN THE LEFT FLOAT AND WING DUG INTO THE WATER. THE ACFT CARTWHEELED AND CAME TO REST WITH THE RIGHT WINGTIP TOUCHING THE BOTTOM OF THE BAY. THE PLT STATED IT WOULD HAVE BEEN MORE PRUDENT TO LAND OUTSIDE THE HARBOR & TAXI TO HIS DESTINATION.

Brief of Accident (Continued)

File No. - 133

2/05/84

WINSLOW, WA

A/C Reg. No. N4504N

Time (Lc1) - 1630 PST

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - TURBULENCE
 3. WEATHER CONDITION - CROSSWIND
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 68 2/09/84 SEATTLE,WA

A/C Reg. No. N9557B

Time (Lcl) - 1630 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172 RGII
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F1A6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 200/014 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - 8000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SEATTLE,WA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

BOEING FIELD

Runway Ident - 13L

Runway Lth/Wid - 10000/ 200

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 53

Biennial Flight Review

Current - YES

Months Since - 19

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 629

Make/Model- 58

Instrument- 115

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A TAKEOFF AFTER A TOUCH AND GO LANDING THE NOSE GEAR RETRACTED AT ABOUT THE TIME OF ROTATION. POWER WAS REDUCED TO IDLE AND THE ACFT SLID TO A STOP. THIS ACFT IS EQUIPPED WITH SQUAT SWITCHES WHICH PREVENT GEAR RETRACTION WHEN THE WEIGHT OF THE ACFT COMPRESSES THE STRUTS. TESTING DO NOT REVEAL ANY MALFUNCTION OF THE RETRACTION SYSTEM.

Brief of Accident (Continued)

File No. - 68

2/09/84

SEATTLE,WA

A/C Reg. No. N9557B

Time (Lc1) - 1630 PST

Occurrence NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 13 2/27/84 PULLMAN,WA A/C Reg. No. N996MP Time (Lcl) - 1230 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - CHAMPION 7ECA	Eng Make/Model - CONTINTAL O-200	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	COEUR D' ALENE,ID	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	PULLMAN,WA	PULLMAN - MOSCOW
Wind Dir/Speed- VARIABLE/022 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6731/ 100
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 75
	Months Since - N/A	Make/Model- 33
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE STUDENT PLT, THE WINDS WERE PREVAILING FROM THE SOUTHEAST AT 5 TO 10 KTS, BUT WERE SHIFTING & GUSTING TO 20 KTS. DURING A LANDING ON RWY 5, THE ACFT VEERED OFF THE RIGHT SIDE OF THE RWY, THEN STRUCK A DITCH & NOSED OVER.

Brief of Accident (Continued)

File No. - 13

2/27/84

PULLMAN,WA

A/C Reg. No. N996MP

Time (Lc1) - 1230 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - CROSSWIND
5. WEATHER CONDITION - GUSTS
6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

9. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2 3/01/84 STEVENSON,WA A/C Reg. No. N735KE Time (Lcl) - 0835 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-BUSINESS	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 1	0	0	0
Accident Occurred During	-MANEUVERING		Pass 1	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA U206	Eng Make/Model	- CONTINENTAL TS10-520	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- ACFT RADIO	TROUTDALE,OR	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- IMC	LA GRANDE,OR	Runway Ident
Wind Dir/Speed	- CALM		- N/A
Visibility	- .500 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 2000 FT THIN BKN	Type of Flight Plan	- N/A
Lowest Ceiling	- 4000 FT OVERCAST	Type of Clearance	- N/A
Obstructions to Vision	- FOG	Type Apch/Lndg	- N/A
Precipitation	- RAIN		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 106	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- 25	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 4	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT INITIATED A FLT IN WEATHER WITH LOW VISIBILITY, RAIN AND FOG. THE PLT HAD REPORTEDLY CHECKED THE WEATHER BUT DECIDED TO FLY ANYWAY. ABOUT 30 MINUTES AFTER TAKEOFF WHILE THE PLT WAS MANEUVERING AT LOW ALT, THE ACFT CRASHED IN A RIVER. THE ACFT SANK IN 65 FT OF WATER AND WAS NOT RECOVERED. AT THE TIME OF THE ACCIDENT, THE WATER WAS REPORTED TO HAVE BEEN "GLASSY SMOOTH."

Brief of Accident (Continued)

File No. - 2

3/01/84

STEVENSON,WA

A/C Reg. No. N735KE

Time (Lc1) - 0835 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - FOG
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

7. TERRAIN CONDITION - WATER, GLASSY
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL DETECTION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 2,3,4,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 169 4/11/84 NEAH BAY, WA A/C Reg. No. N4725N Time (Lcl) - 1230 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182Q	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SEQUIM, WA	ON AIRPORT
Method - N/A	Destination	Airport Data
Completeness - N/A	SAME AS ACC/INC	NEAH BAY
Basic Weather - VMC	ATC/Airspace	Runway Ident - UNK/NR
Wind Dir/Speed- 270/020 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 1200 -UNK/NR
Visibility - 1.000 SM	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type Apch/Lndg - STRAIGHT-IN	Runway Status - WET
Lowest Ceiling - 1250 FT		
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 2	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 442
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED LONG ON THE 1200 FT RWY AND AFTER OVERRUNNING THE END THE ACFT COLLIDED WITH A DITCH. THE WASHINGTON STATE PILOT'S GUIDE DENOTES THE AIRPORT AS "CLOSED-FOR EMERGENCY USE ONLY", AND "WATCH FOR LIVESTOCK". ACCORDING TO WITNESSES THERE WERE HORSES ON THE RWY AT THE TIME OF THE ACCIDENT. THE FAA DOES NOT RECOGNIZE THE NEAH BAY EMERGENCY LANDING AREA AS AN AIRPORT.

Brief of Accident (Continued)

File No. - 169

4/11/84

NEAH BAY, WA

A/C Reg. No. N4725N

Time (Lc1) - 1230 PST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WET
 2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - CONGESTED
 4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
 6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6

Factor(s) relating to this accident is/are finding(s) 1,3,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 168 4/14/84 EVERETT,WA

A/C Reg. No. N7535C

Time (Lcl) - 1306 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - FORNAIRE F-1
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1460
No. of Seats - 2

Eng Make/Model - CONTINENTAL C90
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/009 KTS
Visibility - 75.0 SM
Lowest Sky/Clouds - 13000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PROT TOWNSEND,WA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan- NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

PAINE FIELD
Runway Ident - 29
Runway Lth/Wid - 4948/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 60
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 682	Last 24 Hrs	- UNK/NR
Make/Model-	199	Last 30 Days-	UNK/NR
Instrument-	7	Last 90 Days-	7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A HARD LANDING AND BOUNCED. THE PLT SAID HE THINKS HE HIT A DOWNDRAFT. THE ACFT WENT OFF THE RWY INTO THE GRASS AND DAMAGED THE NOSE GEAR AND THE FUSELAGE.

Brief of Accident (Continued)

File No. - 168

4/14/84

EVERETT, WA

A/C Reg. No. N7535C

Time (Lcl) - 1306 PST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER DESCENT RATE - MISJUDGED - PILOT IN COMMAND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 97 1/25/84 WEST BEND,WI A/C Reg. No. N63178 Time (Lcl) - 1825 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WEST BEND MUNI
Wind Dir/Speed- CALMABLE	ATC/Airspace	Runway Ident - 06
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3900/ 75
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3500 FT OVERCAST	Type Apch/Lndg - TOUCH AND GO	Runway Status - SNOW - CRUSTED
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 27 Last 24 Hrs - 1
	Months Since - N/A	Make/Model- 27 Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 1 Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WENT OUT OF CONTROL DURING THE TAKEOFF ROLL AFTER A TOUCH AND GO LANDING. THE PLT STATED THAT, AS HE APPLIED POWER AND WENT TO RAISE THE FLAPS THE ACFT BEGAN TO DRIFT TO THE LEFT. WHEN HE APPLIED RIGHT RUDDER THE ACFT BEGAN TO SKID TO THE RIGHT. HE RELEASED THE RUDDER AND PULLED THE POWER BACK TO IDLE AND THE ACFT COLLIDED WITH A SNOWBANK.

Brief of Accident (Continued)

File No. - 97

1/25/84

WEST BEND, WI

A/C Reg. No. N63178

Time (Lcl) - 1825 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. LIGHT CONDITION - NIGHT
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

8. TERRAIN CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 99 1/31/84 LONE ROCK,WI A/C Reg. No. N25216 Time (Lc1) - 1555 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE
Pass

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 2500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

TRI-COUNTY
Runway Ident - 09
Runway Lth/Wid - 4050/ 60
Runway Surface - ASPHALT
Runway Status - ICE COVERED

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 27
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 57 Last 24 Hrs - UNK/NR
Make/Model- 57 Last 30 Days- UNK/NR
Instrument- 2 Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF FOLLOWING A TOUCH AND GO LANDING THE ACFT SWERVED TO THE LEFT AND COLLIDED WITH A SNOWBANK. THE PLT SAID HE REACHED FOR THE CARBURETOR HEAT CONTROL AND FLAP HANDLE AS THE ACFT SWERVED. AFTER THE COLLISION THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 99

1/31/84

LONE ROCK,WI

A/C Reg. No. N25216

Time (Lc1) - 1555 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - ICY
2. TOUCH-AND-GO LANDING - INATTENTIVE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. TERRAIN CONDITION - SNOWBANK

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 162 2/22/84 MILWAUKEE,WI A/C Reg. No. N5355P Time (Lcl) - 1516 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 220/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MADISON,WI
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

TIMMERMAN
Runway Ident - 22R
Runway Lth/Wid - 3200/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 46
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 62	Last 24 Hrs	- 2
Make/Model-	62	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	15

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT STATED THAT THE ACFT BOUNCED ON THE FIRST TOUCHDOWN AND THEN CONTACTED THE RWY WITH THE NOSE GEAR. AFTER THE NOSE GEAR COLLAPSED THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 162

2/22/84

MILWAUKEE, WI

A/C Reg. No. N5355P

Time (Lc1) - 1516 CST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 170 3/17/84 GENESEE, WI A/C Reg. No. N6271F Time (Lcl) - 0115 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-BUSINESS	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	2	3

-----Aircraft Information-----

Make/Model	- CESSNA 337A	Eng Make/Model	- CONTINENTAL IO-360	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 210 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- FSS	OFF AIRPORT/STRIP
Method	- UNK/NR	
Completeness	- UNK/NR	Airport Data
Basic Weather	- VMC	Runway Ident
Wind Dir/Speed	- 080/012 KTS	- N/A
Visibility	- 7.0 SM	Runway Lth/Wid
Lowest Sky/Clouds	-	- N/A
Lowest Ceiling	- 1100 FT OVERCAST	Runway Surface
Obstructions to Vision	- NONE	- N/A
Precipitation	- NONE	Runway Status
Condition of Light	- NIGHT(DARK)	

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 1323
SE LAND, ME LAND	Months Since - 16	Make/Model	- 172
	Aircraft Type - UNK/NR	Instrument	- 111
		Multi-Eng	- 395

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A FORCED LANDING AFTER THE ENGINE LOST POWER. THE ACFT WAS INSPECTED AFTER THE ACCIDENT AND FOUND TO CONTAIN NO USABLE FUEL. WHEN THE FUEL WAS DRAINED FROM THE AUXILIARY TANKS, THE FUEL QUANTITY INDICATORS SHOWED FIVE GALLONS IN EACH TANK.

Brief of Accident (Continued)

File No. - 170

3/17/84

GENESEE,WI

A/C Reg. No. N6271F

Time (Lcl) - 0115 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 124 1/28/84 ELIZABETH, WV A/C Reg. No. N61289 Time (Lcl) - 1750 EST

-----Basic Information-----

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage						
		SUBSTANTIAL		Fatal		Injuries		
Type of Operation	-PERSONAL	Fire	Crew	0	0	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0	1
Accident Occurred During	-LANDING							1

-----Aircraft Information-----

Make/Model	- CESSNA 150J	Eng Make/Model	- CONTINENTAL O-200 A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	WELCH, WV			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	PARKERSBURG, WV		Runway Ident	- N/A
Wind Dir/Speed	- 195/006 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- NONE	Runway Surface	- GRASS/TURF
Lowest Sky/Clouds	-	Type of Clearance	- NONE	Runway Status	- DRY
Lowest Ceiling	- 10000 FT BROKEN	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 131	Last 24 Hrs - 4
SE LAND	Months Since - 18	Make/Model - 90	Last 30 Days - 4
	Aircraft Type - UNK/NR	Instrument - 2	Last 90 Days - 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE DEPARTED STEUBENVILLE, OH FOR WELCH, WV, TO PICK UP A PASSENGER AND CONTINUE TO PARKERSBURG, WV. HE STATED THAT HE DEPARTED STEUBENVILLE WITH FULL FUEL TANKS AND CRUISED AT AN ALT OF 7500 MSL. HE BEGAN AN ENROUTE DESCENT AND AS THE ACFT PASSED THROUGH 4500 MSL THE ENG LOST POWER. INVESTIGATION REVEAL THAT THE ACFT WAS OUT OF FUEL.

Brief of Accident (Continued)

File No. - 124

1/28/84

ELIZABETH,WV

A/C Reg. No. N61289

Time (Lc1) - 1750 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR,NOSE GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 52 1/26/84 BUFFALO, WY A/C Reg. No. N4507L Time (Lc1) - 1705 MST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier - SOLOY HELIOPS	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation - NON SCHED, DOMESTIC, PAX/CARGO	Fire	Crew	0	0	0
Flight Conducted Under - 14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During - LANDING					None
					1
					1

-----Aircraft Information-----

Make/Model - HUGHES 369HS	Eng Make/Model - ALLISON 250-C20	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - TURBOSHAFT	
No. of Seats - 6	Rated Power - 278 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - SNOW
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - SNOW - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4000
	Months Since - UNK/NR	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 2400
		Last 30 Days- UNK/NR
		Last 90 Days- 60
		Rotorcraft - 4000

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER LOST POWER A FEW MINUTES AFTER TAKEOFF AND MADE A FORCED LANDING. THE ACFT HAD BEEN REFUELED FROM A FUEL TRUCK SHORTLY BEFORE TAKEOFF. SAMPLES OF FUEL FROM THE ACFT AND THE FUEL TRUCK WERE EXAMINED AND FOUND TO CONTAIN WATER.

Brief of Accident (Continued)

File No. - 52

1/26/84

BUFFALO,WY

A/C Reg. No. N4507L

Time (Lcl) - 1705 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - CONTAMINATION
2. FLUID,FUEL - WATER
3. AIRCRAFT SERVICE - NOT CORRECTED - AIRPORT PERSONNEL
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 53 2/10/84 LARAMIE,WY A/C Reg. No. N7519D Time (Lc1) - 2200 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage

SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1840
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 040/010 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - OVERCAST
Obstructions to Vision- NONE
Precipitation - FREEZING RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
FORT COLLINS,CO
Destination
LARAMIE,WY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GENERAL BREES
Runway Ident - N/A
Runway Lth/Wid - /00100
Runway Surface - SNOW
Runway Status - SNOW - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND

Age - 35

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	2976	Last 24 Hrs	-	2
Make/Model-	102		Last 30 Days-	UNK/NR	
Instrument-	379		Last 90 Days-	46	
Multi-Eng	-	603			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHEN HE WAS 10 MILES SOUTHEAST WITH AIRPORT LIGHTS IN SIGHT, A CONVAIR PLT REPORTED INBOUND ON AN IFR CLEARANCE TO LAND. NOT WANTING TO POSSIBLY CAUSE THE CONVAIR PLT TO MAKE A MISSED APPROACH HE ELECTED TO MAKE A TURN. IN THE TURN, HE LOST SIGHT OF THE ARPT LIGHTS, RAN INTO HEAVY SNOW SHOWERS AND FREEZING RAIN. CONCERNED OVER ICE ACCUMULATION HE LOWERED THE NOSE AND THE ACFT FLEW INTO SNOW COVERED TERRAIN.

Brief of Accident (Continued)

File No. - 53

2/10/84

LARAMIE,WY

A/C Reg. No. N7519D

Time (Lcl) - 2200 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - SNOW
 2. WEATHER CONDITION - ICING CONDITIONS
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
 5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 6. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 7. CLEARANCE - INADEQUATE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,4



NTSB-AAB-85-20

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