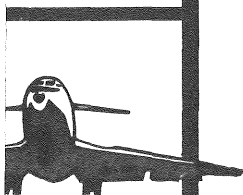


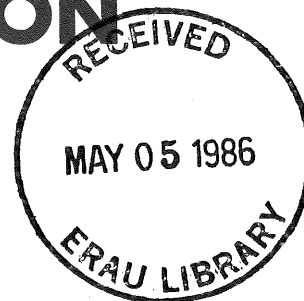
Doc  
NTSB  
AAB  
85  
22  
Issue 3



PB85-916922



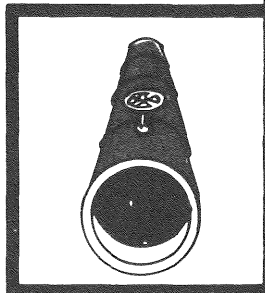
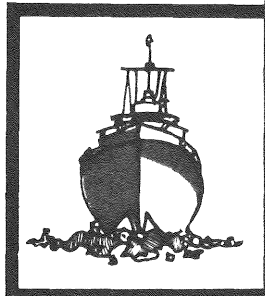
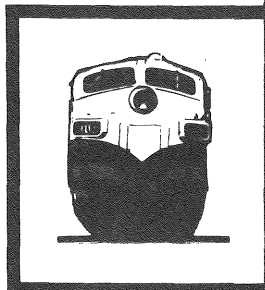
# **NATIONAL TRANSPORTATION SAFETY BOARD**



WASHINGTON, D.C. 20594

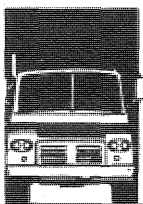
## **AIRCRAFT ACCIDENT REPORTS**

**BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 3 OF 1984 ACCIDENTS**



NTSB/AAB-85/22

Doc  
NTSB  
AAB  
85  
22  
Issue 3



**UNITED STATES GOVERNMENT**



**TECHNICAL REPORT DOCUMENTATION PAGE**

1. Report No. NTSB/AAB-85/22		2. Government Accession No. PB85-916922		3. Recipient's Catalog No.	
4. Title and Subtitle Aircraft Accident Briefs - Brief Format U.S. Civil and Foreign Aviation <del>Calendar Year 1984 - Issue Number 3</del>				5. Report Date October 18, 1985	
				6. Performing Organization Code	
7. Author(s)				8. Performing Organization Report No.	
9. Performing Organization Name and Address Bureau of Field Operations National Transportation Safety Board Washington, D.C. 20594				10. Work Unit No.	
				11. Contract or Grant No.	
				13. Type of Report and Period Covered Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1984 in Brief Format	
12. Sponsoring Agency Name and Address  NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract  <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1984. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.</p> <p align="center">File Numbers: 0401 through 0600</p>					
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	
19. Security Classification (of this report) UNCLASSIFIED		20. Security Classification (of this page) UNCLASSIFIED		21. No. of Pages 421	
				22. Price	

## 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.

Copies of material ordered will be mailed from the Washington business firm that holds the current contract for commercial reproduction of the Board's public files. Billing is also direct to you by the same company.



Orders for this material will also involve a user service charge by the Board for special services. This charge is in addition to the cost of commercial reproduction of material and will be included in the bill from the commercial reproduction firm.

Requests for reproduction should be forwarded to the:

National Transportation Safety Board  
Public Inquiries Section, AD-46  
800 Independence Avenue, S. W.  
Washington, D. C. 20594

## TABLE OF CONTENTS

	<u>Page</u>
Foreword.....	II
Table of Contents.....	IV
Explanatory Notes.....	V

## AIRCRAFT ACCIDENTS

File Order Listing.....	IX
Briefs of Accidents.....	1-403

## 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 3

CALENDAR YEAR 1984

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
401	93401	020284	COLLEGE STATION, TX	CESSNA	152	FATAL	354
402	4186Y	012984	HUNTSVILLE, TX	BELLANCA	7KCAB	SERIOUS	352
403	3904N	012584	CEDAR HILL, TX	BELL	206L-1	MINOR	350
404	52790	042884	LOUISA, VA	CESSNA	182P	NONE	374
405	56BA	041984	BUXTON, OR	HILLER	UH-12E	NONE	330
406	11315	032084	SPRINGFIELD, CO	CESSNA	150L	NONE	94
407	4378M	031984	RIVERTON, WY	PIPER	PA-12-115	NONE	400
408	6RG	040584	JENNINGS, LA	BEECH	65	FATAL	248
409	7516	033184	RAYVILLE, LA	CESSNA	180	NONE	246
410	6081L	031084	HOUSTON, TX	EAGLE BALLOO	EAGLE C-7	MINOR	358
411	7956J	022184	REFUGIO, TX	BELL	47G4A	MINOR	356
412	8461H	011884	BECKLEY, WV	PIPER	PA-34-220T	NONE	396
413	3674L	031684	NEWBERRY, SC	CESSNA	172G	MINOR	344
414	1827Z	042084	BEDFORD, VA	BEECH	C-24R	NONE	372
415	91381	041984	SEATTLE, WA	CESSNA	180H	NONE	384
416	3447G	022184	ST. PETERSBURG, FL	CESSNA	310R	FATAL	116
417	2830F	030984	EVERGLADES CITY, FL	CESSNA	182J	SERIOUS	136
418	4699W	030984	MISSING ACFT, UN	ROCKWELL INT	112TC-A	FATAL	360
419	9654T	010684	GRAND JUNCTION, CO	CESSNA	210	NONE	90
420	2726C	052984	BEDFORD, IA	HILLER	12E	MINOR	218
421	7999V	051584	BELLINGHAM, WA	CESSNA	180H	NONE	386
422	5010R	042584	5N OLIN, IA	CESSNA	172M	MINOR	216
423	11256	050584	THOMASTON, GA	WACO	RNF	NONE	206
424	731NJ	022184	KEY WEST, FL	CESSNA	P-210N	FATAL	118
425	3564A	042984	BYRON, OK	PIPER	PA-22	FATAL	326



## File Order Listing - Issue No. 3, 1984

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
426	708JS	051284	MERIDIAN, ID	HELIO	H-700-SP	NONE	224
427	3950C	040584	GARDNER, KS	CESSNA	402	NONE	236
428	8896Q	061084	POCAHONTAS, AR	AERO COMMAND	S-2R	NONE	26
429	NONE	051384	PERRIS, CA	MITCHELL WIN	TU-10	FATAL	64
430	19PS	060284	HALF MOON BAY, CA	STARDUSTER	II	NONE	82
431	6177P	031684	SPRINGDALE, AR	PIPER	PA-24-180	FATAL	20
432	74257	060384	LANCASTER, CA	BELLANCA	14-13	NONE	84
433	74848	051984	RUTH, CA	GRUMMAN	AA-5B	SERIOUS	66
434	28867	050384	PLACERVILLE, CA	GRUMMAN AMER	AA-5B	FATAL	60
435	44HJ	060284	LAKEPORT, CA	JAKEL	BARRACUDA	NONE	80
436	8319F	020484	SAN DIEGO, CA	HUGHES	500C (369H	SERIOUS	38
438	36791	011184	BASYE, VA	PIPER	PA-32RT-30	SERIOUS	368
439	3037T	010584	PROVO, UT	CESSNA	320C	FATAL	362
440	NONE	041484	SALT LAKE CITY, UT	AMERICAN ACF	FALCON	SERIOUS	366
441	4361U	021084	WANATAH, IN	CESSNA	150D	FATAL	232
442	776FS	020184	CHESTER, MT	ENSTROM	F-28C	FATAL	280
443	30667	031984	GASCONADE, MO	PIPER	PA-28-181	FATAL	274
444	5408M	021784	COOPER CITY, FL	CESSNA	152	FATAL	108
445	8170D	021884	FT. MYERS, FL	PIPER	PA-32R-301	NONE	110
446	2115D	012384	NEW ORLEANS, LA	PIPER	PA-32RT-30	FATAL	244
447	21BR	021884	TALLAHASSEE, FL	BEECH	B-58	NONE	112
448	90534	030484	MILTON, FL	GARDNER	STEEN SKY	NONE	130
449	40330	031084	BOCA RATON, FL	MAULE	M4-220	NONE	140
450	1642H	021784	ST. AUGUSTINE, FL	PIPER	PA-28R-201	NONE	106
451	8232K	041784	ARECIBO, PR	GULFSTREAM-S	G-164B	NONE	342

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
452	1242U	031684	CLEARWATER, FL	CESSNA	172M	NONE	150
453	704WZ	031284	OCALA, FL	CESSNA	150	MINOR	142
454	6006P	031284	LACROSSE, FL	CESSNA	210N	NONE	144
455	6665L	040284	ALDERWOOD MANOR, WA	LAKE	LA-4	NONE	382
456	893IT	040784	PANAMA, NE	CESSNA	182	MINOR	292
457	4869F	022484	CEDAR KEY, FL	PIPER	PA-28R-200	NONE	122
458	44818	030484	FT. LAUDERDALE, FL	HEINEMANN	ROTORWAY E	NONE	128
459	2610X	030784	GUAYAMA, PR	CESSNA	206	MINOR	340
460	4460R	022284	KEY WEST, FL	CESSNA	185F	SERIOUS	120
461	NONE	040184	PALM BAY, FL	PTERODACTYL	ASCENDER I	FATAL	164
462	3634P	051284	PHOENIX, AZ	PIPER	PA-22-150	NONE	36
463	X496W	051984	CHINO, CA	GRUMMAN	F-6F5	MINOR	68
464	30298	052084	AVALON, CA	PIPER	PA-32RT-30	SERIOUS	70
465	4447F	013084	GREENSBORO, NC	CESSNA	P210N	FATAL	284
466	81784	042784	FAIR OAKS, CA	PIPER	PA-28	MINOR	56
467	3455X	022084	DEFUNIAK SPRING, FL	MOONEY	M-20F	NONE	114
468	7388S	022584	BRANDON, FL	CESSNA	182G	MINOR	124
469	12497	030884	ORMOND BEACH, FL	CESSNA AIRCR	172 M	NONE	134
470	88168	031084	INDIAN BEACH, FL	PIPER	J-3	NONE	138
471	2070P	031484	KISSIMMEE, FL	PIPER AIRCRA	PA-23-150	MINOR	146
472	1961T	041884	HOLDREGE, NE	PIPER	PA28-180	NONE	294
473	4841Q	032684	MCGEHEE, AR	CESSNA	A188B	NONE	22
474	26413	040884	KAMUELA, HI	GRUMMAN	AA-5A	FATAL	214
475	UN	030984	LEXINGTON, NE	TERATORN ACF	TIERRA II	FATAL	290
476	4861B	030284	DURANT, OK	CESSNA	152	NONE	324

## File Order Listing - Issue No. 3, 1984

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
476	704VC	030284	DURANT, OK	CESSNA	150M	NONE	322
477	NONE	022384	BLYTHEVILLE, AR	PIONEER	FLIGHTSTAR	SERIOUS	18
478	7261M	050584	IMPERIAL, NE	CESSNA	175	NONE	296
479	6618Q	060384	ELLINWOOD, KS	SCHWEIZER	G164B	NONE	240
481	8250H	052184	NORTH PLATTE, NE	PIPER	PA-28R-201	NONE	298
482	80GC	043084	KEYSTONE HGTS, FL	CESSNA	310Q	MINOR	190
483	51DC	012784	STUART, FL	BELL	206B	FATAL	104
484	NONE	052884	LITHIA, FL	EIPPER	QUICKSILVE	FATAL	198
485	6410G	031184	FALLON, NV	CESSNA	150-K	NONE	310
486	3962N	061184	MIAMI, FL	WILLIAM A. W	WIZARD T38	NONE	202
487	20433	031984	PAHOKEE, FL	CESSNA	C-177B	NONE	158
488	714PM	051684	GRAND JUNCTION, CO	CESSNA	A185F	SERIOUS	102
489	3347P	031784	BATTLEGROUND, WA	PIPER	PA 23-1300	NONE	380
490	6185Q	041984	LONG BEACH, CA	CESSNA	320	NONE	54
491	4006U	051284	VINCENNES, IN	AYRES	S2R	NONE	234
492	608RM	042984	NEAR DILLON, CO	AEROSPATIALE	316B	NONE	98
493	9854A	051484	ST. ANNE, IL	CESSNA	190	NONE	228
494	94213	042584	STOW, OH	CESSNA	152	NONE	320
495	1955B	042884	SHELBYVILLE, IL	LUSCOMBE	8A	NONE	226
496	7134U	031684	LAS VEGAS, NM	MOONEY	M20E	NONE	306
497	5306Y	060684	BARSTOW, CA	PIPER	PA-23-250	FATAL	86
498	4143W	052484	NUNAVACHAK, AK	PIPER	PA-32	NONE	10
498	2677Z	052484	NUNAVACHAK, AK	BELLANCA	7GCBC	NONE	8
499	1436X	040484	IDAHO FALLS, ID	PIPER	PA28-140	NONE	222
500	82QQ	052084	CORONA, CA	BRUBAKER	Q-2	FATAL	72

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
501	3731E	052584	KETCHIKAN, AK	AERONCA	7BCM	NONE	12
502	NONE	061884	WENATCHEE, WA	SORREL	SNS-8	FATAL	390
503	2940T	040784	OGDEN, UT	PIPER	PA-28-236	NONE	364
504	1048B	010184	EAST BOSTON, MA	CANADAIR	CL44D4	NONE	250
505	67426	021284	COYOTE, CA	BEECH	A-36	FATAL	40
506	22815	052084	JESSUP, GA	CESSNA	150	MINOR	208
507	51715	022884	MIDDLETON, ID	ENSTROM	280C	FATAL	220
508	560B	012184	RENTON, WA	BEECH	A35	NONE	378
509	12353	033084	DAYTONA BEACH, FL	BEECH	N-35	NONE	160
510	1UB	031984	PALM BEACH, FL	CESSNA	310R	NONE	156
511	50RE	031884	WILLISTON, FL	SCHWEIZER	SGU-22	NONE	154
512	3261E	031884	BELLEVUE, FL	BENGTSON	SWALLOW B	MINOR	152
513	30217	041184	TALLAHASSEE, FL	CESSNA	172M	MINOR	174
514	2577M	042084	JACKSON, WY	PIPER	PA-12	NONE	402
515	NONE	030884	MACCLENNY, FL	SIGERS	RITZ MODEL	FATAL	132
516	80762	042984	DEATH VALLEY, CA	GLOBE	GC-1B	NONE	58
517	8376M	051284	TRONA, CA	CESSNA	A150K	NONE	62
518	8773F	041784	MESA, AZ	HUGHES	269	MINOR	34
519	4717L	032784	GOLETA, CA	CESSNA	152	NONE	52
520	8986Q	061184	DEXTER, MO	AERO COMMAND	S2R	NONE	278
521	NONE	052684	BLIGHTON, GA	ULTRAFLIGHT	LAZAIR II	FATAL	210
522	3374Q	030384	PENN YAN, NY	CESSNA	402B	NONE	312
523	5685G	030884	LIVERMORE, ME	CESSNA	150K	NONE	264
524	9175A	030484	NORWOOD, MA	PIPER	PA-38-112	NONE	254
525	19WA	030684	TOBYHANNA, PA	BRITTEN-NORM	BN-2A-8	SERIOUS	332

## File Order Listing - Issue No. 3, 1984

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
526	38675	031584	WEST MIFFLIN, PA	BEECH	77	MINOR	334
527	84FP	051084	FT. LAUDERDALE, FL	CESSNA	172N	NONE	196
528	9391L	042884	LAKE HARBOR, FL	AMERICAN AVI	AA-1A	NONE	188
529	89948	041684	VERO BEACH, FL	CESSNA	152	MINOR	180
530	586T	041284	BERLIN, GA	BELL	47D1	NONE	204
531	87RB	022684	INDIANTOWN, FL	MONNETT	MONI	SERIOUS	126
532	41724	032384	MOUNT HOLLY, NJ	PIPER	PA-28R-200	NONE	302
533	1711Z	032484	HOGANSBURG, NY	CESSNA	336	NONE	314
534	64493	031084	FAIRFIELD, NJ	CESSNA	C172	NONE	300
535	13193	051584	DOUGLAS ISLAND, AK	CESSNA	182P	NONE	4
536	765VC	052884	KENMORE, WA	CESSNA	U-206-GII	NONE	388
537	7717F	031484	BARDSTOWN, KY	CESSNA	150F	NONE	242
538	3494X	060984	SEALE, AL	MOONEY	M20E	NONE	16
539	33423	032484	FOREST, VA	PIPER	J-5A	SERIOUS	370
540	5030J	052684	NEW BERN, NC	BELLENCA	8KCAB	NONE	288
541	15271	060184	FLINT, MI	BARNES	FIREFLY 7	NONE	272
542	1027U	042884	SMYRNA, TN	PIPER	PA-34-200	SERIOUS	348
543	2843K	030484	BEDFORD, MA	LUSCOMBE	8E	NONE	252
544	20BS	060184	TROY, VA	MAULE	M-2	NONE	376
545	9451Q	051584	SCHAUMBURG, IL	BEECH	A36	MINOR	230
546	6890Y	040784	TITUSVILLE, FL	PIPER	PA-23-250	NONE	170
547	66436	031284	CLOVIS, CA	CESSNA	150M	FATAL	50
548	206GA	030884	AUBURN, CA	CESSNA	TU-206G	NONE	44
549	2980F	052684	KING CITY, CA	BELLANCA	7ECA	MINOR	76
550	734TH	052184	HAYWARD, CA	CESSNA	172N	NONE	74

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
551	51184	042084	WEST PALM BEACH, FL	CESSNA	172	NONE	182
552	4657Q	042584	OCALA, FL	CESSNA	172M	NONE	186
553	98606	050484	NEW SMYRNA BCH, FL	PIPER	J-3	MINOR	192
554	206JA	041484	CLEARWATER, FL	GRUMMAN AMER	AA-5A	FATAL	178
555	NONE	041284	SNEAD, FL	UNKNOWN	EASY RISER	SERIOUS	176
556	2252A	051084	CLERMONT, FL	BELL	UH-1B	FATAL	194
557	92RB	041484	KILL DEVIL HILL, NC	BROWN, R. M.	MONNETT MO	FATAL	286
558	46844	052384	WARRENSBURG, MO	PIETENPOL-GR	GN1	NONE	276
559	94218	052884	WOODLAND, CA	BELL	47G-2	MINOR	78
560	64110	040184	MARATHON, FL	CESSNA	172	FATAL	162
561	92147	040884	ORMOND BEACH, FL	CESSNA	182	NONE	172
562	29994	061184	FT. LAUDERDALE, FL	PIPER	PA-23-250	NONE	200
563	9950M	011884	DEERING, AK	CESSNA	207A	NONE	2
564	222LS	051284	STRASBURG, CO	CESSNA	TU206F	NONE	100
565	6205X	041484	FARMINGTON, NM	CESSNA	421C	NONE	308
566	93656	010984	ANGEL FIRE, NM	BELLANCA	17-30A	SERIOUS	304
567	714ED	042384	BOULDER, CO	CESSNA	150M	NONE	96
568	8301T	031284	HOOD RIVER, OR	PIPER	PA-28RT-20	FATAL	328
569	880LS	031084	LEBEC, CA	CESSNA	172M	NONE	48
570	52702	031084	PACOIMA, CA	CESSNA	172P	NONE	46
571	52488	031084	WILLCOX, AZ	CESSNA	182P	MINOR	32
572	704JP	021384	VACAVILLE, CA	CESSNA	150M	MINOR	42
573	1496R	042484	PANAMA CITY, FL	GRUMMAN	AA-1B	NONE	184
574	511SC	040584	BINGHAMTON, NY	CESSNA	T303	NONE	316
575	4641Z	032584	LAWRENCE, MA	PIPER	PA-22-108	NONE	262

## File Order Listing - Issue No. 3, 1984

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
576	8482N	031684	NORWOOD, MA	CESSNA	340	NONE	256
577	1474U	032584	FITCHBURG, MA	CESSNA	172M	NONE	258
578	84074	032584	CHATHAM, MA	AERONCA	7AC	NONE	260
579	67329	061984	EUREKA, CA	CESSNA	152	NONE	88
580	5302M	040284	ST. AUGUSTINE, FL	PITTS	S-2-B	NONE	168
580	1947G	040284	ST. AUGUSTINE, FL	BUCKER	JUNGMANN	NONE	166
581	8067W	031684	DUNNELLON, FL	SWANSON/BENS	B-8M	FATAL	148
582	2160P	022584	BLUEFIELD, WV	PIPER	PA-23	FATAL	398
583	3344F	010984	ALAMOSA, CO	CESSNA	182J	SERIOUS	92
584	490H	052584	MARTIN, MI	ENSTROM	F-28A	NONE	270
585	34WA	052784	LYONS, WI	WAGNER	CUBY WAG-A	MINOR	392
586	2665L	060384	PORT WASHINGTON, WI	CESSNA	172H	MINOR	394
587	455C	051984	ORTONVILLE, MI	LUSCOMBE	8E	NONE	266
588	2097	010184	KAHUKU, HI	BELL	47J-2	FATAL	212
589	6697L	031784	PITTSBURGH, PA	BEECH	76	NONE	336
590	4816R	060184	MCGEHEE, AR	CESSNA	188	NONE	24
591	3629B	070384	SHERRILL, AR	SCHWEIZER	G-164B	NONE	28
592	9452L	022484	CHANDLER, AZ	GRUMMAN AMER	AA-1A	MINOR	30
593	109EH	060284	SIGEL, PA	HILLER	UH-12E	NONE	338
594	499LG	052484	PONTIC, MI	PIPER	PA-24-260	NONE	268
595	101SB	040584	WICHITA, KS	CESSNA	401	NONE	238
596	94156	043084	BILLINGS, MT	CESSNA	152	NONE	282
597	4065E	051884	SAND POINT, AK	PIPER	PA-18-150	NONE	6
598	1790R	060384	ANCHORAGE, AK	CESSNA	185F	NONE	14
599	704CG	032484	WHITE COTTAGE, OH	CESSNA	150M	NONE	318

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
600	89740	041984	MILLER, SD	CESSNA	140	NONE	346



AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 3 OF 1984 ACCIDENTS

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 563      1/18/84      DEERING, AK      A/C Reg. No. N9950M      Time (Lcl) - 0845 AST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	KOTZEBUE, AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DEERING
Wind Dir/Speed- 270/025 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3000/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - DRY
Obstructions to Vision- BLOWING SNOW	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 8175
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 9
	Aircraft Type - UNK/NR	Make/Model- 1104
		Last 30 Days- UNK/NR
		Instrument- 362
		Last 90 Days- 325
		Multi-Eng - 3025

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN THE TRAFFIC PATTERN FOR A NIGHT LANDING, THE PLT NOTICED THE VILLAGE AGENT'S TRUCK POSITIONED ABOUT 2/3 DOWN THE RWY FACING NORTH. THE PLT ASSUMED THE TRUCK WAS INDICATING THE LANDING DIRECTION. DURING THE LANDING ROLL, THE PLT NOTICED THE TRUCK ON THE SIDE OF THE RWY & ATTEMPTED TO TURN TOWARD THE WEST SIDE OF THE RWY. THE ACFT WEATHERVANED ON THE ICE & COLLIDED WITH THE TRUCK. THE TRUCK WAS ACTUALLY BEING USED TO LIGHT SMUDGE POTS.

Brief of Accident (Continued)

File No. - 563

1/18/84

DEERING, AK

A/C Reg. No. N9950M

Time (Lcl) - 0845 AST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
6. DIRECTIONAL CONTROL - REDUCED -
7. OBJECT - 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) 1,2,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 535      5/15/84      DOUGLAS ISLAND, AK      A/C Reg. No. N13193      Time (Lcl) - 0810 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

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

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

Eng Make/Model      - CONTINENTAL O-470-S  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 230 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed      - 280/008 KTS  
Visibility      - 30.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
JUNEAQU, AK  
Destination  
WRANGELL, AK

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age      - 37  
Biennial Flight Review  
Current      - YES  
Months Since      - 17  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 8500      Last 24 Hrs      - 3  
Make/Model      - 150      Last 30 Days      - UNK/NR  
Instrument      - 0      Last 90 Days      - 100  
Multi-Eng      - 500

Instrument Rating(s)      - NONE

-----Narrative-----

THE PLT REPORTED A COMPLETE LOSS OF POWER WITH OIL VISIBLE ON THE LEFT SIDE OF THE WINDSCREEN. THE PLT WAS UNABLE TO GLIDE TO LAND AND THE ACFT WAS DITCHED IN DEEP WATER ABOUT 100 YDS FROM SHORE. THE ACFT WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 535

5/15/84

DOUGLAS ISLAND, AK

A/C Reg. No. N13193

Time (Lcl) - 0810 PDT

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

Finding(s)

1. FLUID, OIL - LOSS, TOTAL
  2. ENGINE ASSEMBLY, OTHER - FAILURE, TOTAL
- 

Occurrence #2        DITCHING  
Phase of Operation    CRUISE - NORMAL

Finding(s)

3. TERRAIN CONDITION - WATER, ROUGH
- 

----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. - 597 5/18/84 SAND POINT, AK

A/C Reg. No. N4065E

Time (Lcl) - 1430 ADT

-----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 - PIPER PA-18-150  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
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

Wind Dir/Speed- 340/015 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - 5000 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 - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND, ME LAND

Age - 42

Biennial Flight Review

Current - YES  
Months Since - 20  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	6000	Last 24 Hrs -	8
Make/Model-	6000	Last 30 Days-	20	
Instrument-	120	Last 90 Days-	40	
Multi-Eng -	80			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT AT THE END OF THE LANDING ROLL, A STRONG GUSTY CROSSWIND BLEW THE ACFT TO THE LEFT SIDE BREAKING THE LEFT LANDING GEAR & WING.

Brief of Accident (Continued)

File No. - 597

5/18/84

SAND POINT, AK

A/C Reg. No. N4065E

Time (Lcl) - 1430 ADT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE -

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

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 498      5/24/84      NUNAVACHAK, AK      A/C Reg. No. N2677Z      Time (Lcl) - 1900      T

-----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	Pass	0	0	0	1
Accident Occurred During - TAXI	NONE				

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

Make/Model - BELLANCA 7GCBC	Eng Make/Model - LYCOMING O-320 SERIES	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	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- 225/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 7556
SE LAND	Months Since - 11	Make/Model- 820
GLIDER	Aircraft Type - 210	Instrument- 187
		Multi-Eng - 2154
		Last 24 Hrs - 6
		Last 30 Days- 50
		Last 90 Days- 110

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF A PIPER PA-32, N4143W, WAS TAKING OFF TOWARD THE WEST-NORTHWEST ON A TIDAL BEACH AT THE SAME TIME THAT ANOTHER PLT WAS TAXIING WEST ONTO THE BEACH. THE OTHER PLT WAS TAXIING A HIGH WING, BELLANCA 7GCBC, N2677Z. THE BELLANCA WAS ANGLING DOWN ONTO THE LOWER TIDAL AREA OF HARD PACKED SAND FROM A SOMEWHAT HIGHER AREA OF SOFT SAND. AS THE BELLANCA PLT WAS TAXIING DOWN THE SLOPE, THE VIEW TO HIS LEFT REAR WAS RESTRICTED BY HIS LEFT WING. ALSO, AS THE PA-32 PLT WAS TAKING OFF, HIS RIGHT FORWARD VIEW WAS RESTRICTED BY THE ACFT'S NOSE. SHORTLY AFTER THE PIPER PA-32 LIFTED OFF, ITS RIGHT WING TIP STRUCK THE LEFT WING & PROPELLER OF THE BELLANCA 7GCBC. THE PA-32 PLT ABORTED HIS TAKEOFF & STOPPED AFTER TRAVELING ANOTHER 300 TO 400 FT.



Brief of Accident (Continued)

File No. - 498

5/24/84

NUNAVACHAK, AK

A/C Reg. No. N2677Z

Time (Lc1) - 1900 T

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

Finding(s)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 498      5/24/84      NUNAVACHAK, AK      A/C Reg. No. N4143W      Time (Lcl) - 1900      T

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -NON SCHED, DOMESTIC, PASSENGER	Fire	0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	0	0	0	5
Accident Occurred During -TAKEOFF					

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

Make/Model - PIPER PA-32	Eng Make/Model - LYCOMING IO-540	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 225/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4800
SE LAND	Months Since - 3	Last 24 Hrs - 2
	Aircraft Type - PA-32	Make/Model- 2000
		Instrument- 43
		Last 30 Days- 40
		Last 90 Days- 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF A PIPER PA-32, N4143W, WAS TAKING OFF TOWARD THE WEST-NORTHWEST ON A TIDAL BEACH AT THE SAME TIME THAT ANOTHER PLT WAS TAXIING WEST ONTO THE BEACH. THE OTHER PLT WAS TAXIING A HIGH WING. BELLANCA 7GCBC, N2677Z. THE BELLANCA WAS ANGLING DOWN ONTO THE LOWER TIDAL AREA OF HARD PACKED SAND FROM A SOMEWHAT HIGHER AREA OF SOFT SAND. AS THE BELLANCA PLT WAS TAXIING DOWN THE SLOPE, THE VIEW TO HIS LEFT REAR WAS RESTRICTED BY HIS LEFT WING. ALSO, AS THE PA-32 PLT WAS TAKING OFF, HIS RIGHT FORWARD VIEW WAS RESTRICTED BY THE ACFT'S NOSE. SHORTLY AFTER THE PIPER PA-32 LIFTED OFF, ITS RIGHT WING TIP STRUCK THE LEFT WING & PROPELLER OF THE BELLANCA 7GCBC. THE PA-32 PLT ABORTED HIS TAKEOFF & STOPPED AFTER TRAVELING ANOTHER 300 TO 400 FT.

Brief of Accident (Continued)

File No. - 498

5/24/84

NUNAVACHAK, AK

A/C Reg. No. N4143W

Time (Lcl) - 1900 T

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

Finding(s)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 501

5/25/84

KETCHIKAN, AK

A/C Reg. No. N3731E

Time (Lcl) - 1445 PDT

-----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 - AERONCA 7BCM  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1300  
No. of Seats - 2

Eng Make/Model - CONT MOTOR C-85-12  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 85 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- 340/008 KTS  
Visibility - 35.0 SM  
Lowest Sky/Clouds - 3500 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

NONE  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - GRAVEL  
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)  
ATP,CFI,FLT ENG  
SE LAND,ME LAND,SE SEA  
HELICOPTER

Age - 38  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	4017
Make/Model-	26
Instrument-	393
Multi-Eng -	85
Last 24 Hrs -	2
Last 30 Days-	UNK/NR
Last 90 Days-	39
Rotorcraft -	3368

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT WAS MAKING A LOW TURN AT SLOW AIRSPEED TO LAND ON A GRAVEL ROAD. HIS LEFT GEAR DUG INTO THE GRAVEL AND BROKE OFF AND THE ACFT GROUND LOOPED.

Brief of Accident (Continued)

File No. - 501

5/25/84

KETCHIKAN, AK

A/C Reg. No. N3731E

Time (Lcl) - 1445 PDT

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

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - UNCONTROLLED - 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) 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. - 598

6/03/84

ANCHORAGE, AK

A/C Reg. No. N179OR

Time (Lcl) - 1330 ADT

-----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  
NONE

Crew  
Pass

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 170/005 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ANCHORAGE, AK  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 24

Biennial Flight Review

Current - YES  
Months Since - UNK/NR  
Aircraft Type - C-185

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	258	Last 24 Hrs	-	5
Make/Model	-	156	Last 30 Days	-	15
Instrument	-	12	Last 90 Days	-	33
Multi-Eng	-	15			

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING HIS FLOAT EQUIPPED ACFT, THE PLT NOTICED THAT ANOTHER ACFT THAT HAD LANDED BEFORE HIM HAD NOT CLEARED THE LANDING AREA. HE ATTEMPTED A SHARP LEFT TURN AROUND THE OTHER ACFT & THE ACFT HIT A BEACH & FLIPPED OVER.

Brief of Accident (Continued)

File No. - 598

6/03/84

ANCHORAGE, AK

A/C Reg. No. N1790R

Time (Lcl) - 1330 ADT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. OBJECT - VEHICLE
  3. MANEUVER - PERFORMED - PILOT IN COMMAND
  4. TERRAIN CONDITION - DIRT BANK
- 

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) 2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 538      6/09/84      SEALE,AL      A/C Reg. No. N3494X      Time (Lcl) - 1730 CDT

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

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

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

Make/Model - MOONEY M20E	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRSTRIP
Method - UNK/NR	COLUMBUS,OH	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	JOE MATHOUS
Wind Dir/Speed- 080/006 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1588/ 100
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 142
SE LAND	Months Since - 4	Make/Model- 61
	Aircraft Type - PA-38	Instrument- 3
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 77
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT APPROACHED DOWNWIND AT 80 MPH WITH FULL FLAPS. AT TOUCHDOWN THE ACFT BOUNCED AND FLOATED ABOUT 600 FT BEFORE A 2ND TOUCHDOWN. WHEN THE ACFT COULD NOT BE STOPPED ON THE SHORT GRASS RWY, IT WAS GROUNDLOOPE TO STAY ON THE ARPT. DURING THE GROUNDLOOP THE LEFT GEAR COLLAPSED. THIS WAS THE PLTS 1ST LANDING IN THIS ACFT ON A SHORT GRASS RWY. PREVIOUS LANDINGS WERE ON HARD SURFACE RWYS OF 3000 FT OR MORE.



Brief of Accident (Continued)

File No. - 538

6/09/84

SEALE,AL

A/C Reg. No. N3494X

Time (Lc1) - 1730 CDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. AIRSPEED - IMPROPER - PILOT IN COMMAND

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

Finding(s)

6. LANDING GEAR,MAIN GEAR - OVERLOAD
7. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 477      2/23/84      BLYTHEVILLE, AR      A/C Reg. No. NONE      Time (Lcl) - 1200 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - PIONEER FLIGHTSTAR  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - UNK/NR  
No. of Seats - 1

Eng Make/Model - KAWASAKI TA-440/A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 35 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 210/012 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 20000 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 - NONE

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)

ATP,FLT ENG  
SE LAND,ME LAND

Age - 38

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	- 3700	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT SPUN INTO THE GROUND FROM ABOUT 500 FT AGL. THE VEHICLE HAD BEEN OBSERVED BY WITNESSES TO BE IN SLOW FLT MAKING TURNS TO THE RIGHT. AFTER 180 DEGREES OF TURN, THE NOSE PITCHED DOWN TO ABOUT 60 DEGREES AND THE LEFT WING WENT DOWN TO ABOUT 75 DEGREES OF BANK ANGLE. AFTER 4 AND 1/2 TURNS, THE ULTRALIGHT IMPACTED THE GROUND IN AN OPEN FIELD JUST EAST OF THE ARPT. THE PLT WAS SERIOUSLY INJURED AND DOES NOT REMEMBER THE ACCIDENT, ACCORDING TO A WITNESS WHO TALKED TO HIM AT THE SCENE. THE PLT STATED THAT HE WAS DEMONSTRATING SPINS TO PROSPECTIVE BUYERS AND A PIECE OF THE PROPELLER CAME OFF AND HIT HIM IN THE HEAD KNOCKING OFF HIS HELMET RENDERING HIM UNCONSCIOUS. THIS HAPPENED AT 1200 FT, HE SAID IN A TELEPHONE INTERVIEW. THE PLTS HELMET WAS FOUND 8 FT BEHIND THE PLT AT THE SCENE. ONE BLADE OF THE PROPELLER WAS BROKEN OFF AT THE ROOT OF THE BLADE AND WAS FOUND ALONGSIDE THE PROPELLER IN THE WRECKAGE. ONE OF THE FIRST PERSONS ON THE SCENE SAID THAT THE PLT HAD HIS HELMET ON AT IMPACT.

Brief of Accident (Continued)

File No. - 477

2/23/84

BLYTHEVILLE, AR

A/C Reg. No. NONE

Time (Lcl) - 1200 CST

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

Finding(s)

1. MANEUVER - PERFORMED - PILOT IN COMMAND
  2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 431      3/16/84      SPRINGDALE, AR      A/C Reg. No. N6177P      Time (Lcl) - 0814 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model    - PIPER PA-24-180  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 2550  
No. of Seats   - 4

Eng Make/Model - LYCOMING O-360-A1A  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 180 HP

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

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

Weather Data

Wx Briefing        - FSS  
Method             - TELEPHONE  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed-    040/012 KTS  
Visibility         - 1.500 SM  
Lowest Sky/Clouds   - 400 FT  
Lowest Ceiling     - 600 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light   - UNK/NR

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
MARIANNA, FL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MUNICIPAL  
Runway Ident        - 36  
Runway Lth/Wid     - 4000/ 75  
Runway Surface      - ASPHALT  
Runway Status       - DRY

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

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

Age - 22  
Biennial Flight Review  
Current            - YES  
Months Since      - 2  
Aircraft Type     - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 218  
Make/Model-       UNK/NR  
Instrument-       UNK/NR  
Multi-Eng -       UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 3 MINUTES AFTER TAKEOFF THE ACFT WAS OBSERVED COMING OUT OF THE 400-600 FT OVERCAST SKY IN ABOUT A 75 DEG NOSE DOWN, RIGHT WING ATTITUDE. IT IMPACTED A 4-STRAND HIGH VOLTAGE POWERLINE PRIOR TO IMPACT WITH THE GROUND. THE PLT HAD RECEIVED HIS INSTRUMENT RATING IN JANUARY. NO RECORDS WERE FOUND INDICATING THAT THE PLT EVER FLOWN ACTUAL OR SIMULATED INSTRUMENTS IN A PA-24. THE PLT HAD A MEDICAL HISTORY OF DIZZINESS. ON 3/6/84 HE WAS TREATED FOR NAUSEA, VOMITING & DIZZINESS. HE WAS GIVEN 3 MEDICATIONS AT THAT TIME. ON 3/8/84 THE PLT TELEPHONED THE UNIVERSITY HEALTH CENTER TO SAY HE WAS STILL EXPERIENCING DIZZINESS & WAS PRESCRIBED ANOTHER DRUG. HE AGAIN CALLED ON 3/10/84 COMPLAINING OF DIZZINESS. HOWEVER, A DRUG SCREEN REVEALED NO TRACES OF MEDICATIONS ABLE TO BE TESTED FOR. THE ACFT WAS OVER MAX GROSS WEIGHT.

Brief of Accident (Continued)

File No. - 431

3/16/84

SPRINGDALE, AR

A/C Reg. No. N6177P

Time (Lc1) - 0814 CST

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

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
5. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 2,3,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 473      3/26/84      MCGEHEE, AR      A/C Reg. No. N4841Q      Time (Lcl) - 1438 CST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation      -AERIAL APPLICATION  
Flight Conducted Under      -14 CFR 137  
Accident Occurred During      -LANDING

Aircraft Damage  
DESTROYED

Fire      NONE

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

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

Make/Model      - CESSNA A188B  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 3300  
No. of Seats      - 1

Eng Make/Model - CONT MOTOR IO 520 SERIES      ELT Installed/Activated - NO -N/A  
Number Engines - 1      Stall Warning System - UNK/NR  
Engine Type      - RECIP-FUEL INJECTED  
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- 180/010 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds - 3000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

AG STRIP  
Runway Ident      - 27  
Runway Lth/Wid      - 2500 -UNK/NR  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY  
ICE COVERED

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

Pilot-In-Command

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

Age - 43

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1737	Last 24 Hrs	- 1
Make/Model-	500	Last 30 Days-	UNK/NR
Instrument-	141	Last 90 Days-	78
Multi-Eng	- 106		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE MADE A WHEEL LANDING IN AN AG STRIP. AS THE FORWARD SPEED DECRESAED, THE TAIL WAS LOWERED TO THE GROUND. THE ACFT WAS NEARLY STOPPED WHEN THE TAIL STARTED UP & THE ACFT NOSED OVER. THE PLT STATED THAT BEFORE THE ACCIDENT, THE WINDS WERE FROM THE SOUTH AT 15 KTS, THEN FOR 30 TO 40 MIN AFTER THE ACCIDENT, THE WINDS WERE VERY STRONG & VARIABLE.

Brief of Accident (Continued)

File No. - 473

3/26/84

MCGEHEE, AR

A/C Reg. No. N4841Q

Time (Lc1) - 1438 CST

Occurrence NOSE OVER  
Phase of Operation LANDING - ROLL

Finding(s)

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

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

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

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. - 590      6/01/84      MCGEHEE,AR      A/C Reg. No. N4816R      Time (Lcl) - 1700 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - CESSNA 188

Eng Make/Model - CONTINENTAL IO-520-D

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 4000

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 300 HP

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 210/008 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

MCGEHEE,AR

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 42

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2737

Make/Model- 300

Instrument- 11

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 65

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OUT OF FUEL DURING AN APPROACH TO THE ARPT & LANDED SHORT OF THE STRIP. DURING THE LANDING, THE LEFT MAIN GEAR COLLAPSED. THE PLT THOUGHT HE HAD ABOUT 8 GAL OF FUEL REMAINING.



Brief of Accident (Continued)

File No. - 590

6/01/84

MCGEHEE, AR

A/C Reg. No. N4816R

Time (Lcl) - 1700 CDT

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

Finding(s)

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

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

-----

Occurrence #3      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 428      6/10/84      POCAHONTAS, AR      A/C Reg. No. N8896Q      Time (Lc1) - 0700 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire  
NONE

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

Make/Model - AERO COMMANDER S-2R

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 6000

No. of Seats - 1

Eng Make/Model - P & W R1340

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - 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 - 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 - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 62

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - 150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 20000

Make/Model- 5000

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 250

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HE WAS MAKING A CLEANUP SWATH & ENCOUNTERED SPRAY FROM THE PREVIOUS SWATH RUN. THE SPRAY CONTAINS A DYE WHICH COVERED THE WINDSHIELD & OBSCURED THE PLT'S VISION. THE PLT SAID HE PULLED UP AT THE END OF THE FIELD BUT FAILED TO CLEAR THE TREES. ALTHOUGH THE ACFT WAS DAMAGED, THE PLT WAS ABLE TO RETURN TO THE ARPT & LAND SAFELY.

Brief of Accident (Continued)

File No. - 428

6/10/84

POCAHONTAS, AR

A/C Reg. No. N8896Q

Time (Lcl) - 0700 CDT

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)  
1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)  
2. PULL-UP - DELAYED - PILOT IN COMMAND  
3. OBJECT - TREE(S)  
-----

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 591

7/03/84

SHERRILL,AR

A/C Reg. No. N3629B

Time (Lcl) - 1530 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

0

0

0

1

Pass

0

0

0

0

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

Make/Model - SCHWEIZER G-164B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4500

No. of Seats - 1

Eng Make/Model - P & W R-1340

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - UNK/NR

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 190/010 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

COY,AR

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

FLYING FARMER'S SERVICE

Runway Ident - 36

Runway Lth/Wid - 2500/ 100

Runway Surface - GRASS/TURF

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 - 44

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 8100

Make/Model- 2000

Instrument- UNK/NR

Multi-Eng - 2500

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 250

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE WAS LANDING WITH A SLIGHT TAILWIND & THE NEW BRAKE SYSTEM ON THE ACFT WAS SENSITIVE. DURING TOUCHDOWN, THE ACFT NOSE OVER.

Brief of Accident (Continued)

File No. - 591

7/03/84

SHERRILL, AR

A/C Reg. No. N3629B

Time (Lcl) - 1530 CDT

---

Occurrence

NOSE OVER

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TAILWIND

2. BRAKES(NORMAL) - 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 592      2/24/84      CHANDLER, AZ      A/C Reg. No. N9452L      Time (Lcl) - 1610 MST

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

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

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

Make/Model - GRUMMAN AMERICAN AA-1A	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1430	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CHANDLER, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 230/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - UNK/NR	Total - 6965
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 17
	Aircraft Type - UNK/NR	Instrument- 229
		Multi-Eng - 1315
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD JUST COMPLETED A POWER-OFF SPIRAL TO ABOUT 200 FT AGL. POWER WAS APPLIED & THE ACFT CLIMBED TO ABOUT 500 FT AGL WHEN THE ENG QUIT. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING A FORCED LANDING. ALL FUEL LINES & THE FUEL BOOST PUMP WERE FOUND DRY. HOWEVER, FUEL WAS STILL PRESENT IN THE RIGHT TANK & THE PUMP PUMPED FUEL FROM THIS TANK AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 592

2/24/84

CHANDLER,AZ

A/C Reg. No. N9452L

Time (Lc1) - 1610 MST

Occurrence #1      LOSS OF POWER  
Phase of Operation      CLIMB

Finding(s)

1. FLUID,FUEL - STARVATION
2.    UNDETERMINED

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

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

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 571      3/10/84      WILLCOX,AZ      A/C Reg. No. N52488      Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

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

Eng Make/Model - CONTINENTAL O-470-R25A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

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

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

Weather Data

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

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

OFF AIRPORT/STRIP

Airport Data

MOTES AIRSTRIP  
Runway Ident - 26  
Runway Lth/Wid - 5280/ 80  
Runway Surface - DIRT  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)  
UNK/NR

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

AN UNKNOWN PERSON ATTEMPTED TO STEAL THE ACFT. THE ACFT WAS TAXIED OUT FROM ITS TIE-DOWN SPOT & ACCELERATED DOWN THE MILE-LONG DIRT RWY. IT FAILED TO BECOME AIRBORNE, IMPACTED 5 FENCES, A POWER POLE & CAME TO REST INVERTED. THE INJURY INDEX IS PRESUMED.



Brief of Accident (Continued)

File No. - 571

3/10/84

WILLCOX,AZ

A/C Reg. No. N52488

Time (Lc1) - UNK/NR

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - ATTEMPTED - OTHER PERSON
  2. AIRCRAFT HANDLING - IMPROPER - OTHER PERSON
  3. OBJECT - FENCE
  4. OBJECT - UTILITY POLE
- 

-----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. - 518      4/17/84      MESA,AZ      A/C Reg. No. N8773F      Time (Lcl) - 1155 MST

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

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

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

Make/Model - HUGHES 269	Eng Make/Model - LYCOMING HIO-360-B1A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1575	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	MESA,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 160/015 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 12000 FT BROKEN	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 - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1265
SE LAND	Months Since - 16	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 269
		Instrument- 33
		Last 30 Days- UNK/NR
		Last 90 Days- 159
		Rotorcraft - 269

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED HARD DURING AN AUTOROTATION DEMONSTRATION BY A CFI. DURING LANDING THE ROTOR BLADES SEVERED THE TAIL AND THE ACFT WENT INTO GROUND RESONANCE. THE CFI SAID HE THOUGHT THE ACFT LOST TRANSITIONAL LIFT. HE RECOMMENDED NOT PRACTICING AUTOROTATIONS ON A DAY WITH VARIABLE AND GUSTY WINDS.

Brief of Accident (Continued)

File No. - 518

4/17/84

MESA, AZ

A/C Reg. No. N8773F

Time (Lc1) - 1155 MST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND(CFI)
3. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND(CFI)

-----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. - 462

5/12/84

PHOENIX,AZ

A/C Reg. No. N3634P

Time (Lcl) - 1448 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 -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

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

Make/Model - PIPER PA-22-150  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1950  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A1A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 006 KTS  
Visibility - 45.0 SM  
Lowest Sky/Clouds - 7000 FT SCATTERED  
Lowest Ceiling - 10000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
FLAGSTAFF,AZ  
Destination  
PHOENIX,AZ

Airport Proximity  
ON AIRPORT

Airport Data

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

ATC/Airspace

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

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

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

Age - 46  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 134  
Make/Model- 3  
Instrument- 2  
Last 24 Hrs - 3  
Last 30 Days- 12  
Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD JUST PURCHASED THE ACFT & HAD FLOWN IT ONLY 3 HRS. THE PURPOSE OF THIS FLT WAS TO FERRY IT TO DEER VALLEY FOR A PAINT JOB. HE REPORTED THAT WHEN HE LANDED, THE WIND WAS FROM 150 DEG AT 6 GUSTING 12 KTS. DURING THE LANDING, THE NOSE WHEEL TOUCHED DOWN 1ST & HE "STRUGGLED TO MAINTAIN DIRECTIONAL CONTROL." HE STATED THAT HE GUIDED THE ACFT ONTO THE TURN-OFF, AND WHEN HE STOPPED, THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 462

5/12/84

PHOENIX,AZ

A/C Reg. No. N3634P

Time (Lc1) - 1448 MST

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

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 IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING

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) 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. - 436

2/04/84

SAN DIEGO, CA

A/C Reg. No. N8319F

Time (Lcl) - 1924 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -BUSINESS.

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

0

1

0

0

Pass

0

0

0

0

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

Make/Model - HUGHES 500C (369HS)

Landing Gear - SKID

Max Gross Wt - 2400

No. of Seats - 4

Eng Make/Model - ALLISON 250 C20

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 278 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- CALM

Visibility - 8.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SAN DIEGO, 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 - VFR

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

HELICOPTER

Age - 40

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4628

Make/Model- 2554

Instrument- 3

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 110

Rotorcraft - 4417

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED A PARTIAL POWER LOSS. DURING THE FORCED LANDING TAKE RIGHT SKID COLLAPSED & THE T/R SEVERED THE TAIL BOOM. DURING A SUBSEQUENT ENG TEST, THE ENG WOULD PRODUCE NO MORE THAN 20 PSI TORQUE AT 100% N2. THE FUEL CONTROL & FUEL NOZZLE WERE FOUND TO BE CONTAMINATED WITH A BROWN POWDERY SUBSTANCE OF UNKNOWN ORIGIN.

Brief of Accident (Continued)

File No. - 436

2/04/84

SAN DIEGO, CA

A/C Reg. No. N8319F

Time (Lc1) - 1924 PST

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

Finding(s)

1. FUEL SYSTEM, NOZZLE - CONTAMINATION
  2. FUEL SYSTEM, FUEL CONTROL - CONTAMINATION
- 

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

-----

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

Finding(s)

3. LANDING GEAR, SKID ASSEMBLY - 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. - 505      2/12/84      COYOTE, CA

A/C Reg. No. N67426

Time (Lcl) - 1945 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - BEECH A-36  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3600  
No. of Seats      - 5

Eng Make/Model      - CONTINENTAL IO-520-BB  
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      - UNK/NR  
Wind Dir/Speed      - CALM

Visibility      - 5.0      SM  
Lowest Sky/Clouds      - 1500 FT SCATTERED  
Lowest Ceiling      - 3500 FT BROKEN  
Obstructions to Vision      - HAZE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
MODESTO, CA  
Destination  
HOLLISTER, CA

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

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

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

Age      - 48  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - A-36

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 3250      Last 24 Hrs      - 3  
Make/Model      - 605      Last 30 Days      - UNK/NR  
Instrument      - 215      Last 90 Days      - 210  
Multi-Eng      - 100      Rotorcraft      - UNK/NR

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE ACFT CRASHED IN MOUNTAINOUS TERRAIN DURING A NIGHT X-COUNTRY IN MARGINAL WEATHER. THE PLT MADE AN APPROACH TO SAN JOSE, CANCELLED HIS IFR FLT PLAN AND ADVISED HE WAS PROCEEDING TO HOLLISTER. A COMMON PRACTICE IN THE AREA IS TO FLY THE VALLEY, FOLLOWING THE HIGHWAY DURING PERIODS OF LOW CEILINGS, WHEN THE WEATHER IS BASICALLY VFR BETWEEN SAN JOSE AND HOLLISTER. THE PLT HAD BEEN ADVISED BY SAN JOSE TOWER THAT REID-HILLVIEW CONTROL ZONE WAS BELOW BASIC VFR MINIMUMS. INVESTIGATION DID NOT REVEAL ANY EVIDENCE OF PREIMPACT ACFT FAILURE OR MALFUNCTION.



Brief of Accident (Continued)

File No. - 505

2/12/84

COYOTE,CA

A/C Reg. No. N67426

Time (Lc1) - 1945 PST

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

Finding(s)

1. WEATHER CONDITION - FOG
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. WEATHER CONDITION - LOW CEILING
  4. WEATHER EVALUATION - POOR - PILOT IN COMMAND
  5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
  6. JUDGEMENT - POOR - PILOT IN COMMAND
  7. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
  8. IN FLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
- 

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

Finding(s)

9. TERRAIN CONDITION - RISING
  10. LIGHT CONDITION - DARK NIGHT
- 

-----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) 1,3,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 572      2/13/84      VACAVILLE, CA      A/C Reg. No. N704JP      Time (Lcl) - 2345 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire      NONE  
Crew      0  
Pass      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/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- 290/004 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
DAVIS, 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)  
PRIVATE  
SE LAND

Age - 24  
Biennial Flight Review  
Current      - YES  
Months Since      - 3  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 198  
Last 24 Hrs - UNK/NR  
Make/Model- 14  
Last 30 Days- 1  
Instrument- 3  
Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG FAILED & THE ACFT COLLIDED WITH POWER LINES DURING A NIGHT FORCED LANDING. AN ENG EXAM REVEALED FUEL IN BOTH THE FUEL LINES & CARBURETOR. THE 0005 WX OBSERVATION AT TRAVIS AFB, ABOUT 7 MI SOUTH OF THE ACCIDENT SITE, REPORTED A TEMP OF 47 DEG & A DEWPOINT OF 33 DEG. ACCORDING TO ICING PROBABILITY CHARTS, SERIOUS CARBURETOR ICING WAS POSSIBLE AT CRUISE POWER.

Brief of Accident (Continued)

File No. - 572

2/13/84

VACAVILLE, CA

A/C Reg. No. N704JP

Time (Lcl) - 2345 PST

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

Finding(s)

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

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
  5. OBJECT - WIRE, TRANSMISSION
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 548      3/08/84      AUBURN, CA      A/C Reg. No. N206GA      Time (Lc1) - 1004 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	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -APPROACH					

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

Make/Model - CESSNA TU-206G	Eng Make/Model - CONTINENTAL TSIO-520-M	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 - 3	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	AUBURN, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	AUBURN MUNI
Wind Dir/Speed- 160/003 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3100/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	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 - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 251
SE LAND	Months Since - 3	Make/Model- 95
	Aircraft Type - UNK/NR	Instrument- 58
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT CAME IN FOR HER 3RD LANDING AND AFTER FLARING HIGH "CUT" THE THROTTLE AND SAID SHE HOPED FOR A "SOFT" LANDING WITH TRIM BACK AND 40 DEGREES OF FLAPS. A PLT ON THE GROUND NEAR THE RWY SAID HIS ATTENTION WAS DRAWN TO THE ACFT BECAUSE OF A LARGE INCREASE IN ENGINE NOISE. HE SAID THE ACFT NOSE WAS HIGH, AIRSPEED SLOW AND THE ACFT APPEARED TO ENTER A "TORQUE ROLL". HE ADDED IT POSSIBLY ROLLED DUE TO "P" FACTOR. THE LEFT WING HIT THE GROUND FIRST AND THE ACFT CAME TO REST ABOUT 200 FT OFF THE RWY. THE PLT SAID SHE MAY HAVE RAISED THE FLAPS TO GO AROUND BEFORE ADDING POWER. SHE ALSO SAID SHE MAY NOT HAVE USED ENOUGH RUDDER TO CORRECT FOR THE ADDED POWER. HER INSTRUCTOR SAID SHE TENDED TO USE TRIM INSTEAD OF RUDDER BUT HE THOUGHT SHE WAS "CURED" OF HER HABIT OF RAISING FLAPS BEFORE POWER BUT A "REFLEX SITUATION" MAY HAVE MADE HER HAVE THE PREDOMINANT IMPROPER REFLEX ACTION.

Brief of Accident (Continued)

File No. - 548

3/08/84

AUBURN, CA

A/C Reg. No. N206GA

Time (Lc1) - 1004 PST

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - POOR - PILOT IN COMMAND
4.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, HABIT INTERFERENCE - PILOT IN COMMAND
5. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
6. ELEVATOR TRIM - EXCESSIVE - PILOT IN COMMAND
7. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
8. STALL - NOT CORRECTED - PILOT IN COMMAND
9. DIRECTIONAL CONTROL - INADEQUATE - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - GO-AROUND (VFR)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 570      3/10/84      PACOIMA, CA      A/C Reg. No. N52702      Time (Lcl) - 0945 PST

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

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

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

Make/Model	- CESSNA 172P	Eng Make/Model	- LYCOMING O-320-D2J	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	BURBANK, CA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	WHITEMAN	
Wind Dir/Speed	- 360/015 KTS		Runway Ident	- 12
Visibility	- 20.0 SM	ATC/Airspace	Runway Lth/Wid	- 3725/ 40
Lowest Sky/Clouds	- 10000 FT THIN BKN	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- 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)	
COMMERCIAL, CFI	Current - YES	Total - 900	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 200	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 81	Last 90 Days - 44
		Multi-Eng - 100	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE OVERFLIGHT OF THE UNCONTROLLED FIELD, BOTH PLTS NOTICED THAT THE WIND TEE INDICATED RWY 12 AS THE LANDING DIRECTION. DURING LANDING, THE ACFT FLOATED & TOUCHED DOWN ABOUT 2/3 DOWN THE RWY. THE ACFT STRUCK A FENCE & TREES AT THE END OF THE RWY. SHORTLY AFTER THE ACCIDENT, SEVERAL ACFT MADE GO-AROUNDS DUE TO EXCESSIVE FLOATING. THE WIND TEE HAD TO BE MANUALLY ALIGNED IN ACCORDANCE WITH THE WIND SOCK, MOUNTED ON TOP OF THE TEE. THE WIND SOCK WAS FADED & DIFFICULT TO DISCRIMINATE FROM THE BRIGHT ORANGE COLOR OF THE WIND TEE. THE INSTRUCTOR PLT REPORTED THE WIND WAS FROM THE NORTH AT 15 KTS.

Brief of Accident (Continued)

File No. - 570

3/10/84

PACOIMA, CA

A/C Reg. No. N52702

Time (Lcl) - 0945 PST

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, WIND DIRECTION INDICATOR - INACCURATE
2. AIRPORT OPERATIONS - INADEQUATE - AIRPORT PERSONNEL
3. WEATHER CONDITION - TAILWIND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND(CFI)

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

Finding(s)

5. OBJECT - FENCE
6. OBJECT - TREE(S)

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

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

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. - 569      3/10/84      LEBEC,CA      A/C Reg. No. N880LS      Time (Lcl) - 1145 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
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/YES  
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - VMC

Wind Dir/Speed- 290/008 KTS  
Visibility - 1.500 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

VAN NUYS,CA

Destination

VAN NUYS,CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,ME LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - GA-7

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 307

Make/Model- 44

Instrument- 6

Multi-Eng - 41

Last 24 Hrs - 2

Last 30 Days- 5

Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

IN A PRELIMINARY ORAL STATEMENT, THE PLT SAID THAT THEY ENCOUNTERED AN UNFORCASTED OVERCAST & RISING MOUNTAINOUS TERRAIN. LATER, SHE STATED THEY WERE TRYING TO MAINTAIN VFR FLT IN MOUNTAINS WITH SCATTERED CLOUDS IN THE AREA; THEN WHEN THEY WERE INITIATING A CLIMB TO CLEAR A RIDGE, THE ACFT ENCOUNTERED A DOWNDRAFT. SUBSEQUENTLY, THE ACFT SETTLED INTO TREES ON A STEEP RISING SLOPE & CRASHED. BOTH PLTS ESTIMATED THE VISIBILITY WAS ABOUT 1.5 MI. OTHER PARTICIPANTS OBSERVED CLOUDS OBSCURING THE RIDGE CREST & DEVIATED ABOUT 5 MI SOUTH TO LOWER TERRAIN. THE ELEVATION OF THE CRASH SITE WAS APRX 5000 FT.



Brief of Accident (Continued)

File No. - 569

3/10/84

LEBEC,CA

A/C Reg. No. N880LS

Time (Lcl) - 1145 PST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH TERRAIN
3. WEATHER CONDITION - CLOUDS
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. WEATHER CONDITION - DOWNDRAFT

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

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 547

3/12/84

CLOVIS, CA

A/C Reg. No. N66436

Time (Lcl) - 1345 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
ON GROUND

Crew  
Pass

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

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

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 - UNK/NR

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - 20000 FT THIN BKN

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SELMA, CA

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 - UNK/NR

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 200 Last 24 Hrs - UNK/NR

Make/Model- 150 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD CALLED HIS GIRLFRIEND TO SAY HE WAS GOING TO FLY OVER HER HOUSE AN THAT HE WANTED HER TO WAVE AT HIM AS HE FLEW PAST. IN FLYING LOW OVER HER HOUSE THE PLT WAVED AND YELLED LOUD ENOUGH TO BE HEARD ON THE GROUND. A FRIEND SAID THAT DURING A RECTANGULAR FLT PATH OPPOSITE THE GIRLS HOUSE THE NOSE PITCHED UP AND THE ACFT ENTERED A SPIN AND COMPLETED 3 TURNS BEFORE IMPACT WITH A UTILITY POLE AND THE GROUND. OTHER WITNESSES SAID THE ACFT HAD BEEN DOING AEROBATICS AND HAD STALLED BEFORE THE FATAL SPIN. TWO WITNESSES SAID THEY WERE TRYING TO GET THE ACFT NUMBER TO REPORT IT TOO FAA FOR LOW FLYING. IN A POST ACCIDENT EXAMINATION NOTHING WAS FOUND WRONG WITH THE ACFT OTHER THAN IMPACT DAMAGE THE PROPELLER EVIDENCED TORSIONAL LOAD AT IMPACT. NO PRE-IMPACT ABNORMAL CONDITION WAS NOTED IN THE EXAMINATION OF THE ACFT OCCUPANTS BODIES.

Brief of Accident (Continued)

File No. - 547

3/12/84

CLOVIS, CA

A/C Reg. No. N66436

Time (Lcl) - 1345 PST

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
7. AEROBATICS - PERFORMED - PILOT IN COMMAND
8. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

9. OBJECT - UTILITY POLE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 519

3/27/84

GOLETA, CA

A/C Reg. No. N4717L

Time (Lcl) - 1518 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
Other 0	0	0	1

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

Fire  
NONE

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

Make/Model - CESSNA 152  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1670  
No. of Seats - 1

Eng Make/Model - LYCOMING O-235-L2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 210 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 150/008 KTS  
Visibility - 30.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
GOLETA, CA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

SANTA BARBARA  
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 - 63

Biennial Flight Review

Current - UNK/NR  
Months Since - 0  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 78	Last 24 Hrs - 1
Make/Model- 78	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

BOTH ACFT HAD BEEN CLEARED TO THE RIGHT SIDE OF TAXIWAY "A" AFTER LANDING DUE TO A CONVOY OF EMERGENCY VEHICLES ON A TRAINING MISSION. WHEN CLEARED TO CONTINUE TO TAXI AFTER THE CONVOY PASSED, N7655S TAXIED INTO N4717L FROM BEHIND.

Brief of Accident (Continued)

File No. - 519

3/27/84

GOLETA, CA

A/C Reg. No. N4717L

Time (Lc1) - 1518 PST

Occurrence ON GROUND COLLISION WITH OBJECT  
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. AIRPORT FACILITIES, TAXIWAY CONDITION - 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. - 490

4/19/84

LONG BEACH, CA

A/C Reg. No. N6185Q

Time (Lcl) - 0555 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 320  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4990  
No. of Seats - 6

Eng Make/Model - CONT MOTOR TSIO-470-C  
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- 300/015 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

LONG BEACH  
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 - 52

Biennial Flight Review  
Current - YES  
Months Since - 22  
Aircraft Type - 320

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	1210
Last 24 Hrs	UNK/NR
Last 30 Days	UNK/NR
Last 90 Days	13
Make/Model	11
Instrument	110
Multi-Eng	800

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXING TO THE ACTIVE RWY, THE PLT WAS AWARE OF SEVERAL HOLES IN THE TAXIWAY. HE MADE A TURN TO THE LEFT & ENTERED A DIRT AREA TO ASSURE THAT THE ACFT WOULD NOT ENTER THE TAXIWAY HOLES. HOWEVER, IN THE DIRT AREA, THE NOSEWHEEL SUNK INTO A WATER COVERED HOLE & THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 490

4/19/84

LONG BEACH, CA

A/C Reg. No. N6185Q

Time (Lcl) - 0555 PST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. AIRPORT FACILITIES, TAXIWAY CONDITION - INADEQUATE
2. MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL
3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED  
Phase of Operation TAXI - TO TAKEOFF

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) 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. - 466      4/27/84      FAIR OAKS, CA      A/C Reg. No. N81784      Time (Lcl) - 1915 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	0	1	0
Pass	0	0	2	1

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

Make/Model      - PIPER PA-28  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2600  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-A4A  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 180 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- VARIABLE/008 KTS  
Visibility      - 50.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
EL CAJON, CA  
Destination  
FAIR OAKS, CA

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)  
COMMERCIAL  
SE LAND

Age      - 26  
Biennial Flight Review  
Current      - YES  
Months Since      - 6  
Aircraft Type      - 152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 461      Last 24 Hrs      - 5  
Make/Model-      21      Last 30 Days-      5  
Instrument-      58      Last 90 Days-      5  
Multi-Eng      - 28

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

BEFORE DEPARTING ON A X-COUNTRY FLT, THE PLT WAS WARNED TO REFUEL MIDWAY ON HIS ROUTE. HE RECALCULATED HIS FUEL WHILE EN ROUTE & THOUGHT SUFFICIENT FUEL WAS REMAINING. DURING ARRIVAL, THE PLT ACTIVATED THE RWY LIGHTS, BUT DID NOT SEE THEM UNTIL HE WAS NEARLY OVER THE ARPT AT 1500 FT. HE TRIED TO DESCEND & LAND, BUT WAS TOO CLOSE TO THE RWY. HE ADVANCED THE THROTTLE TO MANEUVER & LAND; HOWEVER, THE ENG, WHICH HAD START TO LOSE POWER, QUIT COMPLETELY. THE PLT THEN STARTED TO LAND ON A STREET, BUT THERE WAS TRAFFIC, SO HE LANDED BETWEEN THE STREET & THE HOUSE. AN AUTO WAS STRUCK AS THE ACFT CAME TO A STOP. AN EXAM REVEALED THAT THE ENG HAD LOST POWER FROM FUEL EXHAUSTION.



Brief of Accident (Continued)

File No. - 466

4/27/84

FAIR OAKS, CA

A/C Reg. No. N81784

Time (Lc1) - 1915 PST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. LIGHT CONDITION - DUSK
4. VISUAL LOOKOUT - REDUCED -
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL DETECTION - PILOT IN COMMAND
6. FLUID,FUEL - EXHAUSTION
7. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

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

Finding(s)

8. OBJECT - VEHICLE

-----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) 3,5,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 516      4/29/84      DEATH VALLEY, CA      A/C Reg. No. N80762      Time (Lcl) - 0800 PDT

-----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	Crew	0	0	0	1
Accident Occurred During	-LANDING	Pass	0	0	0	1

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

Make/Model	- GLOBE GC-1B	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1710	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	DEATH VALLEY, CA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	DEATH VALLEY	
Wind Dir/Speed	- 170/008 KTS		Runway Ident	- 33
Visibility	- 75.0 SM	ATC/Airspace	Runway Lth/Wid	- 3040/ 70
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- 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 - YES	Total - 1165	Last 24 Hrs - 3
SE LAND	Months Since - 14	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, THE APPROACH TO RWY 33 WAS IN A "NO-WIND CONDITION UNTIL ABOUT 30-40 FT AGL WHEN A STRONG TAIL WIND CAME UP." HE STATED THAT IT APPEARED THAT THERE WAS SUFFICIENT RWY REMAINING AND WHEN HE REALIZED IT WAS TOO LATE TO STOP OR GO AROUND HE ELECTED TO ROLL STRAIGHT AHEAD. THE ACFT ROLLED INTO SOFT SAND AND NOSED OVER.

Brief of Accident (Continued)

File No. - 516

4/29/84

DEATH VALLEY, CA

A/C Reg. No. N80762

Time (Lc1) - 0800 PDT

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY MARKING - INADEQUATE
4. WRONG RUNWAY - NOT CORRECTED - PILOT IN COMMAND
5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 434

5/03/84

PLACERVILLE, CA

A/C Reg. No. N28867

Time (Lcl) - 0447 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model - GRUMMAN AMERICAN AA-5B  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2400  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - IMC  
Wind Dir/Speed- CALM  
Visibility - .250 SM  
Lowest Sky/Clouds - 100 FT  
Lowest Ceiling - 100 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - NIGHT(DARK)

Itinerary

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

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SWANSBORO COUNTRY  
Runway Ident - 27  
Runway Lth/Wid - 3235/ 50  
Runway Surface - ASPHALT  
Runway Status - WET

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

Pilot-In-Command

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

Age - 35

Biennial Flight Review

Current - YES  
Months Since - 3  
Aircraft Type - AA-5B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 400	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 LIVED NEAR THE ARPT & HAD BEEN COMMUTING TO SACRAMENTO, CA FOR ABOUT 3 WEEKS. RWY 27 WAS THE PROMINANT RWY & THE ARPT WAS SURROUNDED BY HILLS. SHORTLY AFTER TAKING OFF, THE ACFT CRASHED ABOUT 2 MI WEST OF THE ARPT WHILE IN A RIGHT WING LOW ATTITUDE ON A HEADING OF ABOUT 060 DEG. SEVERAL FAMILIES HEARD THE ACFT START & TAKEOFF. ONE PERSON, WHO WAS A PLT, ESTIMATED THE WX WAS ABOUT 100 FT OVERCAST, 1/4 MI VISIBILITY, WIND CALM WITH MODERATE RAINFALL. A FARMER NEAR THE CRASH SITE SAID HE HEARD THE ACFT TAKEOFF, & SHORTLY THEREAFTER, THE ENG MADE A MUCH LOUDER SOUND, AS IF THE PLANE WAS IN A POWER DIVE. NO RECORDS WERE FOUND TO INDICATE THE PLT HAD ANY INSTRUMENT TRAINING.

Brief of Accident (Continued)

File No. - 434

5/03/84

PLACERVILLE, CA

A/C Reg. No. N28867

Time (Lc1) - 0447 PDT

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
  2.        IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  3. LIGHT CONDITION - DARK NIGHT
  4. WEATHER CONDITION - LOW CEILING
  5. WEATHER CONDITION - RAIN
  6. WEATHER CONDITION - FOG
  7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
- 

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

Finding(s)

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

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8,9

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 517 5/12/84 TRONA, CA

A/C Reg. No. N8376M

Time (Lcl) - 1515 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries

Fatal Serious Minor None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

1

Accident Occurred During -TAKEOFF

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

Make/Model - CESSNA A150K

Eng Make/Model - CONTINENTAL O-200

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 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- 250/005 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TRONA, CA

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

TRONA

Runway Ident - 35

Runway Lth/Wid - 5930/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 29

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 75

Make/Model- 45

Instrument- 3

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SETTLED BACK TO THE RWY AND VEERED OF THE LEFT SIDE DURING TAKEOFF. THE PLT STATED THAT HE ATTEMPT A SHORT FIELD TAKEOFF AND THE ACFT WOULD NOT ACCELERATE TO MORE THAN 60 MPH. IT SETTLED ONTO THE DIRT OFF THE LEFT SIDE OF THE RWY AND GROUNDLOOPEO TO A STOP.

Brief of Accident (Continued)

File No. - 517

5/12/84

TRONA, CA

A/C Reg. No. N8376M

Time (Lcl) - 1515 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. COMPENSATION FOR WIND CONDITIONS - INACCURATE - PILOT IN COMMAND
3. WEATHER CONDITION - TEMPERATURE EXTREMES
4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
5. LIFT-OFF - PREMATURE - PILOT IN COMMAND
6. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

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

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

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. - 429      5/13/84      PERRIS,CA      A/C Reg. No. NONE      Time (Lcl) - 1108 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

Make/Model - MITCHELL WING TU-10  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 750  
No. of Seats - 2

Eng Make/Model - KAWASAKI TA 440A-C203  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 36 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 - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PERRIS,CA  
Destination  
LOCAL

ATC/Airspace

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

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

Age - 34

Biennial Flight Review

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

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

Total	- 4000	Last 24 Hrs	- UNK/NR
Make/Model-	7	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLT WAS FOR ONE INSTRUCTOR PLT (CFI) TO CHECK OUT THE OTHER CFI IN THE ULTRALIGHT VEHICLE. REPORTEDLY, MANY WITNESSES WATCHED AS THE ACFT CLIMBED TO APRX 3000 FT AGL. THE AIRCREW THEN PERFORMED A SERIES OF ROLLS TO THE LEFT & RIGHT. THE ACFT THEN ENTERED A SPIN & CRASHED. NO EVIDENCE OF AN IN-FLT STRUCTURAL FAILURE OR POWER FAILURE WAS FOUND. ACCORDING TO THE OWNER'S MANUAL, AEROBATIC MANEUVERS & INTENTIONAL SPINS WERE PROHIBITED.



Brief of Accident (Continued)

File No. - 429

5/13/84

PERRIS,CA

A/C Reg. No. NONE

Time (Lcl) - 1108 PDT

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

Finding(s)

1. SUPERVISION - IMPROPER - CHECK PILOT
2. AEROBATICS - PERFORMED -
3. AIRCRAFT HANDLING - NOT MAINTAINED -
4. STALL/SPIN - NOT CORRECTED - CHECK PILOT

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) 1,3

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 433      5/19/84      RUTH, CA

A/C Reg. No. N74848

Time (Lcl) - 1700 PDT

-----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        - GRUMMAN AA-5B  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2400  
No. of Seats      - 4

Eng Make/Model    - LYCOMING O-360-A4K  
Number Engines    - 1  
Engine Type       - RECIP-FUEL INJECTED  
Rated Power       - 180 HP

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

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

Weather Data

Wx Briefing        - NO RECORD OF BRIEFING  
Method            - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 160/011 KTS  
Visibility        - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling    - NONE  
Obstructions to Vision- NONE  
Precipitation     - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

Runway Ident       - 31  
Runway Lth/Wid    - 3170  
Runway Surface    - ASPHALT  
Runway Status     - DRY

ATC/Airspace

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

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

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

Age - 49  
Biennial Flight Review  
Current            - YES  
Months Since      - 2  
Aircraft Type      - AA-5B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 1051  
Make/Model-       786  
Instrument-        8  
Last 24 Hrs -      3  
Last 30 Days-      6  
Last 90 Days-      38

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING TO LAND ON RWY 31, THE PLT ELECTED TO GO-AROUND. HE MADE A LOW PASS DOWN THE RWY, PULLED UP AT THE END OF THE RWY FOR A DOWNWIND ENTRY & BEGAN TO MUSH. THE ACFT HIT A TALL TREE & IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 433

5/19/84

RUTH, CA

A/C Reg. No. N74848

Time (Lcl) - 1700 PDT

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

Finding(s)

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

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - GO-AROUND (VFR)

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 463      5/19/84      CHINO, CA      A/C Reg. No. NX496W      Time (Lcl) - 1843 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

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

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

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

Make/Model      - GRUMMAN F-6F5  
Landing Gear      - N/A  
Max Gross Wt      - 12400  
No. of Seats      - 1

Eng Make/Model      - N/A  
Number Engines      - N/A  
Engine Type      - N/A  
Rated Power      - N/A

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

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

Weather Data

Wx Briefing      - NWS  
Method      - UNK/NR  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 250/015 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
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)

COMMERCIAL  
SE LAND, ME LAND, SE SEA, ME SEA

Age - 59

Biennial Flight Review

Current      - YES  
Months Since      - 7  
Aircraft Type - CITATIO

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 13350	Last 24 Hrs	- UNK/NR
Make/Model-	8	Last 30 Days-	UNK/NR
Instrument-	195	Last 90 Days-	100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE MADE A NORMAL LANDING, BUT "UPON TOUCHING BRAKES, LEFT BRAKE APPEARED TO LOCK." HE STATED HE WAS UNABLE TO CORRECT WITH RIGHT RUDDER & BRAKE. THE ACFT SWERVED OFF THE LEFT SIDE OF THE RWY, WENT INTO A DITCH & NOSED OVER. WITNESSES REPORTED THE LEFT TIRE WENT FLAT & THE RIGHT TIRE WAS BALD WITH CORDS VISIBLE.

Brief of Accident (Continued)

File No. - 463

5/19/84

CHINO, CA

A/C Reg. No. NX496W

Time (Lc1) - 1843 PDT

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

Finding(s)

1. LANDING GEAR, TIRE - FAILURE, TOTAL

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

Finding(s)

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

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

Finding(s)

4. TERRAIN CONDITION - DITCH

Occurrence #4 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 464

5/20/84

AVALON, CA

A/C Reg. No. N30298

Time (Lcl) - 1155 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

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

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

Make/Model - PIPER PA-32RT-300  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 180/010 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  
SANTA ANA, CA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 27

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 555	Last 24 Hrs	- UNK/NR
Make/Model-	47	Last 30 Days-	UNK/NR
Instrument-	49	Last 90 Days-	45
Multi-Eng -	9		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT FLEW TO CATALINA ISLAND, THEN FLEW NORTHWEST ALONG THE NORTH SIDE OF THE ISLAND. HE STATED THAT HE THEN MADE A CLIMBING LEFT TURN OVER THE ISLAND FROM ABOUT 500 FT MSL, BUT ENCOUNTERED A DOWNDRAFT AT 1000 FT MSL, WHICH SLOWED THE ACFT BELOW THE AUTOMATIC GEAR LOWERING SPEED. SUBSEQUENTLY, THE ACFT COLLIDED WITH TREES AT ABOUT 1400 FT MSL. GROUND WITNESS REPORTED THE ACFT WAS FLYING LOW OVER THE GROUND PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 464

5/20/84

AVALON,CA

A/C Reg. No. N30298

Time (Lc1) - 1155 PST

---

Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. TERRAIN CONDITION - HIGH TERRAIN
  3. WEATHER CONDITION - DOWNDRAFT
  4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  5. GEAR EXTENSION - INADEQUATE - PILOT IN COMMAND
  6. OBJECT - TREE(S)
  7. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 500      5/20/84      CORONA, CA      A/C Reg. No. N82QQ      Time (Lcl) - 1648 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

	Fatal	Serious	Minor	None
Injuries				
DESTROYED				
Fire	1	0	0	0
ON GROUND	0	0	0	0
Crew				
Pass				

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

ON GROUND

Crew  
Pass

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

Make/Model - BRUBAKER Q-2  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1000  
No. of Seats - 2

Eng Make/Model - REVMASTER 2100-Q-3320  
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- 240/010 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 25  
Runway Lth/Wid - N/A  
Runway Surface - MACADAM  
Runway Status - N/A

ATC/Airspace

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

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

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

Age - 49  
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 - 3750  
Make/Model- 50  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF A QUICKIE Q-2 HAD RETURNED TO THE ARPT & MADE 2 LOW PASSES, THEN BEGAN A NORMAL APCH TO RWY 25. WHEN THE Q-2 WAS ON A LOW FINAL, THE PLT OF A MOONEY ACFT TURNED ONTO THE RWY & BEGAN TAKING OFF. AT ABOUT THAT TIME, A GROUND WITNESS HEARD THE FOLLOWING TRANSMISSION OVER THE UNICOM FREQ, "THANKS A LOT MR. MOONEY, NEXT TIME YOU DO THAT I'LL CHOP YOUR TAIL OFF." THE Q-2 WAS THEN OBSERVED TO MAKE A VERY ABRUPT LEFT TURN TO REENTER DOWNWIND - TO-BASE. THE Q-2 PLT WAS THEN STATED (ON UNICOM) THAT THE ENG WAS SPUTTERING & QUITTING & THAT HE WAS "GOING IN." DURING AN ATTEMPT TO LAND ON A CONSTRUCTION BLUFF, THE ACFT COLLIDED WITH LARGE ROCKS, THEN BURNED. NO PREIMPACT STRUCTURAL FAILURE WAS FOUND & AN ENG TEARDOWN REVEALED NO INTERNAL PROBLEMS. HOWEVER, THERE WERE SEVERAL ENG MODIFICATIONS THAT HAD BEEN MADE BY OTHER THAN FACTORY REPS. THE THROTTLE CABLE BRACKET WAS MADE OF NON-STANDARD MATERIAL & WAS DEFORMED BY HEAT & WEAR. A THROTTLE CABLE CLAMP WAS MISSING. THROTTLE FULL ON, BUT CARB HOUSING CLOSED.



Brief of Accident (Continued)

File No. - 500

5/20/84

CORONA, CA

A/C Reg. No. N820Q

Time (Lc1) - 1648 PDT

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

Finding(s)

1. THROTTLE/POWER LEVER, LINKAGE - INCORRECT
  2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
  3. GO-AROUND - INITIATED - PILOT IN COMMAND
  4. THROTTLE/POWER LEVER, LINKAGE - UNDETERMINED
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 550      5/21/84      HAYWARD, CA      A/C Reg. No. N734TH      Time (Lcl) - 1630 PDT

-----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

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

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

Eng Make/Model - LYCOMING O-320 HZAD  
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- 270/010 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 20000 FT THIN BKN  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HAYWARD, CA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

HAYWARD AIR TERMINAL  
Runway Ident - 28R  
Runway Lth/Wid - 3536/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 42  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 91  
Make/Model- 91  
Instrument- 0  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 5

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT LANDED HARD AND PORPOISED DOWN THE RWY. THE PLT MADE A GO-AROUND AND REPORTED TO THE TOWER THAT HE HAD CONTROL PROBLEMS. HE PERFORMED A TOWER FLY-BY AND NO DAMAGE WAS APPARENT TO THE CONTROLLERS. THE PLT WAS CLEARED FOR LANDING AND DID SO WITHOUT FURTHER INCIDENT. UPON INSPECTION, THE FIRE WALL WAS FOUND TO BE BUCKLED, THE NOSE WHEEL STRUT CANTED THE FUSELAGE WAS WRINKLED AND THE FLOOR WAS CAVED IN SO THAT THE VERTICAL INSTRUMENT PANEL SUPPORT WAS PULLED DOWN ON THE PUSH-PULL ROD FOR THE AILERON AND ELEVATOR.

Brief of Accident (Continued)

File No. - 550

5/21/84

HAYWARD,CA

A/C Reg. No. N734TH

Time (Lc1) - 1630 PDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT,TOTAL - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4.        IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
5. GO-AROUND - DELAYED - PILOT IN COMMAND
6.        IMPROPER USE OF EQUIPMENT/AIRCRAFT,INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
7. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
8. FUSELAGE,INSTRUMENT/ELECTRICAL PANEL - DISTORTED
9. FLT CONTROL SYST,AILERON CONTROL - MOVEMENT RESTRICTED
10. FLT CONTROL SYST,ELEVATOR CONTROL - MOVEMENT RESTRICTED
11. FUSELAGE,FLOOR - BUCKLED
12. LANDING GEAR,NOSE GEAR ASSEMBLY - DISTORTED
13. FUSELAGE,BULKHEAD - BUCKLED
14. FUSELAGE,SKIN - INCORRECT

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

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

Factor(s) relating to this accident is/are finding(s) 8,9,10,11,12,13,14

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 549

5/26/84

KING CITY, CA

A/C Reg. No. N2980F

Time (Lc1) - 1751 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

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

Make/Model - BELLANCA 7ECA

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1650

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-K2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 115 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- 310/010 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOS BANOS, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MESA DEL RAY

Runway Ident - 29

Runway Lth/Wid - 4487/ 100

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 21

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - 150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 177 Last 24 Hrs - 4

Make/Model- 65 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 24

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT RIGHT WING DRAGGED THE GROUND SHORTLY AFTER TAKEOFF; THE ACFT CARTWHEELED AND CAME TO REST AGAINST A TRACTOR. THE PLT REPORTED THAT HE BEGAN A TURN AT 500 FT AGL AND THE ACFT ENTERED AN ACCELERATED STALL. A PASSENGER REPORTED THAT THE ACFT BECAME AIRBORNE AT 60-70 MPH AND AT 30-40 FT AGL THE PLT BEGAN A RIGHT CLIMBING TURN. THE PLT SAID HE WAS GOING 100 MPH AND THE PREVAILING WINDS TURNED THE ACFT TO THE RIGHT AND CAUSED THE WING TO STRIKE THE GROUND.

Brief of Accident (Continued)

File No. - 549

5/26/84

KING CITY, CA

A/C Reg. No. N2980F

Time (Lc1) - 1751 PDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. MANEUVER - IMPROPER - PILOT IN COMMAND
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. STALL - NOT CORRECTED - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      DESCENT - UNCONTROLLED

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 559      5/28/84      WOODLAND, CA      A/C Reg. No. N94218      Time (Lcl) - 1007 PDT

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

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

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

Make/Model - BELL 47G-2	Eng Make/Model - LYCOMING VO-435	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 340/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 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 - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 19439
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - 47G-2	Last 30 Days- UNK/NR
		Last 90 Days- 107
		Rotorcraft - 3427

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE ACFT ENCOUNTERED A LOCAL WHIRLWIND DURING A 90/270 AG MANEUVER & CRASHED.

Brief of Accident (Continued)

File No. - 559

5/28/84

WOODLAND, CA

A/C Reg. No. N94218

Time (Lcl) - 1007 PDT

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
- 

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

-----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. - 435      6/02/84      LAKEPORT, CA      A/C Reg. No. N44HU      Time (Lcl) - 1730 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	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	- JAKEL BARRACUDA	Eng Make/Model	- LYCOMING O-540	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 250 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 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 MERCED, CA</p> <p>Destination LAKEPORT, CA</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</p> <p>Runway Ident - 28</p> <p>Runway Lth/Wid - 3450</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	---	--

-----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 - 206
SE LAND	Months Since - 1	Make/Model- 76
	Aircraft Type - BARRACU	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 5
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS UNABLE TO EXTEND THE GEAR USING NORMAL PROCEDURES. HE SUBSEQUENTLY USED THE EMERGENCY RELEASE HYDRAULIC SYSTEM TO FREE FALL THE GEAR INTO THE DOWN POSITION. THREE "CLUNKS" WERE HEARD & THREE GREEN LIGHTS INDICATED THE GEAR WERE DOWN & LOCKED. HOWEVER, THE RIGHT MAIN LANDING GEAR COLLAPSED ON TOUCHDOWN. THE PLT, WHO BUILT THE ACFT, STATED THAT THE SMALL SPRINGS THAT HOLD THE LANDING GEAR IN A LOCKED & OVER-CENTER POSITION WERE NOT STRONG ENOUGH.



Brief of Accident (Continued)

File No. - 435

6/02/84

LAKEPORT, CA

A/C Reg. No. N44HJ

Time (Lc1) - 1730 PDT

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

Finding(s)  
1. LANDING GEAR, GEAR LOCKING MECHANISM - INADEQUATE

-----  
----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. - 430      6/02/84      HALF MOON BAY, CA      A/C Reg. No. N19PS      Time (Lc1) - 1400 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	0
Accident Occurred During -MANEUVERING					

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

Make/Model - STARDUSTER II	Eng Make/Model - LYCOMING 10-360	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2025	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 120/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
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 - 542
SE LAND	Months Since - 16	Make/Model- 29
	Aircraft Type - C-172	Instrument- 0
		Multi-Eng - 72
		Last 24 Hrs - 0
		Last 30 Days- 11
		Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HE ENCOUNTERED WIND SHEAR AT 700 FT AGL, LOST CONTROL & LANDED IN A FIELD. THE PLT SUBSEQUENTLY WALKED TO A FRIEND'S HOUSE NEXT TO THE FIELD TO REPORT THE OCCURRENCE.

Brief of Accident (Continued)

File No. - 430

6/02/84

HALF MOON BAY, CA

A/C Reg. No. N19PS

Time (Lc1) - 1400 PST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. BUZZING - PERFORMED - PILOT IN COMMAND
3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 432      6/03/84      LANCASTER, CA      A/C Reg. No. N74257      Time (Lcl) - 1130 PDT

-----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
						2

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

Make/Model	- BELLANCA 14-13	Eng Make/Model	- LYCOMING O-360	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1250	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>MERCED, CA</p> <p>Destination</p> <p>LANCASTER, CA</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</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 5000</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	--	---

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 324
SE LAND	Months Since - 2	Make/Model- 20
	Aircraft Type - B-14-13	Instrument- 23
		Multi-Eng - 9
		Last 24 Hrs - 0
		Last 30 Days- 7
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

AFTER MAKING A HARD LANDING THE PLT APPLIED POWER & WENT AROUND, LANDING OKAY THE 2ND TIME. AFTER SHUT DOWN, THE PLT FOUND BUCKLING OF THE FUSELAGE & A CRACKED EXHAUST PIPE.

Brief of Accident (Continued)

File No. - 432

6/03/84

LANCASTER, CA

A/C Reg. No. N74257

Time (Lc1) - 1130 PDT

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

Finding(s)  
1. LEVEL OFF - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 497      6/06/84      BARSTOW, CA      A/C Reg. No. N5306Y      Time (Lcl) - 2140 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model - PIPER PA-23-250  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4800  
No. of Seats - 2

Eng Make/Model - LYCOMING O-540-A1B5  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 250 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 240/020 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  
UNK/NR  
Destination  
UNK/NR

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)  
UNK/NR

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE FLT HAD ORIGINATED SOMEWHERE IN MEXICO & WAS BEING TRACKED BY DEA INVESTIGATORS UNTIL RADAR CONTACT WAS LOST. IN THE VICINITY OF AMBOY, CA AN ANONYMOUS CALLER HAD CONTACTED THE HIGHWAY PATROL & REPORTED A LOW FLYING ACFT NEAR AMBOY WITH NO VISIBLE NAVIGATION LIGHTS. AT 2140 PDT THE ACFT COLLIDED WITH HIGH TENSION WIRES WHEN HE CROSSED OVER HIGHWAY 40. THE WRECKAGE WAS LOCATED ON A SERVICE ROAD NEXT TO THE HIGHWAY. THE AIRCRAFT BURNED.

Brief of Accident (Continued)

File No. - 497

6/06/84

BARSTOW, CA

A/C Reg. No. N5306Y

Time (Lc1) - 2140 PDT

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
  2. LIGHT CONDITION - DARK NIGHT
  3. JUDGEMENT - POOR - PILOT IN COMMAND
  4. OBJECT - WIRE, TRANSMISSION
  5. 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) 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. - 579      6/19/84      EUREKA, CA      A/C Reg. No. N67329      Time (Lcl) - 1600 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

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

Make/Model - CESSNA 152  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1500  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 108 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- 330/015 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 1000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

MURRAY FIELD

Runway Ident - 29

Runway Lth/Wid - 3000 -UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 32

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	24	Last 24 Hrs	-	3
-------	---	----	-------------	---	---

Make/Model-	24	Last 30 Days-	12
-------------	----	---------------	----

Instrument-	0	Last 90 Days-	24
-------------	---	---------------	----

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HIS 5TH LANDING WHEN HE ENCOUNTERED UNFAVORABLE WIND & BOUNCED HARD. HE STATED THAT THE WIND GOT UNDER THE UPWIND WING & SUBSEQUENTLY THE ACFT PIVOTED NOSE DOWN TO THE GROUND & WAS DAMAGED. THE STUDENT REPORTED THAT THE WIND WAS FROM 320 DEG AT 15 GUSTING 25 KTS.



Brief of Accident (Continued)

File No. - 579

6/19/84

EUREKA, CA

A/C Reg. No. N67329

Time (Lcl) - 1600 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
  2. WEATHER CONDITION - CROSSWIND
  3. WEATHER CONDITION - GUSTS
  4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
  6.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  7.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

8. DIRECTIONAL CONTROL - 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) 4,5,8

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. - 419      1/06/84      GRAND JUNCTION,CO      A/C Reg. No. N9654T      Time (Lcl) - 1652 MST

-----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  
NONE

Crew  
Pass

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

Make/Model - CESSNA 210  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2900  
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470 SERIES  
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 - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 050/004 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
ELOY,AZ  
Destination  
GRAND JUNCTION,CO

Airport Proximity  
ON AIRPORT

Airport Data

WALKER  
Runway Ident - 29  
Runway Lth/Wid - 10500/ 150  
Runway Surface - ASPHALT  
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan- VFR  
Type of Clearance - VFR  
Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 37

Biennial Flight Review

Current - YES  
Months Since - 14  
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 180	Last 24 Hrs	- 3
Make/Model-	55	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	9

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE TOUCHED DOWN TOO HARD, BOUNCED & THAT HE OVER-CORRECTED CAUSING THE ACFT TO LAND HARD AGAIN COLLAPSING THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 419

1/06/84

GRAND JUNCTION, CO

A/C Reg. No. N9654T

Time (Lcl) - 1652 MST

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

Finding(s)

1. MANEUVER - 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) 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. - 583

1/09/84

ALAMOSA, CO

A/C Reg. No. N3344F

Time (Lc1) - 2107 MST

-----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	1	0	0
Pass	0	1	0	0

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

Make/Model - CESSNA 182J  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2800  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 300/005 KTS  
Visibility - .250 SM  
Lowest Sky/Clouds - PART OBS  
Lowest Ceiling - OBSCURED  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
MONTROSE, CO  
Destination  
KREMMLING, CO

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

ALAMOSA MUN/BERGMAN  
Runway Ident - 20  
Runway Lth/Wid - 8499/ 100  
Runway Surface - ASPHALT  
Runway Status - SNOW - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND

Age - 50

Biennial Flight Review

Current - YES  
Months Since - 6  
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	294	Last 24 Hrs -	2
Make/Model-	74	Last 30 Days-	UNK/NR	
Instrument-	12	Last 90 Days-	9	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THE WX DETERIORATED EN ROUTE & HE DECIDED TO LAND AT A SMALL ARPT DUE TO THE FOG & POOR VISIBILITY. THE ARPT BEACON WAS OPERATING, BUT THE RWY LIGHTS WERE NOT ILLUMINATED. DURING A 2ND APCH, HE ENCOUNTERED FOG & STARTED TO GO-AROUND. THE ACFT IMPACTED SNOW COVERED TERRAIN WHILE IN A RIGHT TURN.

Brief of Accident (Continued)

File No. - 583

1/09/84

ALAMOSA,CO

A/C Reg. No. N3344F

Time (Lc1) - 2107 MST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
5. WEATHER CONDITION - OBSCURATION
6. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
7. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

10. 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) 6,10

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 406      3/20/84      SPRINGFIELD, CO      A/C Reg. No. N11315      Time (Lcl) - 0945 MST

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

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

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

Make/Model	- CESSNA 150L	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	- UNK/NR	ON AIRPORT	
Method	- UNK/NR		
Completeness	- UNK/NR		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 270/010 KTS	SPRINGFIELD MUNI	
Visibility	- 20.0 SM	Runway Ident	- 35
Lowest Sky/Clouds	- CLEAR	Runway Lth/Wid	- 4935/ 30
Lowest Ceiling	- NONE	Runway Surface	- ASPHALT
Obstructions to Vision	- NONE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 20	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 37	Last 24 Hrs - 1
	Months Since - N/A	Make/Model- 37	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT HE LANDED TOO FAR ON THE RIGHT SIDE OF THE RWY & THE RIGHT WHEEL HIT A CHUNK OF ICE. THE ACFT VEERED RIGHT INTO A SNOWBANK COLLAPSING THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 406

3/20/84

SPRINGFIELD, CO

A/C Reg. No. N11315

Time (Lc1) - 0945 MST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

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

Finding(s)

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA 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) 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. - 567      4/23/84      BOULDER, CO      A/C Reg. No. N714ED      Time (Lcl) - 1715 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	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- 250/015 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
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

BOULDER MUNI  
Runway Ident - 26  
Runway Lth/Wid - 4100/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 52

Biennial Flight Review

Current - YES  
Months Since - 21  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1072	Last 24 Hrs	- 1
Make/Model	- 26	Last 30 Days	- UNK/NR
Instrument	- 217	Last 90 Days	- 17
Multi-Eng	- 14		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FINAL APPROACH THE ACFT ENCOUNTERED A DOWNDRAFT & IMPACTED THE GROUND ABOUT 50 FT SHORT OF THE RWY. THE POSSIBILITY OF DOWNDRAFTS AT THE APPROACH END OF RWY 26 WAS WELL KNOWN TO LOCAL PLTS INCLUDING THE INSTRUCTOR PLT (CFI). THE CFI REPORTED THE WIND WAS FROM 250 DEG AT 15 GUSTING 20 KTS.



Brief of Accident (Continued)

File No. - 567

4/23/84

BOULDER, CO

A/C Reg. No. N714ED

Time (Lc1) - 1715 MST

-----  
Occurrence #1       UNDERSHOOT  
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. WEATHER CONDITION - DOWNDRAFT
  3.    COMPENSATION FOR WIND CONDITIONS - IMPROPER - DUAL STUDENT
  4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
- 

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) 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. - 492      4/29/84      NEAR DILLON,CO      A/C Reg. No. N608RM      Time (Lc1) - 1530 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - AEROSPATIALE 316B  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 4960  
No. of Seats      - 5

Eng Make/Model      - TURBO-MECO IIB  
Number Engines      - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 562 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      - UNK/NR

Wind Dir/Speed- 090/030 KTS

Visibility      - UNK/NR

Lowest Sky/Clouds      -

Lowest Ceiling      - 700 FT OVERCAST

Obstructions to Vision- NONE

Precipitation      - SNOW

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

DILLON,CO

Destination

DENVER,CO

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      - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

NONE

HELICOPTER

Age - 40

Biennial Flight Review

Current      - YES

Months Since      - 5

Aircraft Type - 316B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 5300

Make/Model- 623

Instrument- 37

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 32

Rotorcraft - 5170

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHEN THE PLT TOOK OFF FROM A MOUNTAINOUS SKI AREA, LIGHT TO MODERATE SNOW WAS FALLING & THE WINDS WERE COMING UP THE VALLEY AT 5 TO 10 KTS. DURING THE FLT, HE ENCOUNTERED AN ESTIMATED 35 KT UPSLOPE WIND AS HE WAS PROCEEDING ON THE UPWIND SIDE OF A RIDGE AT AN ELEVATION OF ABOUT 12700 FT. WITH THE UPDRAFT, HE WAS ABLE TO REDUCE POWER. THE HORIZON WAS NOT VISIBLE BUT HE COULD SEE THE MOUNTAIN TO HIS LEFT REAR AREA. JUST PRIOR TO THE ACCIDENT, THE ACFT WAS TRAVELING AT ABOUT 40 KTS AT 100 TO 150 FT AGL. THE PLT STATED THAT WHILE HE WAS STILL IN AN UPDRAFT WITH REDUCED POWER, HE LOOKED BACK, NO MORE THAN 3 TO 5 SEC. AS HE LOOKED FORWARD AGAIN. HE ENCOUNTERED A WIND SHIFT WHICH PUT HIM IN A DOWNWIND, LOW POWER SITUATION. FEELING THERE WAS INSUFFICIENT SPACE TO TURN DOWNHILL, HE TURNED UPHILL, ADDED POWER & FLARED. THE HELICOPTER TOUCHED DOWN HARD ON STEEP TERRAIN AT ABOUT 12500 FT. THEN BECAME AIRBORNE AGAIN. IT IMPACTED AGAIN AFTER DROPPING 15 TO 25 FT & CAME TO REST. THE T/R & T/R GEAR BOX SEPARATED DURING THE SEQUENCE.

Brief of Accident (Continued)

File No. - 492

4/29/84

NEAR DILLON, CO

A/C Reg. No. N608RM

Time (Lc1) - 1530 MDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH TERRAIN
3. WEATHER CONDITION - SNOW
4. WEATHER CONDITION - UNFAVORABLE WIND
5. WEATHER CONDITION - DOWNDRAFT

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

Finding(s)

6. WEATHER CONDITION - HIGH DENSITY ALTITUDE
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. TERRAIN CONDITION - SNOW COVERED
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL DETECTION - PILOT IN COMMAND
10. TERRAIN CONDITION - UPHILL

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 564      5/12/84      STRASBURG, CO      A/C Reg. No. N222LS      Time (Lcl) - 1230 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	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 TU206F	Eng Make/Model - CONTINENTAL TSIO-520-C	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 - 1	Rated Power - 285 HP	

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

<b>Weather Data</b> Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 340/003 KTS Visibility - 25.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	<b>Itinerary</b> Last Departure Point SAME AS ACC/INC Destination LOCAL  <b>ATC/Airspace</b> Type of Flight Plan - NONE Type of Clearance - UNK/NR Type Apch/Lndg - TRAFFIC PATTERN TOUCH AND GO FORCED LANDING	<b>Airport Proximity</b> ON AIRPORT  <b>Airport Data</b> STRASBURG Runway Ident - 17 Runway Lth/Wid - 3000/ 50 Runway Surface - DIRT Runway Status - DRY SNOW - DRY
---	--	--

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

Pilot-In-Command	Age - 0	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 577
SE LAND	Months Since - 7	Make/Model- 93
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE TAKEOFF PHASE OF A TOUCH-&-GO, THE ENG QUIT ABOUT 100 FT AGL. THE PLT LANDED BACK ON THE RWY BUT THE ACFT RAN-OFF THE END COLLAPSING THE NOSE GEAR. EVIDENCE OF WATER CONTAMINATION WAS FOUND THROUGHOUT THE FUEL SYSTEM. 1/2 OF LIQUID DRAINED FROM MAIN FUEL STRAINER WAS WATER. THE BLADDER FUEL CELLS HAD RIDGES FROM 1/2 TO 1-1/2 INCHES HIGH.

Brief of Accident (Continued)

File No. - 564

5/12/84

STRASBURG,CO

A/C Reg. No. N222LS

Time (Lcl) - 1230 MDT

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

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
2. FUEL SYSTEM,TANK - INADEQUATE
3.      AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),AIRFRAME - MANUFACTURER
4. FLUID,FUEL - WATER
5.      ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #2      OVERRUN  
Phase of Operation      LANDING - ROLL

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

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

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

Finding(s)

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) 2,3,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 488      5/16/84      GRAND JUNCTION, CO      A/C Reg. No. N714PM      Time (Lc1) - 0845 MDT

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

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

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

Make/Model	- CESSNA A185F	Eng Make/Model	- CONTINENTAL 10-520-D	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3550	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	POCATELLO, ID	
Wind Dir/Speed	- 180/016 KTS	ATC/Airspace	Runway Ident
Visibility	- 90.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 8000 FT SCATTERED	- COMPANY (VFR)	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- N/A
Condition of Light	- DAYLIGHT	- VALLEY/TERRAIN FOLLOWING	

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

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - NO	Total - 7325	Last 24 Hrs - 7
SE LAND	Months Since - 19	Make/Model - 1500	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 230
		Multi-Eng - 2400	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT-IN-COMMAND (PIC) WAS CHECKING OUT ANOTHER PLT ON A PIPELINE ROUTE. THE COPILOT WAS OCCUPYING THE LEFT SEAT & WAS FLYING THE ACFT. WHILE SURVEYING THE PIPELINE, THEY PROCEEDED NORTH UP A CANYON TOWARD DOUGLAS PASS. NO TURBULENCE & LITTLE EFFECT FROM THE WIND WAS NOTED AS THEY WERE EN ROUTE TO THE PASS. AS THEY APCHD THE PASS. A CLIMB WAS STARTED WITH CLIMB POWER. HOWEVER, ABOUT 1/2 MI FROM THE PASS, & SEVERAL HUNDRED FT BELOW IT, A DOWNDRAFT WAS ENCOUNTERED. THE PIC TOOK CONTROL, APPLIED FULL POWER & TURNED TO CREST A HILL & DESCEND IN A VALLEY. HE THEN NOTICED HE WAS SINKING TOO FAST & TURNED IN THE OPPOSITED DIRECTION. SUBSEQUENTLY, THE ACFT CRASHED AT AN ELEVATION OF ABOUT 8000 FT.

Brief of Accident (Continued)

File No. - 488

5/16/84

GRAND JUNCTION, CO

A/C Reg. No. N714PM

Time (Lcl) - 0845 MDT

---

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - EXCEEDED - PILOT IN COMMAND
  2. TERRAIN CONDITION - HIGH TERRAIN
  3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  4. WEATHER CONDITION - DOWNDRAFT
  5. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND
  6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 483      1/27/84      STUART, FL      A/C Reg. No. N51DC      Time (Lcl) - 1520 EST

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

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

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

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 317 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	STUART, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 230/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg -	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5200
NONE	Months Since - 15	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - 206B	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 5200

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE HELICOPTER FLYING AT 100 TO 150 FT ABOVE THE WATER & ABOUT 100 YDS OFFSHORE. THEY OBSERVED & HEARD NOTHING UNUSUAL, EXCEPT THEY SAID THE HELICOPTER BEGAN DESCENDING UNTIL IT IMPACTED THE WATER. THE REAR DOORS HAD BEEN REMOVED FOR THE FLT. BOTH PASSENGERS RELATED THAT A SEAT CUSHION WAS LOOSE AND THE PLT TURNED IN HIS SEAT WITH HIS ARM BEHIND THE SEAT & WAS TRYING TO SECURE THE CUSHION WHEN THE HELICOPTER SUDDENLY DESCENDED INTO THE WATER. NEITHER PASSENGER NOTICED ANYTHING UNUSUAL IN THE OPERATION OF THE HELICOPTER BEFORE IT CRASHED.



Brief of Accident (Continued)

File No. - 483

1/27/84

STUART, FL

A/C Reg. No. N51DC

Time (Lc1) - 1520 EST

---

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT

Finding(s)

1. DESCENT - INADVERTENT - PILOT IN COMMAND
  2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
  3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 450      2/17/84      ST. AUGUSTINE, FL      A/C Reg. No. N1642H      Time (Lcl) - 1530 EST

-----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 - PIPER PA-28R-201T	Eng Make/Model - CONTINENTAL TSIO-360F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 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- CALM</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point ORMOND BEACH, FL</p> <p>Destination ST. AUGUSTINE, FL</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 ON AIRPORT</p> <p>Airport Data ST. AUGUSTINE</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 2100/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	---	--

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 58</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-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1443</p> <p>Make/Model- 482</p> <p>Instrument- 188</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- 143</p> <p>Rotorcraft - UNK/NR</p>
--	--	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THE ENG LOST PARTIAL POWER SHORTLY AFTER BECOMING AIRBORNE. HE ATTEMPTED TO RETURN TO THE FIELD & LAND ON RWY 24, BUT HE MISSED THE RWY & LANDED HARD NORTH OF THE RWY. DISASSEMBLY OF THE ENG FUEL PUMP REVEALED THAT THE O-RING SEALING THE ANEROID HOUSING TO THE VARIABLE ORIFICE BODY HAD HARDENED & SHATTERED.

Brief of Accident (Continued)

File No. - 450

2/17/84

ST. AUGUSTINE, FL

A/C Reg. No. N1642H

Time (Lc1) - 1530 EST

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

Finding(s)

1. FUEL SYSTEM, PUMP - FAILURE, PARTIAL  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 444      2/17/84      COOPER CITY, FL      A/C Reg. No. N5408M      Time (Lcl) - 1507 EST

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

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

-----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		OFF AIRPORT/STRIP	
Method	- N/A	OPA-LOCKA, FL			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 060/005 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 8.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 19	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - UNK/NR	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES SAW THE ACFT IN A SPIN PRIOR TO IMPACT. THEY STATED THAT THE PLT WAS SEEN DOING PRACTICE AIRWORK IN THE AREA.

Brief of Accident (Continued)

File No. - 444

2/17/84

COOPER CITY, FL

A/C Reg. No. N5408M

Time (Lc1) - 1507 EST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
  3. REMEDIAL ACTION - INADEQUATE - CHECK PILOT
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 445      2/18/84      FT. MYERS,FL      A/C Reg. No. N8170D      Time (Lcl) - 1720 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

Crew  
Pass

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

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

Make/Model - PIPER PA-32R-301  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540 KIG5D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 540 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- 120/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3800 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FT. MYERS,FL

Destination

FT. MYERS,FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - HIGH VEGETATION

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,CFI

SE LAND,SE SEA

Age - 42

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2390

Make/Model- 100

Instrument- 210

Multi-Eng - 112

Last 24 Hrs - 7

Last 30 Days- UNK/NR

Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG QUIT DURING TAKEOFF & THE GEAR COLLAPSED DURING THE SUBSEQUENT FORCED LANDING. INVESTIGATION REVEALED THAT THE SET SCREW ON BENDIX D-2000 SERIES MAGNETO HAD BACKED OUT OF THE CAM & CAUSED THE CAM TO STOP ACTIVATING THE BREAKER POINTS.

Brief of Accident (Continued)

File No. - 445

2/18/84

FT. MYERS, FL

A/C Reg. No. N8170D

Time (Lc1) - 1720 EST

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

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM, MAGNETO - INOPERATIVE

Occurrence #2      FORCED LANDING

Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      COMPLETE GEAR COLLAPSED

Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. LANDING GEAR, MAIN GEAR - OVERLOAD
3. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 447      2/18/84      TALLAHASSEE, FL      A/C Reg. No. N21BR      Time (Lcl) - 1423 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - BEECH B-58  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 6200  
No. of Seats      - 6

Eng Make/Model      - LYCOMING IO-520-C2  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 520 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - IN PERSON  
Completeness      - FULL

Basic Weather      - VMC

Wind Dir/Speed- 140/007 KTS

Visibility      - 79.0 SM

Lowest Sky/Clouds      - 25000 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

TALLAHASSEE, FL

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

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      - UNK/NR

Type Apch/Lndg      - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 58

Biennial Flight Review

Current      - YES

Months Since      - 1

Aircraft Type - B-58

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 9100

Make/Model- 200

Instrument- 2000

Multi-Eng - 700

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED WITH THE RIGHT MAIN GEAR & NOSE GEAR STUCK IN THE RETRACTED POSITION, WITH THE LEFT MAIN GEAR STUCK IN THE EXTENDED POSITION. INVESTIGATION REVEALED THAT THE LANDING GEAR ACTUATING ROD HAD FAILED.



Brief of Accident (Continued)

File No. - 447

2/18/84

TALLAHASSEE, FL

A/C Reg. No. N21BR

Time (Lc1) - 1423 EST

-----  
Occurrence            GEAR COLLAPSED  
Phase of Operation    LANDING

Finding(s)

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

-----  
----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. - 467      2/20/84      DEFUNIAK SPRING, FL      A/C Reg. No. N3455X      Time (Lcl) - 1733 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	Pass	0	0	0	2
Accident Occurred During	-LANDING					

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

Make/Model	- MOONEY M-20F	Eng Make/Model	- LYCOMMING IO-360-A1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 740033	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	FT. PIERCE, FL	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	ALEXANDRIA, LA	
Wind Dir/Speed	- 360/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 4500 FT THIN BKN	Type of Clearance	- N/A
Lowest Ceiling	- 10000 FT BROKEN	Type Apch/Lndg	- N/A
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)	
PRIVATE	Current - YES	Total - 567	Last 24 Hrs - UNK/NR
SE SEA	Months Since - 1	Make/Model - 549	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 33

Instrument Rating(s) - NONE

-----Narrative-----

WHILE FLYING AT 3000 FT, THE ENG SPUTTERED & QUIT RUNNING. THE PLT STATED THAT HE TRIED ALL EMERGENCY PROCEDURES, WHICH INCLUDED CHANGING THE FUEL SELECTOR POSITION. HE EXTENDED THE GEAR TO LAND ON AN INTERSTATE HIGHWAY, BUT SAW AN OVERPASS AHEAD, SO HE RETRACTED THE GEAR TO CLEAR THE OBSTRUCTION. AFTER CLEARING THE OVERPASS, HE DID NOT HAD INSUFFICIENT TIME TO REEXTEND THE GEAR. THE ACFT WAS DAMAGED DURING A WHEELS-UP LANDING. AN EXAM OF THE ACFT REVEALED THAT THE RIGHT FUEL TANK WAS EMPTY & THE LEFT TANK WAS FULL. THE FUEL SELECTOR WAS POSITIONED TO THE RIGHT TANK.

Brief of Accident (Continued)

File No. - 467

2/20/84

DEFUNIAK SPRING, FL

A/C Reg. No. N3455X

Time (Lc1) - 1733 CST

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

Finding(s)

1. FLUID - STARVATION
2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Finding(s)

3. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. GEAR EXTENSION - DELAYED - 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 416      2/21/84      ST. PETERSBURG, FL      A/C Reg. No. N3447G      Time (Lc1) - 1900 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

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

Make/Model - CESSNA 310R  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5500  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520M  
Number Engines - 2  
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- 190/006 KTS

Visibility - 1.500 SM

Lowest Sky/Clouds -

Lowest Ceiling - 1000 FT BROKEN

Obstructions to Vision- UNK/NR

Precipitation - RAIN

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

ST. PETERSBURG, FL

Destination

VENICE, FL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ALBERT WHITTED

Runway Ident - 06

Runway Lth/Wid - 3322/ 100

Runway Surface - ASPHALT

Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 36

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1380

Make/Model- 4

Instrument- 240

Multi-Eng - 280

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO DEPARTURE THE PLT NOTICED THUNDERSTORMS & LIGHTNING TO THE NORTH OF THE ARPT. HE STATED THAT IMMEDIATELY AFTER TAKEOFF HE REMEMBERED A FLASH OF LIGHT & A NOISE. HIS NEXT RECOLLECTION IS IMPACT & BEING IN THE WATER. THE AREA AROUND ST. PETERSBURG AT THE TIME OF THE ACCIDENT WAS IMC. A LINE OF THUNDERSTORMS, LEVELS 3, 4 & 5, WITH TOPS TO 44,000 FT, WERE NOTED IN THE AREA. A WITNESS (RATED PLT) STATED HE SAW THE ACFT DEPART & CLIMB NORMALLY UNTIL IT ENTERED A LOW CLOUD (SCUD) BANK & THEN HEARD THE ENGS SUDDENLY STOP.

Brief of Accident (Continued)

File No. - 416

2/21/84

ST. PETERSBURG, FL

A/C Reg. No. N3447G

Time (Lc1) - 1900 EST

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

Finding(s)

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

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

Finding(s)

3. WEATHER CONDITION - LIGHTNING
  4. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
  5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 424      2/21/84      KEY WEST, FL      A/C Reg. No. N731NJ      Time (Lcl) - 1141 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
UNK/NR

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

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

Make/Model      - CESSNA P-210N  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4016  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL TS10-520P  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 310 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - IN PERSON  
Completeness      - UNK/NR  
Basic Weather      - IMC  
Wind Dir/Speed- 360/013 KTS  
Visibility      - 1.000 SM  
Lowest Sky/Clouds      - PART OBS  
Lowest Ceiling      - 500 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation      - RAIN  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
KEY WEST, FL  
Destination  
MERIDIAN, MS

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 65  
Biennial Flight Review  
Current      - YES  
Months Since      - 8  
Aircraft Type      - P210N

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

Total	- 642	Last 24 Hrs	- UNK/NR
Make/Model-	192	Last 30 Days-	UNK/NR
Instrument-	70	Last 90 Days-	79

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING HIS WX BRIEFING THE PLT WAS GIVEN THE FLIGHT PRECAUTIONS & ENROUTE FORECAST ALONG HIS PROPOSED ROUTE OF FLT. ENROUTE AT 14,000 FT THE PLT ADVISED ARTCC THAT THE FLT HAD ENCOUNTERED RIME ICE. THE CONTROLLER CLEARED THE FLT TO DESCEND TO 12,000 FT & THE ACFT DISAPPEARED FROM RADAR DURING THE DESCENT. ON 2/22 AN OIL SLICK WAS SIGHTED IN THE AREA WHERE IT WAS BELIEVED THAT THE ACFT CRASHED. DEBRIS WAS FOUND FLOATING IN THE WATER WHICH IS BELIEVED TO HAVE COME FROM THE ACFT WRECKAGE. THE ACFT IS PRESUMED TO BE LOST AT SEA & THE INJURIES ARE PRESUMED. SIGMET PAPA-2, FORECASTING THUNDERSTORMS WITH CUMULUNIMBUS CLOUDS WITH TOPS UP TO 45,000 FT WAS ISSUED AT 0800 & WAS IN EFFECT UNTIL 1200 FOR THE AREA OF THE ACFT DISAPPEARANCE.

Brief of Accident (Continued)

File No. - 424

2/21/84

KEY WEST, FL

A/C Reg. No. N731NJ

Time (Lc1) - 1141 EST

Occurrence UNDETERMINED

Phase of Operation UNKNOWN

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - ICING CONDITIONS
3. UNDETERMINED

----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. - 460      2/22/84      KEY WEST, FL      A/C Reg. No. N4460R      Time (Lcl) - 1240 EST

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

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

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

Make/Model	- CESSNA 185F	Eng Make/Model	- CONTINENTAL IO-520-D24	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3350	Engine Type	- UNK/NR		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	KEYWEST, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	DRY TORTUGA, FL	GLF OF MEX. SEAPLANE BASE
Wind Dir/Speed- 200/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - WATER-CALM
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2900
SE LAND, ME LAND, SE SEA	Months Since - 2	Last 24 Hrs - UNK/NR
	Aircraft Type - C-206F	Make/Model - 1300
		Instrument - 83
		Last 30 Days - UNK/NR
		Last 90 Days - 36
		Multi-Eng - 46

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED AFTER A PREVIOUS FLT & WAS REFUELED & PREFLIGHT FOR ANOTHER MISSION. ACCORDING TO MAINTENANCE PERSONNEL, THE ACFT FLOATS WERE DRAINED ONCE EVERY MORNING BEFORE THE 1ST FLT OF THE DAY IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE PLT STATED THAT WHEN SHE WAS TAKING OFF FROM THE SEAPLANE BASE, THE FRONT RIGHT DOOR WINDOW BECAME OPEN & SHE LEANED TO THE RIGHT TO CHECK THAT THE DOOR WAS CLOSED & LOCKED. SHE CONTINUED THE TAKEOFF. WHEN THE ACFT BECAME AIRBORNE, SHE HAD TO HOLD AN ABNORMAL AMOUNT OF RIGHT AILERON TO HOLD THE WINGS LEVEL. AT THAT TIME, SHE NOTED THAT THE ACFT WAS NOT ACCELERATING & CLIMBING PROPERLY. THERE WERE HIGH TENSION WIRE AHEAD, SO SHE ELECTED TO ABORT. THE ACFT WAS BANKED TO THE LEFT & WAS LANDED HARD WHILE IN A LEFT WING LOW, FORWARD SLIP. THE FLOATS SEPARATED, & SUBSEQUENTLY, THE ACFT CAME TO REST IN ABOUT 4 FT OF SALT WATER. NO EVIDENCE OF A PREIMPACT FAILURE WAS FOUND EXCEPT THE LEFT FLOAT HAD 3 POPPED RIVETS & A QUANTITY OF WATER.



Brief of Accident (Continued)

File No. - 460

2/22/84

KEY WEST, FL

A/C Reg. No. N4460R

Time (Lc1) - 1240 EST

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

Finding(s)

1. LANDING GEAR, FLOAT ASSEMBLY - LEAK
2. LANDING GEAR, FLOAT ASSEMBLY - WATER
3. AIRCRAFT WEIGHT AND BALANCE - IMPROPER -

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
7. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 457      2/24/84      CEDAR KEY, FL

A/C Reg. No. N4869F

Time (Lcl) - 1900 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	3
Other	0	0	0	4

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

Fire  
NONE

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

Make/Model      - PIPER PA-28R-200  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2600  
No. of Seats      - 4

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 020/007 KTS  
Visibility      - 1.000 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
SANFORD, FL  
Destination  
CEDAR KEY, FL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

GEORGE T. LOWES  
Runway Ident      - N/A  
Runway Lth/Wid      - 2400/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 32  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 159  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 14  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE 1ST LANDING, THE ACFT TOUCHED DOWN AT NIGHT, APRX HALF WAY DOWN THE RWY. THE PLT ELEECTED TO GO AROUND, THEN MADE A 2ND APCH & LANDING. DURING THE 2ND LANDING, THE ACFT WENT OFF THE END OF THE RWY & CAME TO REST IN WATER. THE PLT STATED THAT IMMEDIATELY AFTER THE ACCIDENT, HE NOTICED THE WIND SOCK INDICATED HE HAD LANDED DOWNWIND. HE STATED "THE BREEZE WAS ENOUGH TO HOLD THE WIND."

Brief of Accident (Continued)

File No. - 457

2/24/84

CEDAR KEY, FL

A/C Reg. No. N4869F

Time (Lcl) - 1900 EST

---

Occurrence                      OVERRUN  
Phase of Operation

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. OBJECT - TAILWIND
  3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
  4. DISTANCE - MISJUDGED - PILOT IN COMMAND
  5. AIRSPEED - MISJUDGED - PILOT IN COMMAND
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 468      2/25/84      BRANDON, FL      A/C Reg. No. N7388S      Time (Lcl) - 1505 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

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

Make/Model      - CESSNA 182G  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2800  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL O-470-R  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 230 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 330/009 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  
BRANDON, FL  
Destination  
WEST PALM BEACH, FL

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)  
COMMERCIAL  
SE LAND

Age      - 67  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total      - 2871	Last 24 Hrs      - 1
Make/Model- 1200	Last 30 Days- UNK/NR
Instrument- 131	Last 90 Days- 3
Multi-Eng      - 8	

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE ACFT HAD BEEN PARKED FOR ABOUT 2 MOS WITH A PARTIAL FUEL LOAD. PRIOR TO DEPARTURE, 40 GAL OF AUTO FUEL WAS ADDED & BOTH WING TANK SUMPS & THE GASCOLATOR WERE DRAINED WITH ONLY A MINIMAL AMOUNT OF WATER FOUND. SHORTLY AFTER TAKEOFF, THE ENG LOST POWER. DURING AN EMERGENCY LANDING IN AN OPEN FIELD, THE NOSE GEAR DUG IN & THE ACFT NOSED OVER. AN EXAM REVEALED THAT THE CARBURETOR BOWL WAS ABOUT HALF FULL OF WATER & WATER WAS FOUND IN THE LINE FROM THE GASCOLATOR TO THE CARBURETOR. INSPECTION OF THE FUEL TANKS REVEALED WRINKLES OR RIDGES IN THE BOTTOM OF THE RUBBER CELLS, SUFFICIENT TO TRAP WATER & KEEP IT FROM FLOWING TO THE TANK SUMPS FOR NORMAL DRAINING. THE FUEL CELLS HAD BEEN INSTALLED ON 12/15/78 & THE PLT WAS AWARE OF THE WRINKLES. AUTO FUEL WAS APPROVED FOR USE IN THIS ACFT PER STC.

Brief of Accident (Continued)

File No. - 468

2/25/84

BRANDON, FL

A/C Reg. No. N7388S

Time (Lc1) - 1505 EST

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

Finding(s)

1. FUEL SYSTEM - INADEQUATE
2. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - MANUFACTURER
3. FLUID, FUEL - WATER
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

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) 1,2,3,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 531      2/26/84      INDIANTOWN,FL      A/C Reg. No. N87RB      Time (Lcl) - 1334 EST

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

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

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

Make/Model - MONNETT MONI	Eng Make/Model - ITAL AMERICAN KFM 107	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 560	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 25 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	INDIANTOWN,FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- 140/008 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - 3000 FT SCATTERED	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 - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3754
SE LAND,ME LAND	Months Since - 23	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 5
		Instrument- 800
		Multi-Eng - 3350
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED IN PIECES AFTER THE AIRFRAME FAILED WHILE THE PLT WAS PERFORMING AEROBATICS. THE PLT USED HIS PARACHUTE WHILE STILL BELTED TO THE TAIL SECTION OF THE ACFT WHICH WAS LOWERED BY THE CHUTE. THE WRECKAGE CONSISTED OF SIX MAIN PIECES OF SEPARATED AIRFRAME. INVESTIGATION REVEALED THAT THE ACFT IS OF AN ALL METAL CONSTRUCTION AND INCORPORATES THE USE OF BONDING TO ATTACH THE ONE PIECE WING SKINS TO THE LEFT AND RIGHT WINGS. EXAMINATION OF THE BONDED SURFACES INDICATED THAT CONTAMINATION OF THE SURFACES DURING THE BONDING PROCESS RESULTED IN A WEAKER BOND BETWEEN THE BONDED SURFACE AND BONDING MATERIAL.

Brief of Accident (Continued)

File No. - 531

2/26/84

INDIANTOWN, FL

A/C Reg. No. N87RB

Time (Lc1) - 1334 EST

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

Finding(s)

1. WING - FAILURE, TOTAL
2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
3. MATERIAL DEFECT (INADEQUATE QUALITY CONTROL) - PRODUCTION/DESIGN PSNL
4. MISC EQPT/FURNISHINGS, SEAT BELT - BINDING (MECHANICAL)
5. AEROBATICS - PERFORMED - 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) 2,3,5

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. - 458      3/04/84      FT. LAUDERDALE, FL      A/C Reg. No. N44818      Time (Lcl) - 1200 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -FLIGHT TEST  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -HOVER

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

Make/Model    - HEINEMANN ROTORWAY EXECUTIVE  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - UNK/NR  
No. of Seats   - 1

Eng Make/Model - ROTORWAY 145  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - UNK/NR

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

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

Weather Data

Wx Briefing        - NO RECORD OF BRIEFING  
Method            - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 110/008 KTS  
Visibility        - 7.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling    - 2000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation     - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
FT. LAURDALE, FL  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

FT. LAUDERDALE EXEC.  
Runway Ident      - N/A  
Runway Lth/Wid    - N/A  
Runway Surface    - N/A  
Runway Status     - N/A

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

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

Age - 44  
Biennial Flight Review  
Current            - YES  
Months Since      - 9  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 10000  
Make/Model-        5  
Instrument-        5000  
Multi-Eng -        9000  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL/ATP PLT WAS NOT RATED FOR HELICOPTERS. HE STATED THAT "WHILE IN FLT POSITION" TO CHECK THE CYCLIC PRESSURES, A STRONG GUST OF WIND LIFTED THE HELICOPTER OFF THE GROUND & ROLLED IT OVER ON ITS SIDE. HE BELIEVED THAT THIS WOULD NOT HAVE HAPPENED IF THE HELICOPTER HAD BEEN FACING THE WIND. APRX 5 MI NORTHWEST AT THE FT LAUDERDALE-HOLLYWOOD INTERL AIRPORT, THE WIND WAS FROM 110 DEG AT 8 KTS.



Brief of Accident (Continued)

File No. - 458

3/04/84

FT. LAUDERDALE, FL

A/C Reg. No. N44818

Time (Lc1) - 1200 EST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. LIFT-OFF - INADVERTENT - PILOT IN COMMAND
  3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
  4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
  5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 448      3/04/84      MILTON, FL      A/C Reg. No. N90534      Time (Lcl) - 1330 CST

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

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

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

Make/Model	- GARDNER STEEN SKY BONT	Eng Make/Model	- LYCOMING 180 BIE	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- UNK/NR	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 180 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	UNK/NR
Method	MILTON, FL	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	Runway Ident
Wind Dir/Speed	ATC/Airspace	- UNK/NR
Visibility	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- UNK/NR
Obstructions to Vision	Type of Clearance	- UNK/NR
Precipitation	- UNK/NR	Runway Surface
Condition of Light		- UNK/NR

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

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2515
SE LAND	Months Since - 5	Make/Model - 45
	Aircraft Type - UNK/NR	Instrument - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THIS WAS THE INITIAL TEST FLT OF THE HOMEBUILT ACFT. DURING TAKEOFF THE ENG QUIT. THE RIGHT LANDING GEAR CAUGHT ON A GUY WIRE DURING THE EMERGENCY LANDING & THE ACFT FLIPPED. THE PLT/BUILDER, WHO IS A CERTIFIED MECHANIC, ATTRIBUTED THE POWER LOSS TO A TEMPORARY FUEL FLOW INTERRUPTION.

Brief of Accident (Continued)

File No. - 448

3/04/84

MILTON, FL

A/C Reg. No. N90534

Time (Lc1) - 1330 CST

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

Finding(s)

1. FUEL SYSTEM - BLOCKED(TOTAL)
  2. FLUID, FUEL - STARVATION
- 

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

-----

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. OBJECT - GUY WIRE
- 

-----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. - 515

3/08/84

MACCLENNY, FL

A/C Reg. No. NONE

Time (Lcl) - 1350 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

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

NONE

Fire  
ON GROUND

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

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

Make/Model - SIGERS RITZ MODEL A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 485  
No. of Seats - 1

Eng Make/Model - ZENOAH 20 HP  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 20 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
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 - VFR  
Type of Clearance - NONE  
Type Apch/Lndg -

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND  
HELICOPTER

Age - 61

Biennial Flight Review

Current - NO  
Months Since - 0  
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 1000	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT NOSED DOWN AND DOVE INTO THE GROUND FROM CRUISE FLT. ENGINE SOUND INCREASED DURING THE DIVE. FROM 200 FT AGL TO THE GROUND IMPACT. NO MALFUNCTIONS IN EQUIPMENT WERE FOUND DURING THE INVESTIGATION. THE PLT HAD A HISTORY OF DIZZINESS FROM A HEAD INJURY RECEIVED IN A PRIOR TRUCK ACCIDENT. THE FAMILY WOULD NOT ALLOW A REVIEW OF MEDICAL RECORDS. MEDICAL EXAMINATION OF THE PLTS BODY REVEALED NOTHING OF SIGNIFICANCE TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 515

3/08/84

MACCLENNY, FL

A/C Reg. No. NONE

Time (Lcl) - 1350 EST

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

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 469      3/08/84      ORMOND BEACH, FL      A/C Reg. No. N12497      Time (Lcl) - 0950 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
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 AIRCRAFT CO. 172 M  
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 - NO -N/A  
Stall Warning System - YES

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 360/009 KTS  
Visibility      - 9.0 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

Runway Ident      - 11  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

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

Pilot-In-Command

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

Age - 27

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 327	Last 24 Hrs	- 4
Make/Model-	130	Last 30 Days-	UNK/NR
Instrument-	20	Last 90 Days-	13
Multi-Eng	- 9		

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE ALTERNATOR WAS INOP, SO THE ACFT HAD NO ELECTRICAL POWER. HE DECIDED TO HAND PROP THE ENG TO START IT FOR A BANNER TOWING OPERATION. HE SET THE PARKING BRAKE & STARTED PULLING THE PROPELLER THRU BY HAND WHILE THE COCKPIT WAS UNATTENDED. THE ENG STARTED & THE ACFT BEGAN ROLLING. THE PLT WAS UNABLE TO REGAIN CONTROL BEFORE THE ACFT COLLIDED WITH A HANGAR.

Brief of Accident (Continued)

File No. - 469

3/08/84

ORMOND BEACH,FL

A/C Reg. No. N12497

Time (Lc1) - 0950 EST

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

Finding(s)

1. ELECTRICAL SYSTEM,ALTERNATOR - INOPERATIVE
  2. ELECTRICAL SYSTEM,BATTERY - OUTPUT LOW
  3.    STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
  4. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
  5. OBJECT - BUILDING(NONRESIDENTIAL)
- 

----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) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 417      3/09/84      EVERGLADES CITY, FL      A/C Reg. No. N2830F      Time (Lcl) - 1100 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - CESSNA 182J  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2800  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL O-470-R  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 230 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
NAPLES, FL  
Destination  
EVERGLADES CITY, FL

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)  
COMMERCIAL  
SE LAND

Age      - 57  
Biennial Flight Review  
Current      - YES  
Months Since      - 12  
Aircraft Type      - C-182F

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 6000      Last 24 Hrs      - 1  
Make/Model- 3000      Last 30 Days- UNK/NR  
Instrument- 50      Last 90 Days- 55

Instrument Rating(s)      - NONE

-----Narrative-----

THE PLT STATED THAT WHEN THE FLT ORIGINATED IN EVERGLADES CITY THE LEFT FUEL TANK WAS EMPTY & THE RIGHT FUEL TANK INDICATED 1/2 FULL. THE FLT TO NAPLES TOOK 15 MINUTES. HE INITIATED THE RETURN FLT AT 1047 & THE ENG QUIT AT 1100. A FORCED LANDING WAS MADE IN A MANGROVE SWAMP. THE LEFT TANK WAS FOUND EMPTY & THE RIGHT TANK CONTAINED ABOUT 2 GALS OF FUEL. THE FUEL PRIMER LINE "B" NUT AT THE FIREWALL WAS MISSING & THE LINE WAS LEAKING. NO PREIMPACT/MECHANICAL ENG PROBLEMS WERE FOUND.



Brief of Accident (Continued)

File No. - 417

3/09/84

EVERGLADES CITY, FL

A/C Reg. No. N2830F

Time (Lc1) - 1100 EST

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

Finding(s)  
1. FUEL SYSTEM,PRIMER SYSTEM - DISCONNECTED  
2. FUEL SYSTEM,PRIMER SYSTEM - LEAK  
3. FLUID,FUEL - STARVATION  
-----

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) 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. - 470      3/10/84      INDIAN BEACH, FL      A/C Reg. No. N88168      Time (Lcl) - 1100 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model      - PIPER J-3  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1220  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-320  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 65 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 130/007 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 20000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CLEARWATER, FL  
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)  
COMMERCIAL  
ME LAND

Age - 29  
Biennial Flight Review  
Current      - YES  
Months Since      - 10  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 12161      Last 24 Hrs      - 5  
Make/Model- 2979      Last 30 Days- UNK/NR  
Instrument- 994      Last 90 Days- 2657  
Multi-Eng - 1508

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A BANNER TOWING OPERATION, THE PLT DESCENDED FROM 1200 FT TO 500 TO TOW OVER WATER NEAR A BEACH. WHEN HE ADVANCED THE THROTTLE TO LEVEL OFF THERE WAS NO RESPONSE TO THROTTLE MOVEMENT. THE ENG CONTINUED OPERATING AT ABOUT 1500 RPM. SUBSEQUENTLY, HE DITCHED THE ACFT ABOUT 80 YDS FROM THE SHORE. AN INVESTIGATION REVEALED THAT A CLAMP, HOLDING THE MECHANICAL LINKAGE TO THE THROTTLE, HAD COME LOOSE.

Brief of Accident (Continued)

File No. - 470

3/10/84

INDIAN BEACH, FL

A/C Reg. No. N88168

Time (Local) - 1100 EST

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

Finding(s)

1. THROTTLE/POWER LEVER, CABLE - LOOSE
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

-----

Occurrence #3      DITCHING  
Phase of Operation      LANDING

-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 449      3/10/84      BOCA RATON, FL      A/C Reg. No. N40330      Time (Lcl) - 1300 EST

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

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

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

Make/Model - MAULE M4-220	Eng Make/Model - FRANKLIN 6A-350-C1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 220 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	BOCA RATON
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5200/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	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-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 108
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 22
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 60
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE PRACTICING TOUCH & GO'S HE LOST DIRECTIONAL CONTROL & THE LEFT LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 449

3/10/84

BOCA RATON, FL

A/C Reg. No. N40330

Time (Lc1) - 1300 EST

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

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

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

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 453      3/12/84      OCALA, FL      A/C Reg. No. N704WZ      Time (Lcl) - 1530 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
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -APPROACH					

-----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	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ATLANTA, GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OCALA, FL	Runway Ident - N/A
Wind Dir/Speed- 100/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Surface - DIRT
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - 7000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 593
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 45
	Aircraft Type - UNK/NR	Make/Model- 348
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 227

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A FLT TO LAKE LAND, FL, THE PLT ELECTED TO DIVERT TO OCALA, FL, WHEN HIS FUEL GAGES INDICATED THAT EACH FUEL TANK WAS ABOUT 1/4 FULL. HOWEVER, BEFORE LANDING, THE ENG LOST POWER. THE PLT SELECTED AN OPEN FIELD FOR AN EMERGENCY LANDING, BUT STATED HE "WAS APPARENTLY UNABLE TO CLEAR THE TREES ON APPROACH."

Brief of Accident (Continued)

File No. - 453

3/12/84

OCALA, FL

A/C Reg. No. N704WZ

Time (Lcl) - 1530 EST

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

Finding(s)  
1. UNDETERMINED

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

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 454      3/12/84      LACROSSE, FL      A/C Reg. No. N6006P      Time (Lcl) - 1630 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

NONE

Fire

NONE

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

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

Make/Model - CESSNA 210N  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3400  
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-520-R  
Number Engines - 1  
Engine Type - UNK/NR  
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 - IMC

Itinerary

Last Departure Point  
ATLANTA, GA  
Destination  
UNK/NR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 100/007 KTS  
Visibility - 7.0 SM

ATC/Airspace

Lowest Sky/Clouds - 3000 FT SCATTERED  
Lowest Ceiling - BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

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 - GRASS/TURF  
Runway Status - HIGH VEGETATION

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

Pilot-In-Command

Certificate(s)/Rating(s)  
UNK/NR

Age - 36

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE RIGHT FUEL TANK WENT DRY WHEN THE FUEL GAGE INDICATED IT HAD 6 GAL REMAINING. HE SWITCHED FUEL TANKS, & SHORTLY THEREAFTER, THE LEFT TANK EMPTIED WHEN THE GAGE INDICATED IT HAD 13 GAL REMAINING. HE TRIED TO LAND IN A PASTURE, BUT WAS UNABLE TO REACH IT, SO HE LANDED GEAR-UP IN A BEAN FIELD.



Brief of Accident (Continued)

File No. - 454

3/12/84

LACROSSE, FL

A/C Reg. No. N6006P

Time (Lc1) - 1630 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
  3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
  4. FLUID, FUEL - EXHAUSTION
  5. FUEL SUPPLY - INADEQUATE -
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

-----

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

Finding(s)

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) 1,3,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 471      3/14/84      KISSIMMEE, FL      A/C Reg. No. N2070P      Time (Lcl) - 1708 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - PIPER AIRCRAFT CORP PA-23-150  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3500  
No. of Seats - 5

Eng Make/Model - LYCOMING O-320-A1A  
Number Engines - 2  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 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- 070/012 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
LAKELAND, FL  
Destination  
ORLANDO, FL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

KISSIMMEE  
Runway Ident - UNK/NR  
Runway Lth/Wid - 5000/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 19

Biennial Flight Review

Current - YES  
Months Since - 21  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total - 830	Last 24 Hrs - 1
Make/Model- 80	Last 30 Days- 130
Instrument- 27	Last 90 Days- 10
Multi-Eng - 410	

Instrument Rating(s) - NONE

-----Narrative-----

EARLIER IN THE DAY, THE PLT HAD FLOWN FROM ORLANDO TO LAKELAND, FL. BEFORE THAT FLT, HE HAD NOT VISUALLY CHECKED THE FUEL, BUT HAD RELIED ON ESTIMATES & HIS FUEL GAGES. ON THE RETURN FLT, HE AGAIN TOOK OFF WITHOUT VISUALLY CHECKING THE FUEL. WHILE EN ROUTE, THE ENGINES BEGAN RUNNING ROUGH, SO HE ELECTED TO LAND AT KISSIMMEE, FL. HOWEVER, BOTH ENGS LOST POWER DURING THE APCH, A FORCED LANDING WAS MADE ABOUT 600 TO 700 YDS SHORT OF THE RWY & THE ACFT STRUCK A TREE. THE PLT STATED THAT THE ACFT RAN OUT OF FUEL.

Brief of Accident (Continued)

File No. - 471

3/14/84

KISSIMEE, FL

A/C Reg. No. N2070P

Time (Lc1) - 1708 EST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
4. FLUID, FUEL - EXHAUSTION
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

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

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. - 581      3/16/84      DUNNELLON, FL

A/C Reg. No. N8067W

Time (Lcl) - 1509 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model      - SWANSON/BENSEN B-8M  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 547  
No. of Seats      - 1

Eng Make/Model - MCCULLOCH 4318A  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 72 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- 070/008 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  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

DUNNELLON MUN.  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - UNK/NR  
Runway Status      - UNK/NR

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

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

Age - 48  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

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

Total	- UNK/NR	Last 24 Hrs	- 1
Make/Model-	23	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS TOLD BY THE OWNER OF THE ACFT TO ONLY TAXI THE ACFT & NOT TO FLY IT. DURING THE 6TH TAXI MANEUVER IT BECAME AIRBORNE. IT CLIMBED TO ABOUT 200 FT AGL WHERE THE PLT MADE A 180 DEG TURN, FOLLOWED BY A 90 DEG TURN, FOLLOWED BY ANOTHER 180 DEG TURN. DURING THIS LAST TURN, THE ACFT WAS OBSERVED TO "PORPOISE" OR FLUCTUATE IN ALTITUDE. THE M/R BLADE BEGAN TO "FLAP" OR CONE ON THE 3RD "PORPOISE." THE ACFT STRUCK THE GROUND & ROLLED ON ITS LEFT SIDE ON TOP OF THE PLT. THE OWNER OF THE ACFT ESTIMATED THAT THE STUDENT PLT HAD 23 HRS OF GYROCOPTER TIME, BUT HAD NOT FLOWN IN THE LAST 60 DAYS.

Brief of Accident (Continued)

File No. - 581

3/16/84

DUNNELLON, FL

A/C Reg. No. N8067W

Time (Lc1) - 1509 EST

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 452      3/16/84      CLEARWATER, FL      A/C Reg. No. N1242U      Time (Lcl) - 1816 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 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      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 120/010 KTS  
Visibility      - 12.0 SM  
Lowest Sky/Clouds      - 3000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ST PETERSBURG-CLEARWATER  
Runway Ident      - 09  
Runway Lth/Wid      - 5165/ 150  
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)  
ATP  
SE LAND, ME LAND

Age - 48  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 17000      Last 24 Hrs - 1  
Make/Model- 2000      Last 30 Days- UNK/NR  
Instrument- 7260      Last 90 Days- 75  
Multi-Eng - 11000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCREW WERE PRACTICING TOUCH & GO LANDINGS WHEN A LOSS OF POWER OCCURRED. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING AN EMERGENCY LANDING IN A FIELD. AN INVESTIGATION REVEALED THAT THE THROTTLE LINKAGE HAD BECOME DISCONNECTED AT THE CARBURETOR SUPPORT FITTING.

Brief of Accident (Continued)

File No. - 452

3/16/84

CLEARWATER, FL

A/C Reg. No. N1242U

Time (Lc1) - 1816 EST

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

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
  2. THROTTLE/POWER LEVER, LINKAGE - DISCONNECTED
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 512      3/18/84      BELLEVIEW,FL      A/C Reg. No. N3261E      Time (Lcl) - 1130 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	1	0
Pass	0	0	0	0

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

Make/Model    - BENGTON SWALLOW B  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - UNK/NR  
No. of Seats   - 1

Eng Make/Model - CYUNA 11  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - UNK/NR

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

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

Weather Data

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

Itinerary

Last Departure Point  
BELLEVIEW,FL  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 55  
Biennial Flight Review  
Current        - N/A  
Months Since   - N/A  
Aircraft Type - N/A

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

Total	- 34	Last 24 Hrs	- UNK/NR
Make/Model-	4	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE HOMEBUILT ACFT CRASHED AFTER EXPERIENCING AN ENG FAILURE IN CRUISE FLIGHT. THE PLT REPORTED THAT HE TURNED THE ACFT TO AVOID COWS IN A PASTURE AND THE WING HIT THE GROUND. THE REASON FOR ENG FAILURE WAS NOT DETERMINED.



Brief of Accident (Continued)

File No. - 512

3/18/84

BELLEVIEW, FL

A/C Reg. No. N3261E

Time (Lc1) - 1130 EST

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

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

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

Finding(s)  
2. OBJECT - ANIMAL(S)  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 511      3/18/84      WILLISTON, FL      A/C Reg. No. N50RE      Time (Lcl) - 1600 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	1

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

Fire  
NONE

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

Make/Model - SCHWEIZER SGU-22  
Landing Gear - N/A  
Max Gross Wt - UNK/NR  
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 - YES

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

Weather Data

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

Wind Dir/Speed- 120/005 KTS  
Visibility - 10.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

WILLIAM MUNICIPAL  
Runway Ident - 22  
Runway Lth/Wid - 7000/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
NONE  
GLIDER

Age - 62

Biennial Flight Review

Current - YES  
Months Since - 17  
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) - UNK/NR

-----Narrative-----

THE ACFT COLLIDED WITH THE WIND TETRAHEDRON DURING LANDING. THE PLT STATED HE LANDED ON THE GRASS PARALLEL TO RWY 22 AND A COMBINATION OF LANDING LONG AND GROUND EFFECT CAUSED HIM TO HIT THE TETRAHEDRON.

Brief of Accident (Continued)

File No. - 511

3/18/84

WILLISTON, FL

A/C Reg. No. N50RE

Time (Lc1) - 1600 EST

Occurrence ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - AIRPORT FACILITY
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
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) 2,3,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 510      3/19/84      PALM BEACH, FL      A/C Reg. No. N1UB      Time (Lcl) - 1736 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

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

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

NONE  
Fire  
NONE

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

Make/Model - CESSNA 310R  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5500  
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520M  
Number Engines - 2  
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- 140/010 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 3000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ST. AUGUSTINE, FL  
Destination  
PALM BEACH, FL

Airport Proximity  
ON AIRPORT

Airport Data

PALM BEACH  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - CONCRETE  
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND  
HELICOPTER

Age - 36

Biennial Flight Review

Current - YES  
Months Since - 21  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4400	Last 24 Hrs	- UNK/NR
Make/Model	- 50	Last 30 Days	- UNK/NR
Instrument	- 300	Last 90 Days	- UNK/NR
Multi-Eng	- 600	Rotorcraft	- 2700

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED HARD, BLEW THE LEFT MAIN TIRE AND RAN OFF THE RUNWAY. A WITNESS STATED "THE PILOT CAME IN HIGH ON FINAL, CHOPPED POWER OFF AND LANDED HARD."

Brief of Accident (Continued)

File No. - 510

3/19/84

PALM BEACH, FL

A/C Reg. No. N1UB

Time (Lc1) - 1736 EST

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

Finding(s)

1. WING - BENT
  2. FLARE - IMPROPER - PILOT IN COMMAND
  3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
  4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
- 

Occurrence #2      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, TIRE - FAILURE, TOTAL
- 

-----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. - 487      3/19/84      PAHOKEE, FL      A/C Reg. No. N20433      Time (Lc1) - 0123 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 C-177B	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BIG CYPRESS, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PAHOKEE, FL	PAHOKEE
Wind Dir/Speed- 110/008 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1617/ 100
Lowest Sky/Clouds - 2200 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 425
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 425
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

AT 0052, SHORTLY AFTER DEPARTING BIG CYPRESS, FL, THE PLT CALLED WEST PALM BEACH TOWER & REQUESTED ADVISORIES TO PAHOKEE ARPT. THE CONTROLLER REQUESTED THE FLT'S POSITION, BUT THE PLT WAS NOT SURE OF HIS LOCATION. THE TOWER CONTROLLER CONTACTED MIAMI ARTC FOR ASSISTANCE & THE ACFT WAS LOCATED 35 MI NORTHWEST OF MIAMI, FL. VECTORS WERE PROVIDED TO PAHOKEE, FL. HOWEVER, AT 0123, WHEN THE ACFT WAS ON AN APCH TO THE PAHOKEE ARPT, THE PLT ADVISED THAT HE WAS "OUT OF FUEL" & WAS DITCHING. THE ACFT WAS DITCHED IN THE OKEECHOBEE LAKE.

Brief of Accident (Continued)

File No. - 487

3/19/84

PAHOKEE, FL

A/C Reg. No. N20433

Time (Lc1) - 0123 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. LIGHT CONDITION - NIGHT
3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
4. FLUID, FUEL - EXHAUSTION
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

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

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

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. - 509      3/30/84      DAYTONA BEACH, FL      A/C Reg. No. N12353      Time (Lcl) - 1830 EST

-----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	Crew 0	0	0	2
Accident Occurred During	-LANDING	Pass 0	0	0	0

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

Fire  
NONE

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

Make/Model - BEECH N-35  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3125  
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-N  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 260 HP

ELT Installed/Activated - YES/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- 260/008 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
JACKSONVILLE, FL  
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

DAYTONA  
Runway Ident - 24R  
Runway Lth/Wid - 7500/ 100  
Runway Surface - CONCRETE  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 57

Biennial Flight Review

Current - YES  
Months Since - 13  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4935	Last 24 Hrs	- 66
Make/Model	- 4421	Last 30 Days	- UNK/NR
Instrument	- 97	Last 90 Days	- 38
Multi-Eng	- 21		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDING GEAR COLLAPSED DURING LANDING. THE PLT SAID HE DID A "GUMP" CHECKLIST PRIOR TO LANDING AND BELIEVED HE WAS IN A LANDING CONFIGURATION. HE ALSO STATED THAT HE DID "NOT KNOW WEATHER OR NOT HE RAISED THE GEAR DURING THE LANDING FLARE".



Brief of Accident (Continued)

File No. - 509

3/30/84

DAYTONA BEACH, FL

A/C Reg. No. N12353

Time (Lc1) - 1830 EST

---

Occurrence            COMPLETE GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
  2. CHECKLIST - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 560      4/01/84      MARATHON, FL      A/C Reg. No. N64110      Time (Lcl) - 1930 EST

-----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	-UNKNOWN	NONE	Pass 3	0	0	0

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

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320-E2D	ELT Installed/Activated	- UNK/NR
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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/007 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 8000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point MARATHON, FL</p> <p>Destination EVERGLADES CITY, FL</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 OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
---	---	---

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 911
SE LAND	Months Since - 21	Make/Model- 911
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS MISSING AFTER DEPARTING ON A FLT FROM MARATON, FL TO EVERGLADES CITY, FL. SAR PERSONNEL FOUND THE BODIES OF THE PLT & 3 PAX, BUT THE ACFT WAS NOT FOUND. IT WAS PRESUMED TO HAVE BEEN DESTROYED DURING A CRASH IN THE GULF OF MEXICO.

Brief of Accident (Continued)

File No. - 560

4/01/84

MARATHON, FL

A/C Reg. No. N64110

Time (Lc1) - 1930 EST

-----  
Occurrence            UNDETERMINED  
Phase of Operation    UNKNOWN

Finding(s)  
1. UNDETERMINED

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 461      4/01/84      PALM BAY, FL      A/C Reg. No. NONE      Time (Lcl) - 0905 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire  
NONE

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

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

Make/Model      - PTERODACTYL ASCENDER II  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - UNK/NR  
No. of Seats      - 1

Eng Make/Model      - CUYUNA 430  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 35 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 360/012 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
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      - NONE

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

Pilot-In-Command  
Certificate(s)/Rating(s)  
NONE

Age - 62  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	15	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 PLTS OF 2 ULTRALIGHT VEHICLES WERE ACCOMPANYING EACH OTHER & WERE FLYING WEST AT 500 FT AGL IN CALM AIR WHEN AN ACFT CROSSED AHEAD OF THEIR FLT PATH. THE ACFT WAS ESTIMATE TO BE FLYING AT ABOUT 140 KTS & APRX 40 FT ABOVE THE ULTRALIGHTS' ALT. THE SURVIVING PLT STATED THAT HE CLIMBED TO CROSS ABOVE THE ACFT'S FLT PATH. HOWEVER, THE OTHER ULTRALIGHT, A PTERODACTYL ASCENDER II, CONTINUED STRAIGHT AHEAD & CROSSED ABOUT 10 SEC BEHIND THE ACFT. AFTER CROSSING THE ACFT'S FLT PATH, THE ASCENDER WAS SEEN TO SLOW DOWN & DRIFT TO THE RIGHT, THEN ENTER A SPIN & CRASH. REPORTEDLY, A PORTION OF THE RIGHT WING HAD FAILED BEFORE THE ULTRALIGHT CRASHED. NO PREEXISTING CRACKS WERE FOUND. ALL FACTURES WERE TYPICAL OF THOSE PRODUCED BY OVERSTRESS.

Brief of Accident (Continued)

File No. - 461

4/01/84

PALM BAY, FL

A/C Reg. No. NONE

Time (Lc1) - 0905 EST

-----  
Occurrence #1            VORTEX TURBULENCE ENCOUNTERED  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
  2. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
- 

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

Finding(s)

3. WING - OVERLOAD
- 

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

-----

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

-----

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 580      4/02/84      ST. AUGUSTINE, FL      A/C Reg. No. N1947G      Time (Lcl) - 1210 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

MINOR

Fire

NONE

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

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

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

Eng Make/Model      - CONTINENTAL IO-360-A2B  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - UNK/NR

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

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

Weather Data

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

Wind Dir/Speed- 310/005 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  
ST. AUGUSTINE, FL  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 34

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 11230	Last 24 Hrs	- UNK/NR
Make/Model-	910	Last 30 Days-	UNK/NR
Instrument-	470	Last 90 Days-	94
Multi-Eng -	1137	Rotorcraft -	40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLTS OF A BUCKER JUNGSMANN, N1947G, & A PITTS S-2B, N5302M, WERE PRACTICING FOR AN AIRSHOW. THEY BEGAN A MANEUVER CALLED A "MIRROR FLY-BY" IN WHICH THE BUCKER WAS ROLLED UPSIDE DOWN & THE PITTS WAS FLOWN UNDERNEATH IT. DUE TO THE AIR FLOW OVER THE WINGS THE ACFT WERE PUSHED APART AS THEY FLEW IN FORMATION; HOWEVER, THE PLTS ELECTED TO MODIFY THE MANEUVER BY HAVING THE PITTS MOVE FORWARD. AS THE ACFT WERE POSITIONED TO WHERE THE WINGS WERE NOT OVERLAPPED, THE ACFT CONVERGED INTO EACH OTHER. SUBSEQUENTLY, THE PROP OF THE BUCKER STRUCK THE PITT'S VERTICAL FIN & RUDDER, SUBSTANTIALLY DAMAGING THE PITTS. HOWEVER, BOTH ACFT WERE LANDED SAFELY.

Brief of Accident (Continued)

File No. - 580

4/02/84

ST. AUGUSTINE, FL

A/C Reg. No. N1947G

Time (Lcl) - 1210 EST

Occurrence MIDAIR COLLISION  
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED -
2. MANEUVER - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. MANEUVER - ATTEMPTED - PILOT OF OTHER AIRCRAFT
5. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT OF OTHER AIRCRAFT
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
7. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

-----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) 2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 580 4/02/84 ST. AUGUSTINE, FL

A/C Reg. No. N5302M

Time (Lc1) - 1210 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - PITTS S-2-B  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1500  
No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-540-D45A  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

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

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

Weather Data

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

Basic Weather - UNK/NR

Wind Dir/Speed- 310/010 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ST. AUGUSTINE, FL  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI  
SE LAND, ME LAND  
GLIDER

Age - 67

Biennial Flight Review

Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 32000	Last 24 Hrs	- UNK/NR
Make/Model-	5000	Last 30 Days-	UNK/NR
Instrument-	5200	Last 90 Days-	UNK/NR
Multi-Eng	- 6000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLTS OF A BUCKER JUNGSMANN, N1947G, & A PITTS S-2B, N5302M, WERE PRACTICING FOR AN AIRSHOW. THEY BEGAN A MANEUVER CALLED A "MIRROR FLY-BY" IN WHICH THE BUCKER WAS ROLLED UPSIDE DOWN & THE PITTS WAS FLOWN UNDERNEATH IT. DUE TO THE AIR FLOW OVER THE WINGS THE ACFT WERE PUSHED APART AS THEY FLEW IN FORMATION; HOWEVER, THE PLTS ELECTED TO MODIFY THE MANEUVER BY HAVING THE PITTS MOVE FORWARD. AS THE ACFT WERE POSITIONED TO WHERE THE WINGS WERE NOT OVERLAPPED, THE ACFT CONVERGED INTO EACH OTHER. SUBSEQUENTLY, THE PROP OF THE BUCKER STRUCK THE PITT'S VERTICAL FIN & RUDDER, SUBSTANTIALLY DAMAGING THE PITTS. HOWEVER, BOTH ACFT WERE LANDED SAFELY.



Brief of Accident (Continued)

File No. - 580

4/02/84

ST. AUGUSTINE, FL

A/C Reg. No. N5302M

Time (Lc1) - 1210 EST

Occurrence MIDAIR COLLISION  
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED -
2. MANEUVER - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. MANEUVER - ATTEMPTED - PILOT OF OTHER AIRCRAFT
5. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT OF OTHER AIRCRAFT
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
7. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

-----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) 2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 546      4/07/84      TITUSVILLE, FL      A/C Reg. No. N6890Y      Time (Lcl) - 1659 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	0	0

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

Make/Model - PIPER PA-23-250  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5200  
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-C4B5  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 260/008 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MERRITT ISLAND, FL  
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

TITUSVILLE-COCOA  
Runway Ident - 27  
Runway Lth/Wid - 5001/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP  
SE LAND, ME LAND, SE SEA

Age - 49

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 12000	Last 24 Hrs	- 1
Make/Model-	1002	Last 30 Days-	UNK/NR
Instrument-	2000	Last 90 Days-	40
Multi-Eng	- 7000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT COULD NOT GET THE LEFT MAIN GEAR EXTENDED FOR LANDING AND THEN COULD NOT GET THE RIGHT MAIN AND NOSE GEAR TO RETRACT FOR A "BELLY" LANDING. THE ACFT WAS LANDED ON THE SOD BESIDE THE RWY WITH THE LEFT MAIN RETRACTED. THE NOSE GEAR COLLAPSED DURING THE LANDING SLIDE. AFTER THE ACCIDENT THE ACFT WAS JACKED UP AND AFTER THE LEFT GEAR DOORS WERE PRYED OPEN THE LEFT GEAR FELL OUT AND LOCKED DOWN. WITH THE NOSE GEAR AND LEFT GEAR DOORS OUT OF THE SYSTEM THE MAIN GEARS OPERATED NORMALLY. THE NOSE & LEFT GEAR DOORS WERE OMITTED FROM THE TEST DUE TO IMPACT DAMAGE. THIS ACFT HAD ONLY FLOWN ABOUT 1 HOUR IN THE LAST YEAR.

Brief of Accident (Continued)

File No. - 546

4/07/84

TITUSVILLE,FL

A/C Reg. No. N6890Y

Time (Lc1) - 1659 EST

---

Occurrence

GEAR COLLAPSED

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - BINDING(MECHANICAL)
  2. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
  3. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
  4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
  5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 561      4/08/84      ORMOND BEACH, FL      A/C Reg. No. N92147      Time (Lc1) - 1630 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	1

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

Make/Model - CESSNA 182	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 - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ORMOND BEACH MUNI
Wind Dir/Speed- 120/012 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
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 - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 103
SE LAND	Months Since - UNK/NR	Make/Model- 103
	Aircraft Type - UNK/NR	Instrument- 1
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

DURING A HARD LANDING, THE PROP, NOSE GEAR, ENG MOUNTS & FIREWALL WERE DAMAGED. THE WINDS WERE GUSTING TO 21 KTS.

Brief of Accident (Continued)

File No. - 561

4/08/84

ORMOND BEACH, FL

A/C Reg. No. N92147

Time (Lcl) - 1630 EST

---

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS

2. LEVEL OFF - 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 513      4/11/84      TALLAHASSEE,FL      A/C Reg. No. N30217      Time (Lcl) - 0205 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	1	0
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- 050/007 KTS

Visibility      - 7.0 SM

Lowest Sky/Clouds      -

Lowest Ceiling      - 1300 FT OVERCAST

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point

PENSACOLA,FL

Destination

TALLAHASSEE,FL

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance      - IFR

Type Apch/Lndg      - ILS-COMPLETE

FULL STOP

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TALLAHASSEE MUN

Runway Ident      - 36

Runway Lth/Wid      - 6070/ 150

Runway Surface      - ASPHALT

Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 38

Biennial Flight Review

Current      - YES

Months Since      - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 5725

Make/Model- 2108

Instrument- 383

Multi-Eng - 8

Last 24 Hrs - 7

Last 30 Days- UNK/NR

Last 90 Days- 158

Rotorcraft - 3336

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED COMPLETE LOSS OF ENG POWER WHILE MAKING AN ILS APP TO RWY 36. A FORCED LAND WAS MADE INTO THE TREES FIVE MI SOUTH OF THE AIRPORT. POST CRASH INVESTIGATION REVEALED NO FUEL IN EITHER FUEL TANK OR ANY OF THE FUEL DRAINS. A SUBSEQUENT ENG TEST PROVED NORMAL OPERATION AT ENG RPM AVAILABLE DUE TO IMPACT DAMAGE.

Brief of Accident (Continued)

File No. - 513

4/11/84

TALLAHASSEE, FL

A/C Reg. No. N30217

Time (Lc1) - 0205 EST

---

Occurrence            LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
  3. REFUELING - INADEQUATE - PILOT IN COMMAND
  4. JUDGEMENT - POOR - PILOT IN COMMAND
  5. AIRCRAFT SERVICE - NOT IDENTIFIED - PILOT IN COMMAND
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 555      4/12/84      SNEAD,FL

A/C Reg. No. NONE

Time (Lcl) - 1720 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

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

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

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

Make/Model - UNKNOWN EASY RISER  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 380  
No. of Seats - 1

Eng Make/Model - CUYUNA 430R  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 30 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

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 -

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

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

Age - 34  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - UNK/NR  
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	650	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT COLLIDED WITH A HIGH TENSION WIRE AND CRASHED. THE PLT SAID HE MADE A LOW PASS TO LOOK AT AN AUTO AND DID NOT SEE THE WIRE IN TIME TO AVOID THE COLLISION.



Brief of Accident (Continued)

File No. - 555

4/12/84

SNEAD, FL

A/C Reg. No. NONE

Time (Lcl) - 1720 CST

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
  2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  3. OBJECT - WIRE, TRANSMISSION
  4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 554      4/14/84      CLEARWATER, FL      A/C Reg. No. N206JA      Time (Lcl) - 1345 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew      1  
Pass      0

Fatal      1  
0

Injuries  
Serious      0  
0

Minor      0  
0

None      0  
0

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

Make/Model      - GRUMMAN AMERICAN AA-5A  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2200  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-320-E2G  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 160 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - IN PERSON  
Completeness      - UNK/NR  
Basic Weather      - IMC  
Wind Dir/Speed      - 190/009 KTS  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision      - FOG  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CLEARWATER, FL  
Destination  
FT. MYERS, FL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 60

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 1300  
Make/Model      - 50  
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-----

SHORTLY AFTER TAKEOFF, THE ACFT CRASHED INTO THE OCEAN. VMC EXISTED AT THE ARPT BUT DENSE LOW OCEAN FOG WAS REPORTED AT THE CRASH SITE. SOME ACFT DEBRIS WAS RECOVERED.

Brief of Accident (Continued)

File No. - 554

4/14/84

CLEARWATER, FL

A/C Reg. No. N206JA

Time (Lcl) - 1345 EST

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

Finding(s)  
1. UNDETERMINED  
2. WEATHER CONDITION - FOG  
-----

----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. - 529      4/16/84      VERO BEACH, FL      A/C Reg. No. N89948      Time (Lcl) - 2037 EST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIP-FUEL INJECTED	
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	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	VERO BEACH
Wind Dir/Speed- 260/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 3000 FT SCATTERED	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 - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 605
SE LAND	Months Since - 7	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 190
		Last 30 Days- UNK/NR
		Instrument- 95
		Last 90 Days- 54
		Multi-Eng - 32

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A TRUCK RAN INTO AN ACFT WAITNG TO TAKEOFF. THE ACFT WAS ON THE RUNUP PAD AND THE VEHICLE DRIVER WAS DISTRACTED BY AN ACFT TAKING OFF. THE CONTROL TOWER WAS NOT IN SERVICE.

Brief of Accident (Continued)

File No. - 529

4/16/84

VERO BEACH, FL

A/C Reg. No. N89948

Time (Lc1) - 2037 EST

Occurrence ON GROUND COLLISION WITH OBJECT  
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. OBJECT - VEHICLE
2. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE
3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - AIRPORT PERSONNEL
4. LIGHT CONDITION - NIGHT
5. CONTROL TOWER SERVICE - NOT MAINTAINED - FAA(OTHER/ORGANIZATION)

-----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. - 551      4/20/84      WEST PALM BEACH, FL      A/C Reg. No. N51184      Time (Lc1) - 1017 EST

-----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	0	Serious	Minor	None	
Accident Occurred During - LANDING			0	0	0	1	3

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES-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 - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WEST PALM BEACH	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	TREASURE CAY	
Wind Dir/Speed- 120/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 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- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 639
SE LAND, ME LAND	Months Since - 7	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 193
		Instrument- 158
		Multi-Eng - 186
		Last 30 Days- UNK/NR
		Last 90 Days- 103

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT SHORTLY AFTER LEVELING AT 5,500 FT MSL, HE LEANED THE MIXTURE, & A FEW MINUTES LATER, THE ENG LOST PARTIAL POWER. ALL ATTEMPTS TO RESTORE POWER WERE TO NO AVAIL; THE ENG DEVELOPED ONLY ABOUT 1600 RPM. THE FLT ENTERED A 300 FPM RATE OF DESCENT UNTIL IT DITCHED.

Brief of Accident (Continued)

File No. - 551

4/20/84

WEST PALM BEACH, FL

A/C Reg. No. N51184

Time (Lcl) - 1017 EST

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

Finding(s)  
1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

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

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 573      4/24/84      PANAMA CITY, FL      A/C Reg. No. N1496R      Time (Lcl) - 0629 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - GRUMMAN AA-1B  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1560  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-235-C2C  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 108 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- VARIABLE  
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  
DAYTONA BEACH, FL  
Destination  
PANAMA CITY, FL

Airport Proximity  
OFF AIRPORT/STRIP

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)  
COMMERCIAL, CFI  
SE LAND, ME LAND, SE SEA

Age - 37  
Biennial Flight Review  
Current      - YES  
Months Since      - 8  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	1156
Make/Model-	120
Instrument-	87
Multi-Eng -	36
Last 24 Hrs -	4
Last 30 Days-	UNK/NR
Last 90 Days-	16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE ENCOUNTERED HEAD WINDS STRONGER THAN FORECAST & THE ACFT RAN OUT OF FUEL. HE MADE A FORCED LANDING IN WHAT APPEARED TO BE A CLEARED FIELD. DURING THE LANDING ROLL, THE ACFT HIT A DITCH & NOSED OVER. THE PLT INDICATED THAT THE SURFACE OF THE GROUND WAS OBSCURED BY SHORT PINE TREES.



Brief of Accident (Continued)

File No. - 573

4/24/84

PANAMA CITY, FL

A/C Reg. No. N1496R

Time (Lc1) - 0629 CST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED -
4. FLUID, FUEL - EXHAUSTION
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

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

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION
7. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
8. TERRAIN CONDITION - DITCH

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING - ROLL

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

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

Factor(s) relating to this accident is/are finding(s) 1,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 552      4/25/84      Ocala, FL      A/C Reg. No. N4657Q      Time (Lcl) - 1415 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 -LANDING

Fire

Crew

Pass

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-E2D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS

Method - UNK/NR

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 090/008 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

PLANT CITY, FL

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

OCALA MUNI

Runway Ident - 18

Runway Lth/Wid - 5007/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - UNK/NR

Type Apch/Lndg - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

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 - 41

Make/Model- 27

Instrument- 0

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING, THE PLT LOST DIRECTIONAL CONTROL & THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY. THE NOSE GEAR STRUCK A CONCRETE DRAINAGE CONDUIT & WAS SUBSTANTIALLY DAMAGED. THE PLT REPORTED THE WIND WAS FROM 090 DEG AT 8 KTS.

Brief of Accident (Continued)

File No. - 552

4/25/84

OCALA, FL

A/C Reg. No. N4657Q

Time (Lc1) - 1415 EST

-----  
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. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - DITCH
- 

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

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

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. - 528

4/28/84

LAKE HARBOR, FL

A/C Reg. No. N9391L

Time (Lcl) - 1250 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	1

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

Fire  
NONE

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

Make/Model - AMERICAN AVIATION 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 - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 140/010 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  
FT. LAUDERDALE, FL  
Destination  
CLEWISTON, FL

Airport Proximity  
UNK/NR

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 30

Biennial Flight Review

Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 140	Last 24 Hrs	- 1
Make/Model-	45	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	74

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ADJUSTED THE MIXTURE TWICE DURING HIS DESCENT FROM 2500 FT MSL. THE SECOND ADJUSTMENT KILLED THE ENGINE AND A FORCED LANDING WAS MADE IN A SUGAR CANE FIELD. POST ACCIDENT EXAMINATION REVEALED THAT THE ENGINE MIXTURE CONTROL CABLE WAS BROKEN. A REPLACEMENT CABLE HAD BEEN INSTALLED IN COMPLIANCE WITH AD-75-09-07 ONLY 89 ACFT HOURS AGO.

Brief of Accident (Continued)

File No. - 528

4/28/84

LAKE HARBOR, FL

A/C Reg. No. N9391L

Time (Lcl) - 1250 EST

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

Finding(s)

1. MIXTURE CONTROL, CABLE - FAILURE, TOTAL
  2. MIXTURE - ATTEMPTED - 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

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

### Brief of Accident

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

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

Fire  
NONE

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

KEYSTONE HEIGHTS

Runway Ident	-	10	
Runway Lth/Wid	-	4400/	150
Runway Surface	-	ASPHALT	
Runway Status	-	DRY	

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

---Narrative---

PAGE 190

Brief of Accident (Continued)

File No. - 482

4/30/84

KEYSTONE HGTS, FL

A/C Reg. No. N80GC

Time (Lc1) - 2137 EDT

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
3. FLUID,FUEL - STARVATION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF

Finding(s)

8. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 553      5/04/84      NEW SMYRNA BCH,FL      A/C Reg. No. N98606      Time (Lc1) - 1105 EDT

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

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

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

Make/Model - PIPER J-3	Eng Make/Model - LYCOMING O-235-E	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1220	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 AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NEW SMYRNA BEACH
Wind Dir/Speed- 020/020 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3215/ 100
Lowest Sky/Clouds - 7000 FT THIN BKN	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 - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1241
SE LAND,ME LAND,SE SEA	Months Since - 3	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 122
		Instrument- 84
		Multi-Eng - 291
		Last 30 Days- UNK/NR
		Last 90 Days- 486

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE THE PLT WAS TAXING ONTO THE RWY, THE WIND PICKED UP THE RIGHT WING & THE ACFT WAS BLOWN INVERTED. THE WINDS WERE GUSTING 30 KTS.



Brief of Accident (Continued)

File No. - 553

5/04/84

NEW SMYRNA BCH, FL

A/C Reg. No. N98606

Time (Lcl) - 1105 EDT

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 - GUSTS

Occurrence #2 NOSE OVER  
Phase of Operation TAXI - TO TAKEOFF

----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. - 556      5/10/84      CLERMONT, FL

A/C Reg. No. N2252A

Time (Lcl) - 1600 EDT

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

Type Operating Certificate-EXTERNAL LOAD

Aircraft Damage

Injuries

Type of Operation      -POSITIONING  
Flight Conducted Under      -14 CFR 133  
Accident Occurred During      -MANEUVERING

NONE  
Fire  
NONE

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

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

Make/Model      - BELL UH-1B  
Landing Gear      - SKID  
Max Gross Wt      - 8500  
No. of Seats      - 2

Eng Make/Model      - LYCOMING T53-L-11D  
Number Engines      - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 1100 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  
CLEARMONT, FL  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 360/008 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 2500 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      - NONE

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND, ME LAND  
HELICOPTER

Age - 44

Biennial Flight Review

Current      - NO  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6011	Last 24 Hrs	- 6
Make/Model-	1700	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- 96	Rotorcraft	- 5749

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS NOT AWARE THAT TWO GROUND ATTENDANTS WERE RIDING THE CABLE DURING A LOGGING OPERATION WHEN THERE WAS AN ACCIDENTAL CABLE RELEASE & THE ATTENDANTS FELL TO THE GROUND. EXAMINATION OF THE ACFTS HOOK DID NOT REVEAL A SYSTEM FAILURE OR MALFUNCTION. HOWEVER, SIMILAR OCCURRENCES HAVE TAKEN PLACE IN SITUATIONS INVOLVING BOTH CIVILIAN & MILITARY HELICOPTERS WHICH WERE EQUIPPED WITH HOOKS.

Brief of Accident (Continued)

File No. - 556

5/10/84

CLERMONT, FL

A/C Reg. No. N2252A

Time (Lc1) - 1600 EDT

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

Finding(s)

1. JUDGEMENT - POOR - GROUND PERSONNEL
2. PICK-UP EQUIPMENT - DEPLOYED INADVERTENTLY
3.    UNDETERMINED

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 527      5/10/84      FT. LAUDERDALE, FL      A/C Reg. No. N84FP      Time (Lc1) - 1312 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	1

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

Fire  
NONE

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

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

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 030/014 KTS  
Visibility      - 8.0 SM  
Lowest Sky/Clouds      - 3000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
FT. LAUDERDALE, FL  
Destination  
NEW SMYRNA BCH, FL

Airport Proximity  
ON AIRPORT

Airport Data

FORT LAUDERDALE  
Runway Ident      - 09L  
Runway Lth/Wid      - 8048/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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)  
PRIVATE  
SE LAND

Age - 56  
Biennial Flight Review  
Current      - YES  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 404  
Make/Model- 362  
Instrument- 33  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 74

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING TAKEOFF AFTER RUNNING OFF THE LEFT SIDE OF THE RWY. THE WIND WAS REPORTED FROM 50 DEGREES AT 13 KTS GUSTING TO 23 KTS PRIOR TO THE ACCIDENT. AFTER THE ACCIDENT THE WIND WAS FROM 030 DEGREES AT 14 KTS.

Brief of Accident (Continued)

File No. - 527

5/10/84

FT.LAUDERDALE,FL

A/C Reg. No. N84FP

Time (Lc1) - 1312 EST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
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

-----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. - 484      5/28/84      LITHIA, FL      A/C Reg. No. NONE      Time (Lcl) - 1540 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - EIPPER QUICKSILVER GT  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 450  
No. of Seats      - 1

Eng Make/Model      - ROTAX 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

Itinerary

Last Departure Point  
DOVER, FL  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 140/013 KTS  
Visibility      - 10.0      SM  
Lowest Sky/Clouds      - 2500 FT SCATTERED  
Lowest Ceiling      - 10000 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      - NONE

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 - 45

Biennial Flight Review

Current      - UNK/NR  
Months Since      - 0  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 408	Last 24 Hrs	- UNK/NR
Make/Model-	40	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT CRASHED IN THE BACKYARD OF A FRIENDS HOUSE AS THE PLT CIRCLED AT LOW ALT WHILE WAVING AND SHOUTING TO BE SEEN. THE ACFT APPEARED TO WITNESSES TO STALL BEFORE FALLING ON THE RIGHT WING TO THE GROUND FROM ABOUT 50 FT AGL. THE ENGINE CONTINUED TO RUN AFTER IMPACT. NO MALFUNCTIONS OF EQUIPMENT WERE FOUND DURING THE INVESTIGATION. THE TOXICOLOGY REPORT SHOWED A BLOOD ALCOHOL LEVEL OF .084 PERCENT FOR THE PLT. AT TAMPA, FL, THE 1550 EDT WIND WAS BLOWING FROM 140 DEG AT 13 GUSTING 19 KTS.

Brief of Accident (Continued)

File No. - 484

5/28/84

LITHIA, FL

A/C Reg. No. NONE

Time (Lc1) - 1540 EDT

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

Finding(s)

1. LOW PASS - NOT IDENTIFIED - PILOT IN COMMAND
  2.      IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND
  3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  4. WEATHER CONDITION - GUSTS
  5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  6. 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) 5,6

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. - 562      6/11/84      FT. LAUDERDALE, FL      A/C Reg. No. N29994      Time (Lcl) - 1342 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire                        NONE

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

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

Make/Model        - PIPER PA-23-250  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4800  
No. of Seats       - 6

Eng Make/Model - LYCOMING O-540  
Number Engines - 2  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 250 HP

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

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

Weather Data

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

Wind Dir/Speed- 090/010 KTS

Visibility        - 8.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling    - 20000 FT BROKEN

Obstructions to Vision- NONE

Precipitation     - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance    - NONE

Type Apch/Lndg       - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

FT. LAUDERDALE EXECUTIVE

Runway Ident        - 08

Runway Lth/Wid      - 6000/ 100

Runway Surface      - ASPHALT

Runway Status       - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 29

Biennial Flight Review

Current            - UNK/NR

Months Since       - UNK/NR

Aircraft Type       - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total            - 69      Last 24 Hrs - 1

Make/Model-       2      Last 30 Days- UNK/NR

Instrument-        3      Last 90 Days- UNK/NR

Multi-Eng - 2

Instrument Rating(s) - NONE

-----Narrative-----

PLT WITNESSES REPORTED THAT THE ACFT STALLED DURING THE FINAL APPROACH. THE PLT WAS NOT MULTI-END RATED.



Brief of Accident (Continued)

File No. - 562

6/11/84

FT. LAUDERDALE, FL

A/C Reg. No. N29994

Time (Lc1) - 1342 EDT

---

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

Finding(s)

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

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    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. - 486      6/11/84      MIAMI, FL      A/C Reg. No. N3962N      Time (Lcl) - 2030 EDT

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

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

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

Make/Model - WILLIAM A. WAAS WIZARD T38	Eng Make/Model - ROTAX 503	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 - UNK/NR		

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 090/009 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 167
SE LAND	Months Since - 13	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 38
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 36
		Multi-Eng - 2

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING, THE COPILOT, A COMMERCIAL HELICOPTER PLT FROM VENEZUELA, WAS AT THE CONTROLS. ACCORDING TO THE PILOT-IN-COMMAND (PIC), THEY ENCOUNTERED TURBULENCE & POSSIBLE WIND SHEAR FROM AIR BLOWING OVER BUILDINGS, WHILE ON FINAL APCH. THE PIC TOOK CONTROL, BUT THE ULTRALIGHT CRASHED TO THE GROUND.

Brief of Accident (Continued)

File No. - 486

6/11/84

MIAMI, FL

A/C Reg. No. N3962N

Time (Lcl) - 2030 EDT

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

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND
  2. WEATHER CONDITION - TURBULENCE
  3.    AIRSPEED - NOT MAINTAINED - COPILOT
  4. STALL - UNCONTROLLED - COPILOT
- 

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) 1,3,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 530      4/12/84      BERLIN,GA

A/C Reg. No. N586T

Time (Lcl) - 1530 EST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
DESTROYED

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

Type of Operation      -AERIAL APPLICATION

Flight Conducted Under      -14 CFR 137

Fire  
NONE

Accident Occurred During      -MANEUVERING

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

Make/Model - BELL 47D1

Eng Make/Model - FRANKLIN 6V4

ELT Installed/Activated - UNK/NR

Landing Gear - SKID

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2750

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 210 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 280/005 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BERLIN,GA

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 - UNK/NR

Type Apch/Lndg - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

NONE

HELICOPTER

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT COLLIDED WITH POWER LINES AS HE TURNED TO FLY BACK TO RELOAD THE ACFT. THE PLT MADE A STATEMENT THAT HE DID NOT SEE THE WIRES IN THE TREES. THE PLT DID NOT FILE AN ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 530

4/12/84

BERLIN,GA

A/C Reg. No. N586T

Time (Lcl) - 1530 EST

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

Finding(s)

1. OBJECT - WIRE,STATIC
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 423      5/05/84      THOMASTON,GA      A/C Reg. No. N11256      Time (Lcl) - 1715 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

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

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

Make/Model      - WACO RNF  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1200  
No. of Seats      - 3

Eng Make/Model      - WARNER 145

Number Engines      - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 145 HP

ELT Installed/Activated      - NO -N/A

Stall Warning System      - NO

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING

Method      - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 200/006 KTS

Visibility      - 15.0 SM

Lowest Sky/Clouds      - 4000 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

GRIFFIN,GA

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

REGINALD GRANT MEMORIAL

Runway Ident      - 27

Runway Lth/Wid      - 2000/ 300

Runway Surface      - GRASS/TURF

Runway Status      - WET

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - TRAFFIC PATTERN

FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age      - 43

Biennial Flight Review

Current      - YES

Months Since      - 12

Aircraft Type      - BONANZA

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 12000

Make/Model-      30

Instrument-      900

Multi-Eng      - 20

Last 24 Hrs      - UNK/NR

Last 30 Days-      UNK/NR

Last 90 Days-      83

Rotorcraft      - 0

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL THE ACFT DRIFTED TO THE SIDE OF THE SOD STRIP WHERE A WHEEL ENCOUNTERED A SURFACE DEVIATION.  
THE ACFT TURNED & NOSED OVER.

Brief of Accident (Continued)

File No. - 423

5/05/84

THOMASTON,GA

A/C Reg. No. N11256

Time (Lc1) - 1715 EDT

---

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. 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) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 506      5/20/84      JESSUP,GA      A/C Reg. No. N22815      Time (Lcl) - 0800 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

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

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

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

Eng Make/Model - CONTINENTAL O-200  
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- 220/004 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling -  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

WAYNE COUNTY  
Runway Ident - 28  
Runway Lth/Wid - 3700/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 28  
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 - 12  
Last 24 Hrs - 1  
Make/Model- 12  
Last 30 Days- UNK/NR  
Instrument- 0  
Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED OFF THE RWY DURING A FORCED LANDING FOLLOWING A POWER LOSS. WX CONDITIONS WERE CONDUCIVE TO CARBURETOR ICING.



Brief of Accident (Continued)

File No. - 506

5/20/84

JESSUP,GA

A/C Reg. No. N22815

Time (Lc1) - 0800 EDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
  3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
  4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
- 

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

Finding(s)

5. PROPER ALIGNMENT - NOT ATTAINED - 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) 2,3,4,5

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. - 521      5/26/84      BLICHTON,GA      A/C Reg. No. NONE      Time (Lc1) - 1145 EDT

-----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 103	NONE	Crew 1	0	0	0
Accident Occurred During	-DESCENT		Pass 0	0	0	0

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

Make/Model	- ULTRAFLIGHT LAZAIR II	Eng. Make/Model	- ROTAX 185CC	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 370	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 10 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 150/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- 1500/ 500
Lowest Ceiling	- 3000 FT BROKEN	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		- DRY
Precipitation	- NONE		HIGH VEGETATION
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 66	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - NO	Total - UNK/NR	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 0	Make/Model- 1	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT WAS LOW AND FLAT DURING AN APPROACH TO LAND. THE ACFT WAS ALIGNED WITH A TREE, AND ACCORDING TO WITNESSES, THERE WAS NO EVASIVE MANEUVER TO AVOID THE OBSTRUCTION. THE VEHICLE COLLIDED WITH THE TREE ABOUT 40 FT ALG AND FELL TO THE GROUND. NO EVIDENCE OF ANY MALFUNCTIONS OF EQUIPMENT WAS FOUND.

Brief of Accident (Continued)

File No. - 521

5/26/84

BLICHTON,GA

A/C Reg. No. NONE

Time (Lcl) - 1145 EDT

Occurrence #1       UNDERSHOOT  
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2.       IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3.       IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2       IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. OBJECT - TREE(S)
7.       CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 588      1/01/84      KAHUKU, HI      A/C Reg. No. N2097      Time (Lcl) - 0700 HST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - MANEUVERING

Fire  
NONE

-----Aircraft Information-----

Make/Model - BELL 47J-2  
Landing Gear - SKID  
Max Gross Wt - 2850  
No. of Seats - 4

Eng Make/Model - LYCOMING VO-540-B1B3  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 240 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 - 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  
HONOLULU, HI

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
NONE  
HELICOPTER

Age - 55

Biennial Flight Review

Current - YES  
Months Since - 22  
Aircraft Type - 47J-2

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7645	Last 24 Hrs	- UNK/NR
Make/Model-	1132	Last 30 Days-	7
Instrument-	791	Last 90 Days-	18
Multi-Eng -	3619	Rotorcraft -	3630

Instrument Rating(s) - HELICOPTER

-----Narrative-----

ABOUT 3 MIN AFTER TAKEOFF, THE HELICOPTER WAS OBSERVED DESCENDING IN A "GLIDING FASHION" UNTIL WATER IMPACT. A WITNESS REPORTED THAT IT APPEARED TO BE FLYING STRAIGHT & DID NOT APPEAR TO BE IN TROUBLE. THE WITNESS REPORTED THAT SHE COULD HEAR THE ENG & IT SOUNDED NORMAL. ONLY THE MAIN ROTOR BLADES, MAST, SWASHPLATE CONTROL ASSEMBLY, TRANSMISSION & ENG WERE RECOVERED.

Brief of Accident (Continued)

File No. - 588

1/01/84

KAHUKU, HI

A/C Reg. No. N2097

Time (Lcl) - 0700 HST

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT

Finding(s)

1. UNDETERMINED
2. TERRAIN CONDITION - WATER, ROUGH

-----  
----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. - 474      4/08/84      KAMUELA, HI      A/C Reg. No. N26413      Time (Lc1) - 1510 HST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -DESCENT

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	3	0	0	0

-----Aircraft Information-----

Make/Model    - GRUMMAN AA-5A  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 2200  
No. of Seats   - 4

Eng Make/Model - LYCOMING O-320 E2  
Number Engines - 1  
Engine Type    - RECIP-FUEL INJECTED  
Rated Power    - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing    - FSS  
Method        - UNK/NR  
Completeness   - UNK/NR  
Basic Weather   - IMC  
Wind Dir/Speed- 280/007 KTS  
Visibility     - 5.0 SM  
Lowest Sky/Clouds - 1000 FT SCATTERED  
Lowest Ceiling   - 2000 FT BROKEN  
Obstructions to Vision- FOG  
Precipitation   - RAIN  
Condition of Light   - DAYLIGHT

Itinerary

Last Departure Point  
KONA, HI  
Destination  
HILO, HI

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident    - N/A  
Runway Lth/Wid   - N/A  
Runway Surface   - N/A  
Runway Status    - N/A

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance   - NONE  
Type Apch/Lndg      - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 21  
Biennial Flight Review  
Current        - YES  
Months Since   - 5  
Aircraft Type - AA 1C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total        - 113      Last 24 Hrs - 3  
Make/Model- 29        Last 30 Days- 6  
Instrument- 3         Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WITH 4 OCCUPANTS ON BOARD WAS BEING USED ON A SIGHT-SEEING FLT TO MAUNA LOA VOLCANO. THE PLT WAS IN RADIO CONTACT WITH HILO TOWER FROM 1503 TO 1506 HST. HE INDICATED CONCERN ABOUT THE CLOUDS & DECIDED NOT TO PROCEED TO THE VOLCANO. WHEN THE ACFT FAILED TO RETURN, A SEARCH WAS INITIATED, BUT IT WAS HAMPERED BY RAINS. ON 4/12/84, THE WRECKAGE WAS FOUND ON THE NORTH SLOPE OF MAUNA KEA VOLCANO. AN EXAM REVEALED THE ACFT HAD CRASHED (HDG 320) ON DOWNWARD SLOPING TERRAIN WHILE IN A STEEP DESCENT. THERE WAS VIRTUALLY NO MOVEMENT AFTER IMPACT. THE ACFT WAS ACCORDIONED, 10 FT FROM THE BULKHEAD TO THE EMPENNAGE. NO EVIDENCE OF AN IN-FLT STRUCTURAL FAILURE OR POWER FAILURE WERE FOUND. THE ACFT CLOCK HAD STOPPED AT 3:10.

Brief of Accident (Continued)

File No. - 474

4/08/84

KAMUELA, HI

A/C Reg. No. N26413

Time (Lc1) - 1510 HST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. TERRAIN CONDITION - HIGH TERRAIN
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - RAIN
6. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CRUISE

Finding(s)

7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. TERRAIN CONDITION - MOUNTAINOUS/HILLY
11. TERRAIN CONDITION - DOWNHILL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,9,10,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 422      4/25/84      5N OLIN,IA      A/C Reg. No. N5010R      Time (Lcl) - 1625 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

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
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/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing    - NO RECORD OF BRIEFING  
Method          - N/A  
Completeness   - N/A  
Basic Weather   - VMC

Wind Dir/Speed- 110/017 KTS  
Visibility      - 20.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED  
Lowest Ceiling    - NONE  
Obstructions to Vision- NONE  
Precipitation     - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MINNEAPOLIS,MN  
Destination  
DAVENPORT,IA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident    - 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 - 53  
Biennial Flight Review  
Current       - YES  
Months Since - 3  
Aircraft Type - 172M

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total               - 467      Last 24 Hrs - 5  
Make/Model-       38      Last 30 Days- 7  
Instrument-        12      Last 90 Days- 12  
Multi-Eng -        3

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CRUISING AT 3,000 FT MSL THE ENG RAN ROUGH. THE FLT NOTICED ZERO OIL PRESSURE. AS HE TURNED TOWARD A BEAN FIELD THE ENG FAILED. THE ACFT COLLIDED WITH A DITCH & NOSED OVER. THE ENG WAS DISASSEMBLED & AN ESTIMATED 3-4 QTS OF OIL WERE IN THE ENG CASE. THE #1 & #2 CONNECTING RODS WERE FOUND BROKEN. THE #4 PISTON EXHIBITED EVIDENCE OF BEING SUBJECTED TO EXTREMELY HIGH TEMPERATURES.



Brief of Accident (Continued)

File No. - 422

4/25/84

5N OLIN,IA

A/C Reg. No. N5010R

Time (Lc1) - 1625 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2 FORCED LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE OVER  
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 420      5/29/84      BEDFORD, IA      A/C Reg. No. N2726C      Time (Lcl) - 1115 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-AERIAL APPLICATION	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	Fire	Crew 0	0	1	0
Accident Occurred During	-MANEUVERING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- HILLER 12E	Eng Make/Model	- LYCOMING VO-540-B1A	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 305 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/003 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
---	--	--

-----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, ME LAND</p> <p style="padding-left: 20px;">HELICOPTER</p>	<p>Age - 42</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 6</p> <p style="padding-left: 20px;">Aircraft Type - 182</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 2855</td> <td>Last 24 Hrs</td> <td>- UNK/NR</td> </tr> <tr> <td>Make/Model</td> <td>- 1143</td> <td>Last 30 Days</td> <td>- UNK/NR</td> </tr> <tr> <td>Instrument</td> <td>- 143</td> <td>Last 90 Days</td> <td>- 65</td> </tr> <tr> <td>Multi-Eng</td> <td>- 10</td> <td>Rotorcraft</td> <td>- 1260</td> </tr> </table>	Total	- 2855	Last 24 Hrs	- UNK/NR	Make/Model	- 1143	Last 30 Days	- UNK/NR	Instrument	- 143	Last 90 Days	- 65	Multi-Eng	- 10	Rotorcraft	- 1260
Total	- 2855	Last 24 Hrs	- UNK/NR															
Make/Model	- 1143	Last 30 Days	- UNK/NR															
Instrument	- 143	Last 90 Days	- 65															
Multi-Eng	- 10	Rotorcraft	- 1260															

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD MADE TWO SWATH RUNS & WAS DESCENDING TO BEGIN THE THIRD. HE STATED THAT THE TURN WAS DOWNWIND & AS HE APPROACHED THE LEVEL-OFF ALTITUDE HE ENCOUNTERED A DOWNDRAFT. THE ACFT IMPACTED THE GROUND & ROLLED OVER. THE PLT ALSO STATED THAT THE DOWNDRAFT MAY HAVE COME FROM HIS OWN DOWNWASH.

Brief of Accident (Continued)

File No. - 420

5/29/84

BEDFORD, IA

A/C Reg. No. N2726C

Time (Lc1) - 1115 CDT

---

Occurrence #1      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ALTITUDE - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2      ROLL OVER  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

---

----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. - 507      2/28/84      MIDDLETON, ID      A/C Reg. No. N51715      Time (Lcl) - 1720 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	1	0	0	0
NONE	Pass	1	0	0	0

Type of Operation -MAINTENANCE

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - ENSTROM 280C

Landing Gear - SKID

Max Gross Wt - 2350

No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-E1AD

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 190 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- 160/006 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 12000 FT SCATTERED

Lowest Ceiling - 20000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MIDDLETON, ID

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

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

HELICOPTER

Age - 54

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4630

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 - 354

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE TERRAIN DURING A TEST FLT. WITNESSES OBSERVED THE ACFT ROTATE ABOUT 180 DEGREES ABOUT ITS VERTICAL AXIS GO NOSE LOW AND DESCEND VERTICALLY TO THE GROUND. A NOISE CHANGE DESCRIBED AS A "SPUTTER" OR TONE CHANGE" WAS HEARD DURING THIS MANEUVER. DURING THE POST ACCIDENT INSPECTION OF THE ENGINE THE MAGNETO WAS FOUND TO BE LOOSE ENOUGH TO ROTATE THROUGH AN ARC OF ALMOST 60 DEGREES RADially ABOUT ITS DRIVE SHAFT. NO OTHER DISCREPANCIES WERE FOUND EXCEPT A PUNCTURE IN THE ENGINE CASE DIRECTLY BELOW THE LOWER SWASH PLATE ASSEMBLY.

Brief of Accident (Continued)

File No. - 507

2/28/84

MIDDLETON, ID

A/C Reg. No. N51715

Time (Lc1) - 1720 MST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. IGNITION SYSTEM, MAGNETO - LOOSE
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

2. AUTOROTATION - DELAYED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 499      4/04/84      IDAHO FALLS, ID      A/C Reg. No. N1436X      Time (Lcl) - 1215 MST

-----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 - PIPER PA28-140  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2050  
No. of Seats - 2

Eng Make/Model - LYCOMING LYC-O-320-E3D  
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 - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 50.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - 20000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TWIN FALLS, ID

Destination

IDAHO FALLS, ID

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----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 - 32      Last 24 Hrs - 1

Make/Model- 21      Last 30 Days- UNK/NR

Instrument- 0      Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A SOLO X-COUNTRY FLT & HAD REFUELED AT TWIN FALLS, ID. WHEN SHE TOOK OFF, BOTH FUEL TANKS WERE FULL. WHILE DESCENDING THRU ABOUT 6000 FT, NEAR THE DESTINATION ARPT, THE ENG SPUTTERED & QUIT RUNNING. THE STUDENT ENRICHED THE MIXTURE, CHECKED THE PRIMER & TURNED ON THE FUEL BOOST PUMP, BUT DID NOT SWITCH FUEL TANKS. SHE HAD BEEN USING FUEL FROM THE LEFT TANK ONLY. AN EMERGENCY LANDING WAS MADE ON SOFT, UNEVEN TERRAIN, COVERED WITH SAGEBRUSH & THE ACFT WAS DAMAGED. AN INVESTIGATION REVEALED THAT THE LEFT FUEL TANK WAS EMPTY & THE RIGHT TANK WAS FULL. THERE WAS NO EVIDENCE OF FUEL LEAKS. THE ELEVATION OF THE ACCIDENT SITE WAS 5489 FT.

Brief of Accident (Continued)

File No. - 499

4/04/84

IDAHO FALLS, ID

A/C Reg. No. N1436X

Time (Lc1) - 1215 MST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. FLUID, FUEL - STARVATION
  2. FUEL SYSTEM - 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

Finding(s)

4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
- 

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
  6. TERRAIN CONDITION - ROUGH/UNEVEN
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 426      5/12/84      MERIDIAN, ID      A/C Reg. No. N708JS      Time (Lcl) - 1345 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - HELIO H-700-SP  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 3000  
No. of Seats - 4

Eng Make/Model - LYCOMING TIO-540  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 235 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS  
Method - UNK/NR  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 330/010 KTS  
Visibility - 30.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - 20000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BOISE, ID  
Destination  
MERIDIAN, ID

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRSTRIP

Airport Data

NONE  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - SOFT

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 31  
Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 666  
Make/Model- 40  
Instrument- 134  
Multi-Eng - 436  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 103

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHILE LANDING ONTO HIS OWN FIELD THE LEFT MAIN GEAR CAUGHT IN A DEEP FURROW. THE ACFT THEN VEERED TO THE RIGHT STRIKING A WOVEN WIRE & BARBED WIRE FENCE, & A RAILROAD TIE.



Brief of Accident (Continued)

File No. - 426

5/12/84

MERIDIAN, ID

A/C Reg. No. N708JS

Time (Lc1) - 1345 MDT

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

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. - 495      4/28/84      SHELBYVILLE, IL      A/C Reg. No. N1955B      Time (Lcl) - 1010 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model    - LUSCOMBE 8A  
Landing Gear   - TAILWHEEL-ALL FIXED  
Max Gross Wt   - 1200  
No. of Seats   - 2

Eng Make/Model - CONTINENTAL A-65-8  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 65 HP

ELT Installed/Activated - 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- CALM  
Visibility     - 25.0    SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling   - NONE  
Obstructions to Vision- NONE  
Precipitation   - NONE  
Condition of Light   - DAYLIGHT

Itinerary

Last Departure Point  
SALEM, IL  
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

SHELBY COUNTY  
Runway Ident    - 18  
Runway Lth/Wid   - 3900/    75  
Runway Surface   - ASPHALT  
Runway Status    - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 39  
Biennial Flight Review  
Current        - YES  
Months Since   - 18  
Aircraft Type   - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 2005	Last 24 Hrs	- UNK/NR
Make/Model-	65	Last 30 Days-	UNK/NR
Instrument-	113	Last 90 Days-	12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A NORMAL 3-POINT, FULL STALL LANDING, THE TAILWHEEL EQUIPPED ACFT ROLLED A SHORT DISTANCE, THEN VEERED TO THE LEFT. THE PLT STATED THAT HE APPLIED RIGHT RUDDER & BOTH BRAKES, BUT THE ACFT CONTINUED TO THE LEFT. HE REPORTED THAT AS THE PLANE WENT OFF THE RWY, THE RIGHT MAIN LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 495

4/28/84

SHELBYVILLE, IL

A/C Reg. No. N1955B

Time (Lc1) - 1010 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 - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

3. LANDING GEAR, MAIN GEAR - 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. - 493

5/14/84

ST. ANNE, IL

A/C Reg. No. N9854A

Time (Lcl) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	0	0	0	0	1
Pass	0	0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAKEOFF

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 190  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 3150  
No. of Seats - 5

Eng Make/Model - CONTINENTAL W-670-23  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 240 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 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  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - 2640  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 62  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1624  
Make/Model- 561  
Instrument- 77  
Multi-Eng - 923  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING HIS 2ND TAKEOFF FROM A RESTRICTED LANDING AREA, THE ENG HESITATED AT AN ALT OF ABOUT 10 FT AGL. HE THEN ABORTED THE TAKEOFF & TRIED TO LAND ON THE REMAINING RWY. HOWEVER, THE ACFT TOUCHED DOWN IN A PLOWED FIELD WHERE IT NOSED OVER. AN INVESTIGATION REVEALED THAT THE RIGHT FUEL TANK BLADDER CONTAINED WRINKLES. FLUID, INCLUDING WATER, WAS FOUND TRAPPED BETWEEN THE WRINKLES. ALSO, A MIXTURE OF WATER & 100LL FUEL WAS DRAINED FROM THE CARBURETOR.

Brief of Accident (Continued)

File No. - 493

5/14/84

ST. ANNE, IL

A/C Reg. No. N9854A

Time (Lc1) - 1200 CDT

-----  
Occurrence #1            LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, TANK - INADEQUATE
  2. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - MANUFACTURER
  3. FLUID, FUEL - WATER
- 

Occurrence #2            NOSE OVER  
Phase of Operation      TAKEOFF

Finding(s)

4. ABORTED TAKEOFF - PERFORMED - 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) 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. - 545      5/15/84      SCHAUMBURG, IL      A/C Reg. No. N9451Q      Time (Lcl) - 1145 CDT

-----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 - BEECH A36  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-BA  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 285 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
WAUSAU, WI

Airport Proximity  
ON AIRPORT

Airport Data

SCHAUMBURG  
Runway Ident - 10  
Runway Lth/Wid - 3000/ 40  
Runway Surface - CONCRETE  
Runway Status - DRY

Wind Dir/Speed- 030/008 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

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 - 56

Biennial Flight Review  
Current - YES  
Months Since - 13  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 600	Last 24 Hrs - 0
Make/Model- 125	Last 30 Days- UNK/NR
Instrument- 65	Last 90 Days- 6
Multi-Eng - 7	

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PLT REPORTED THAT HE LOST PARTIAL ENGINE POWER DURING CLIMB AND DECIDED TO RETURN TO THE ARPT. HE SAID THE ENGINE CHANGED POWER OUTPUT WHEN HE USED THE ELECTRIC FUEL PUMP BUT HE LEFT IT OFF. DURING FINAL APPROACH, NOT HAVING DECLARED AN EMERGENCY, HE HAD TO DEVIATE TO AVOID ANOTHER ACFT ON THE FINAL APPROACH. WHEN HE WAS REALIGNED HE SAID HE WAS TOO LOW TO REACH THE RWY. DURING POST ACCIDENT INVESTIGATION THE ENG PERFORMED NORMALLY.

Brief of Accident (Continued)

File No. - 545

5/15/84

SCHAUMBURG, IL

A/C Reg. No. N9451Q

Time (Lc1) - 1145 CDT

-----  
Occurrence #1       LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation   CLIMB - TO CRUISE

Finding(s)

1. FUEL BOOST PUMP SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
  2. FUEL SUPPLY - EXCESSIVE - PILOT IN COMMAND
- 

Occurrence #2       FORCED LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

3. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
  4. RADIO COMMUNICATIONS - NOT USED - PILOT IN COMMAND
  5. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #3       UNDERSHOOT  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

6. PLANNED APPROACH - POOR - PILOT IN COMMAND
  7. REMEDIAL ACTION - NOT USED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 441      2/10/84      WANATAH, IN      A/C Reg. No. N4361U      Time (Lcl) - 1820 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      NONE  
Crew Pass

-----Aircraft Information-----

Make/Model      - CESSNA 150D  
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      - UNK/NR  
Stall Warning System      - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - IMC  
Wind Dir/Speed      - 200/006 KTS  
Visibility      - .120 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      -  
Obstructions to Vision      - FOG  
Precipitation      - RAIN  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
MARION, IL  
Destination  
THREE OAKS, MI

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

PORTER COUNTY MUNI  
Runway Ident      - 27  
Runway Lth/Wid      - 6000/ 150  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - ILS-LOCALIZER  
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND, ME LAND

Age      - 54  
Biennial Flight Review  
Current      - YES  
Months Since      - 10  
Aircraft Type      - C-150

Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 2312  
Make/Model      - UNK/NR  
Instrument      - 26  
Multi-Eng      - 96  
Last 24 Hrs      - UNK/NR  
Last 30 Days      - UNK/NR  
Last 90 Days      - UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

AT ABOUT 1716 CST, THE NON-INSTRUMENT RATED PLT CONTACTED A FSS, REPORTED HE WAS IN THE CLOUDS WITH ABOUT 1 HR OF FUEL ON BOARD & REQUESTED "VECTOR ME SOMEPLACE." HE WAS TOLD THAT INDIANAPOLIS WAS VFR, BUT THE PLT STATED THAT HE COULD NOT REACH INDIANAPOLIS & REQUESTED VECTORS TO THE PORTER COUNTY MUNI ARPT AT VALPARAISO. TWO ATTEMPTS WERE MADE TO MAKE AN ILS/VOR APCH TO RWY 27. HOWEVER, RADIO CONTACT WITH THE PLT WAS LOST & THE ACFT IMPACTED THE GROUND ABOUT 6 MI WEST OF THE ARPT. THE ACFT CAME TO REST, INVERTED, ABOUT 250 FT FROM THE INITIAL IMPACT WITH THE GROUND. AN EXAM OF THE ACFT REVEALED ONLY 2 GAL OF FUEL WAS REMAINING.



Brief of Accident (Continued)

File No. - 441

2/10/84

WANATAH, IN

A/C Reg. No. N4361U

Time (Lc1) - 1820 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - FOG
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
7. WEATHER CONDITION - BELOW APPROACH MINIMUMS
8. RADAR ASSISTANCE TO VFR AIRCRAFT - PERFORMED - ATC PERSONNEL(DEP/APCH)
9. FLUID, FUEL - EXHAUSTION
10. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
11. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 FORCED LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,9,10,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 491      5/12/84      VINCENNES, IN      A/C Reg. No. N4006U      Time (Lcl) - 1830 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-AERIAL APPLICATION	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	NONE	Crew 0	0	0	1
Accident Occurred During	-TAKEOFF		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- AYRES S2R	Eng Make/Model	- P & W R-1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 7000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	UEDING
Wind Dir/Speed	- 315/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 36
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Clearance	- 2600/ 150
Lowest Ceiling	- NONE	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 8000	Last 24 Hrs - 7
SE LAND	Months Since - 13	Make/Model- 2150	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 165

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD FLOWN 12 SIMILAR LOADS FROM THE 2600 FT RWY THAT SAME DAY. HE STATED THAT ALTHOUGH THERE WAS NOTHING MECHANICALLY WRONG WITH THE ACFT, IT WOULD NOT ACCELERATE PROPERLY DURING THE LAST TAKEOFF ROLL. AFTER APRX 2000 FT OF GROUND ROLL, HE DUMPED A PORTION OF HIS LOAD (FERTILIZER) TO CLEAR A DITCH AT THE DEPARTURE END. THE ACFT LIFTED OFF & CLEARED THE DITCH, BUT IT THEN SETTLED. THE SPRAY BOOM CAUGHT THE WHEAT & SPUN THE ACFT AROUND 180 DEG & IT CRASHED. THE PLT ESTIMATED THE ACFT WAS ABOUT 60 LBS BELOW ITS MAX GROSS WT WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 491

5/12/84

VINCENNES, IN

A/C Reg. No. N4006U

Time (Lcl) - 1830 CST

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
  2. LOAD JETTISON - INITIATED - PILOT IN COMMAND
  3. TERRAIN CONDITION - DITCH
  4. LIFT-OFF - INITIATED - PILOT IN COMMAND
  5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
  7. TERRAIN CONDITION - CROP
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 427      4/05/84      GARDNER,KS      A/C Reg. No. N3950C      Time (Lcl) - 1015      T

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation	-FERRY	Fire	NONE	Crew	Fatal	Serious	Minor
Flight Conducted Under	-14 CFR 91			Pass	0	0	0
Accident Occurred During	-LANDING				0	0	0
							1
							0

-----Aircraft Information-----

Make/Model	- CESSNA 402	Eng Make/Model	- CONTINENTAL TSIO-520-E	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 300 HP		

-----Environment/Operations Information-----

<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 - 330/005 KTS</p> <p>Visibility      - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling   - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation   - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point KANSAS CITY,MO</p> <p>Destination GARDNER,KS</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance   - NONE</p> <p>Type Apch/Lndg      - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>GARDNER MUNI</p> <p>Runway Ident      - 35</p> <p>Runway Lth/Wid   - 3220/ 110</p> <p>Runway Surface   - GRASS/TURF</p> <p>Runway Status    - WET</p>
--	--	--

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND,ME LAND</p>	<p>Age - 30</p> <p>Biennial Flight Review</p> <p>Current           - YES</p> <p>Months Since      - 4</p> <p>Aircraft Type      - PA28R20</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total              - 3023</p> <p>Make/Model-        125</p> <p>Instrument-        282</p> <p>Multi-Eng -        529</p> <p>Last 24 Hrs - 7</p> <p>Last 30 Days- 130</p> <p>Last 90 Days- 194</p> <p>Rotorcraft - 32</p>
--	---	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE LANDING ON RWY 26 THE LEFT GEAR STRUCK AN OPEN UPHEAVAL OF DIRT & ASPHALT, COLLASPING THE LEFT MAIN GEAR. A GO-AROUND WAS EXECUTED, & THE PLT LANDED ON RUNWAY 35 WITH THE RIGHT MAIN GEAR AND NOSE GEAR RETRACTED.

Brief of Accident (Continued)

File No. - 427

4/05/84

GARDNER,KS

A/C Reg. No. N3950C

Time (Lcl) - 1015 T

Occurrence #1 ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRPORT FACILITIES, OBSTRUCTION MARKING - INADEQUATE
2. RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL

Occurrence #2 MAIN GEAR COLLAPSED  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
5. GO-AROUND - INITIATED - PILOT IN COMMAND
6. WHEELS UP LANDING - INTENTIONAL - 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. - 595      4/05/84      WICHITA,KS      A/C Reg. No. N101SB      Time (Lcl) - 0215 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-MCCAULEY AIR CENTER	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 401	Eng Make/Model	- CONTINENTAL TS10-520	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 6300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	HUTCHINSON,KS	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MID-CONTINENT
Wind Dir/Speed- 350/007 KTS	ATC/Airspace	Runway Ident - 01R
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7302/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2564
SE LAND,ME LAND	Months Since - 8	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 355
		Last 30 Days- UNK/NR
		Instrument- 293
		Last 90 Days- 185
		Multi-Eng - 850

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT 3-4 SECS AFTER HE MADE A SMOOTH LANDING, THE RIGHT MAIN LANDING GEAR COLLAPSED. THE ACFT THEN WENT OFF THE SIDE OF THE RWY & STRUCK A SIGN. POST-ACCIDENT INSPECTION INDICATED THAT THE RIGHT GEAR HAD BEEN DOWN & LOCKED BEFORE THE GEAR HAD COLLAPSED INWARD.

Brief of Accident (Continued)

File No. - 595

4/05/84

WICHITA,KS

A/C Reg. No. N101SB

Time (Lc1) - 0215 CST

-----  
Occurrence #1      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDING GEAR,MAIN GEAR - UNDETERMINED
- 

Occurrence #2      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

-----

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. - 479      6/03/84      ELLINWOOD,KS      A/C Reg. No. N6618Q      Time (Lcl) - 0955 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - SCHWEIZER G164B	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 - NO
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 - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	ELLINWOOD,KS	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - 17
Wind Dir/Speed- 160/014 KTS	ATC/Airspace	Runway Lth/Wid - 2700 -UNK/NR
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5155
SE LAND	Months Since - 1	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - PA34	Make/Model- 800
		Last 30 Days- UNK/NR
		Instrument- 398
		Last 90 Days- 332
		Multi-Eng - 960
		Rotorcraft - 1895

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE THE PLT WAS SPRAYING A FIELD OF SOYBEANS, THE RIGHT MAIN GEAR OF THE ACFT HIT AN IRRIGATION SYS THAT HE HAD BEEN CROSSING. THE RIGHT MAIN GEAR WAS TORN OFF, BUT THE ACFT CONTINUED TO FLY. DURING THE LANDING ON A SOD ARPT, THE PROP DUG IN & THE ACFT NOSED OVER.



Brief of Accident (Continued)

File No. - 479

6/03/84

ELLINWOOD,KS

A/C Reg. No. N6618Q

Time (Lc1) - 0955 CDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)  
1. CLEARANCE - MISJUDGED - PILOT IN COMMAND  
-----

Occurrence #2        MAIN GEAR COLLAPSED  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)  
2. LANDING GEAR,MAIN GEAR - OVERLOAD  
-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 537      3/14/84      BARDSTOWN, KY      A/C Reg. No. N7717F      Time (Lcl) - 1530 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  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150F  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 120/006 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 1200 FT OVERCAST  
Obstructions to Vision- FOG  
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

SAMUELS FIELD  
Runway Ident - 02  
Runway Lth/Wid - 4000/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 31  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 18  
Make/Model- 18  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 18  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE CFI FLEW ONE PATTERN WITH THE STUDENT AND SENT HIM SOLO. DURING THE ATTEMPTED TAKEOFF THE ACFT VEERED OFF THE RWY & HIT A DIRT BANK. THE STUDENT SAID THE RUDDER PEDALS WOULD NOT MOVE. REPORTEDLY A WRENCH WAS FOUND JAMMED IN THE RUDDER PEDALS. SOME MAINTENANCE HAD BEEN DONE EARLIER IN THE DAY BEHIND THE INSTRUMENT PANEL. THE CFI COMMENTED THAT THE RUDDER PEDALS HAD BEEN BINDING BEFORE HE GOT OUT OF THE ACFT.

Brief of Accident (Continued)

File No. - 537

3/14/84

BARDSTOWN, KY

A/C Reg. No. N7717F

Time (Lc1) - 1530 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FLT CONTROL SYST, RUDDER CONTROL - JAMMED
2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. MAINTENANCE, ADJUSTMENT - PERFORMED - OTHER MAINTENANCE PSNL
4. MISCELLANEOUS EQUIPMENT - NOT CORRECTED - OTHER MAINTENANCE PSNL

Occurrence #2 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 446      1/23/84      NEW ORLEANS, LA      A/C Reg. No. N2115D      Time (Lc1) - 0209 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-ROGER B. ROSHING	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	1	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-32RT-300	Eng Make/Model	- LYCOMING IO-540-K1G5D	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		OFF AIRPORT/STRIP	
Method	- UNK/NR	TALLAHASSEE, FL			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	NEW ORLEANS, LA		LAKEFRONT	
Wind Dir/Speed	- 120/014 KTS			Runway Ident	- N/A
Visibility	- 7.0 SM	ATC/Airspace		Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 5000 FT	Type of Flight Plan	- IFR	Runway Surface	- WATER
Lowest Ceiling	- 5000 FT BROKEN	Type of Clearance	- IFR	Runway Status	- WATER - CHOPPY
Obstructions to Vision	- NONE	Type Apch/Lndg	- FORCED LANDING		
Precipitation	- DRIZZLE				
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)	
COMMERCIAL, CFI	Current - YES	Total - 7650	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - 7	Make/Model - 250	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 160	Last 90 Days - 225
		Multi-Eng - 1150	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG QUIT AS THE ACFT WAS DESCENDING FOR AN APPROACH INTO MOISANT ARPT & THE ACFT WAS DITCHED IN LAKE PONTCHARTRAIN. EXAMINATION REVEALED THAT THE MAGNETO DISTRIBUTOR BLOCK WAS SEVERELY CRACKED & BOTH SETS OF BREAKER POINTS WERE DISPLACED AWAY FROM THE BREAKER CAM. THERE WAS EVIDENCE OF EXCESSIVE HEAT BUILDUP IN THE MAGNETO. THE ROTATING MAGNETO SHAFT REAR BEARING WAS "LOCKED UP" & HAD CAUSED THE BEARING RETAINER TO SPIN WITHIN THE DISTRIBUTOR BLOCK. THE INNER RACE HAD APPARENTLY WELDED ITSELF ONTO THE SHAFT DUE TO EXCESSIVE HEAT BUILDUP IN THE BEARING.

Brief of Accident (Continued)

File No. - 446

1/23/84

NEW ORLEANS, LA

A/C Reg. No. N2115D

Time (Lc1) - 0209 CST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. IGNITION SYSTEM, MAGNETO - OVERTEMPERATURE
  2. IGNITION SYSTEM, MAGNETO - FAILURE, TOTAL
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

-----  
Occurrence #3      DITCHING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 409      3/31/84      RAYVILLE, LA      A/C Reg. No. N7516      Time (Lc1) - 1700 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	2

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAKEOFF

-----Aircraft Information-----

Make/Model - CESSNA 180  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2550  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470 SERIES    ELT Installed/Activated - YES-UNK/NR  
Number Engines - 1    Stall Warning System - YES  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 225 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Wind Dir/Speed- 050/008 KTS  
Visibility - 7.0 SM

Lowest Sky/Clouds -  
Lowest Ceiling - 8000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
RAYVILLE, LA  
Destination  
MONROE, LA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

RAYVILLE MUNI  
Runway Ident - 17  
Runway Lth/Wid - 2100/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - UNK/NR  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	904	Last 24 Hrs	-	5
Make/Model	-	250	Last 30 Days	-	UNK/NR
Instrument	-	11	Last 90 Days	-	90

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF THE ACFT YAWED LEFT. THE PLT OVERCORRECTED CAUSING THE ACFT TO YAW RIGHT & DEPART THE RIGHT SIDE OF THE RWY COLLAPSING THE LEFT MAIN LANDING GEAR.

Brief of Accident (Continued)

File No. - 409

3/31/84

RAYVILLE, LA

A/C Reg. No. N7516

Time (Lc1) - 1700 CST

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - TAILWIND
  2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2      MAIN GEAR COLLAPSED  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 408      4/05/84      JENNINGS, LA      A/C Reg. No. N6RG      Time (Lcl) - 1045 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -FERRY  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - BEECH 65  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 7700  
No. of Seats      - UNK/NR

Eng Make/Model      - LYCOMING IGSO-480-A1E6  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 340 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 310/015 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
NEW ROADS, LA  
Destination  
MESA, AZ

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - PRECAUTIONARY LANDING  
GO AROUND

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

JENNINGS  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
NONE

Age - 44  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type - N/A

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-----

A POPPING OR BACKFIRING SOUND WAS HEARD BY SEVERAL PEOPLE WHO LATER OBSERVED THE ACFT FLYING AT LOW ALTITUDE ON WHAT APPEARED TO BE A FINAL APPROACH TO RWY 13 AT JENNINGS ARPT (LOCATED ABOUT 75 MI SW OF THE DEPARTURE POINT.) NO RADIOS WERE ONBOARD THE ACFT SO NO DISTRESS CALLS WERE MADE. BECAUSE OF THE WIND THIS WOULD HAVE BEEN A DOWNWIND LANDING. THE ACFT THEN ABORTED THE APPROACH DUE TO AN ACFT LANDING FROM THE OPPOSITE DIRECTION & APPEARED TO START A LEFT TURN ONTO A BASE LEG WHEN IT STALLED, PITCHED NOSE DOWN & IMPACTED THE GROUND WITH ITS LANDING GEAR & FLAPS EXTENDED. WRECKAGE EXAMINATION REVEALED THAT ALL 3 BLADES OF THE RIGHT PROP WERE BENT SMOOTHLY & SYMMETRICALLY REARWARD. HOWEVER, NO PRE-IMPACT FAILURE OR MALFUNCTION OF THE RIGHT ENG WAS FOUND. THERE WERE NO ENTRIES IN THE ACFT'S LOGBOOK FROM 7/1/78 UNTIL 4/3/84 WHEN THE ACFT WAS INSPECTED FOR THE FERRY FLT. THE PLT WAS NOT MULTI-ENG RATED & HAD NOT FLOWN THIS TYPE ACFT IN ABOUT 10 YEARS. THE PLT'S COMMERCIAL CERTIFICATE WAS REVOKED ON 11/21/81.



Brief of Accident (Continued)

File No. - 408

4/05/84

JENNINGS, LA

A/C Reg. No. N6RG

Time (Lc1) - 1045 CST

Occurrence #1      LOSS OF POWER  
Phase of Operation      UNKNOWN

Finding(s)

1. UNDETERMINED

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - BASE TURN

Finding(s)

2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3.      IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
4.      IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
6. GO-AROUND - PERFORMED - PILOT IN COMMAND
7. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
8. STALL - INADVERTENT - PILOT IN COMMAND
9.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
10.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - VFR PATTERN - BASE TURN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,7,8,9

Factor(s) relating to this accident is/are finding(s) 3,4,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 504      1/01/84      EAST BOSTON, MA      A/C Reg. No. N104BB      Time (Lcl) - 1948 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CANADAIR CL44D4	Eng Make/Model	- ROLLS ROYCE TYNE 515	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 210000	Engine Type	- TURBOPROP		
No. of Seats	- 4	Rated Power	- 5095 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 020/009 KTS</p> <p>Visibility - 12.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 2700 FT OVERCAST</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>AGUADILLA, PR</p> <p>Destination</p> <p>WORCESTER, MA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - STRAIGHT-IN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>LOGAN INT'L</p> <p>Runway Ident - 04L</p> <p>Runway Lth/Wid - 7860/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - SNOW - DRY</p>
--	---	---

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP</p> <p>SE LAND, ME LAND</p>	<p>Age - 47</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - CL44</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 13173</p> <p>Make/Model - 6076</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>
--	---	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED WITH THE RIGHT MAIN LANDING GEAR IN THE RETRACTED POSITION. THE CREW WAS UNABLE TO LOWER THE RIGHT MAIN GEAR BY THE NORMAL OR EMERGENCY METHODS. INSPECTION AFTER THE ACCIDENT REVEALED THAT THE MAIN HYDRAULIC LINE, PN 44-75087-98 WAS BROKEN COMPLETELY AROUND ITS CIRCUMFERENCE UNDER THE "B" NUT AT THE BULKHEAD FITTING WHERE THE LINE ENTERS THE H2 ENGINE NACELLE.

Brief of Accident (Continued)

File No. - 504

1/01/84

EAST BOSTON,MA

A/C Reg. No. N104BB

Time (Lc1) - 1948 EST

-----  
Occurrence            MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
  2.    WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
  3. HYDRAULIC SYSTEM,LINE - FAILURE,TOTAL
  4. LANDING GEAR,EMERGENCY EXTENSION ASSEMBLY - INOPERATIVE
- 

----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. - 543      3/04/84      BEDFORD, MA      A/C Reg. No. N2843K      Time (Lcl) - 1300 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - LUSCOMBE 8E  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1200  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL C-85-12  
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- 300/010 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  
BEDFORD, MA  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

HANSCOM FIELD  
Runway Ident      - 05  
Runway Lth/Wid      - 5106/ 150  
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      - 20  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 190	Last 24 Hrs	- 0
Make/Model-	190	Last 30 Days-	UNK/NR
Instrument-	8	Last 90 Days-	2

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT WAS DECELERATING AT ABOUT 35 MPH DURING ROLL WHEN A GUST OF WIND PICKED UP THE RIGHT WING AND THE ACFT VEERED TO THE RIGHT. FULL POWER WAS APPLIED TO REGAIN CONTROL AND DURING ACCELERATION THE RIGHT MAIN GEAR COLLAPSED AND THE ACFT PIVOTED RIGHT AND STOPPED.

Brief of Accident (Continued)

File No. - 543

3/04/84

BEDFORD, MA

A/C Reg. No. N2843K

Time (Lc1) - 1300 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED  
Phase of Operation LANDING - ROLL

Finding(s)

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) 2,4,5

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. - 524

3/04/84

NORWOOD,MA

A/C Reg. No. N9175A

Time (Lcl) - 1330 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 -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

-----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 - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 340/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NORWOOD,MA

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

NORWOOD

Runway Ident - 35

Runway Lth/Wid - 3993/ 150

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)

STUDENT

Age - UNK/NR

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 36 Last 24 Hrs - 1

Make/Model- 36 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS PRACTICING TOUCH AND GO LANDINGS. THE PLT REPORTED THAT THE ACFT ENCOUNTERED A STRONG GUST OF WIND ABOUT 5 FT AGL DURING THE 2ND LANDING. THE TOUCHDOWN WAS MADE ON THE RIGHT MAIN GEAR AS THE ACFT SKIDDED AND BOUNCED. THE NEXT LANDING WAS ON THE NOSE GEAR AND THE PROPELLER HIT THE RWY AS THE ACFT SKIDDED TO A STOP.

Brief of Accident (Continued)

File No. - 524

3/04/84

NORWOOD, MA

A/C Reg. No. N9175A

Time (Lcl) - 1330 EST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  3. WEATHER CONDITION - CROSSWIND
  4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

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. - 576      3/16/84      NORWOOD, MA      A/C Reg. No. N8482N      Time (Lcl) - 1945 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
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-APPROACH					

-----Aircraft Information-----

Make/Model	- CESSNA 340	Eng Make/Model	- CONTINENTAL TS10-520	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5990	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 310 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 1.000 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>PORTLAND, ME</p> <p>Destination</p> <p>NORWOOD, MA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - UNK/NR</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>NORWOOD</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 3993/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - UNK/NR</p>
---	--	--

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>ME LAND</p>	<p>Age - 46</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3900</p> <p>Make/Model- 120</p> <p>Instrument- 400</p> <p>Multi-Eng - 3300</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 58</p>
--	--	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING AN INSTRUMENT APCH, HE DESCENDED TO THE MDA WITH THE RADAR ALTIMETER SET TO 415 FT. THE PASSENGER IN THE RIGHT FRONT SEAT, WHO WAS A PLT, ADVISED THAT HE SAW THE APCH LIGHTS & 1 OR 2 SECONDS LATER, THE RADAR ALTIMETER SOUNDED. THE PLT VISUALLY ACQUIRED THE APCH & RWY END LIGHTS & CONTINUED THE APCH. HE SAID THAT EVERYTHING LOOKED NORMAL, BUT SUDDENLY HE SAW A TREE AHEAD. THE PLT TRIED TO AVOID THE TREE, BUT THE ACFT STRUCK IT & CRASH LANDED ON A MUDDY SERVICE ROAD.



Brief of Accident (Continued)

File No. - 576

3/16/84 NORWOOD,MA

A/C Reg. No. N8482N

Time (Lc1) - 1945 EST

Occurrence #1      UNDERSHOOT  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 577      3/25/84      FITCHBURG, MA      A/C Reg. No. N1474U      Time (Lcl) - 0900 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 172M	Eng Make/Model	- LYCOMING O-320-E2D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling -</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>BEDFORD, MA</p> <p>Destination</p> <p>FITCHBURG, MA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TOUCH AND GO</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>FITCHBURG</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 4500/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	--	---

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 144
	Months Since - N/A	Make/Model- 8
	Aircraft Type - N/A	Instrument- 10
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

DURING A TOUCH-&-GO LANDING, THE STUDENT PLT LOST DIRECTIONAL CONTROL. THE ACFT LANDED SLIGHTLY SIDEWAYS ON THE RIGHT MAIN GEAR & THE RIGHT WING TIP HIT THE GROUND. THE RIGHT WING, PROP, ENG MOUNT & NOSE GEAR WERE DAMAGED.

Brief of Accident (Continued)

File No. - 577

3/25/84

FITCHBURG,MA

A/C Reg. No. N1474U

Time (Lcl) - 0900 EST

---

Occurrence            LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 578      3/25/84      CHATHAM, MA      A/C Reg. No. N84074      Time (Lcl) - 0930 EST

-----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	1

-----Aircraft Information-----

Make/Model      - AERONCA 7AC  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1220  
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- VARIABLE  
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  
MARSTON MILLS, MA  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - UNK/NR

Airport Proximity  
ON AIRPORT

Airport Data

CHATHAM MUNI  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - UNK/NR  
Runway Status      - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND, ME LAND

Age - 27

Biennial Flight Review

Current      - YES  
Months Since      - 1  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1120	Last 24 Hrs	- UNK/NR
Make/Model-	1020	Last 30 Days-	UNK/NR
Instrument-	55	Last 90 Days-	UNK/NR
Multi-Eng	- 24		

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING, AS THE PLT WAS TAXIING TO THE PARKING AREA, THE ACFT HIT A RWY IDENTIFIER SIGN. THE LEFT HORIZONTAL STABILIZER, ELEVATOR & RUDDER WERE DAMAGED. THE PLT SAID THE SIGN WAS PAINTED BLACK & WAS NOT CLEARLY VISIBLE. ALSO, THE SIGN WAS NOT OF A BREAKAWAY DESIGN.

Brief of Accident (Continued)

File No. - 578

3/25/84

CHATHAM, MA

A/C Reg. No. N84074

Time (Lcl) - 0930 EST

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI - FROM LANDING

Finding(s)

1. OBJECT - AIRPORT FACILITY
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
  4. FACILITY, INADEQUATE DESIGN - AIRPORT PERSONNEL
- 

----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. - 575      3/25/84      LAWRENCE, MA      A/C Reg. No. N4641Z      Time (Lcl) - 1415 EST

-----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 - PIPER PA-22-108	Eng Make/Model - LYCOMING O-235-C1B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	KEENE, NH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LAWRENCE MUNI
Wind Dir/Speed- 090/007 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 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 - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 84
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 84
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ACFT BALLOONED ON LANDING, & ON THE 2ND TOUCHDOWN, IT VEERED LEFT TOWARDS A SNOWBANK. HE MANEUVERED TO AVOID THE SNOWBANK, BUT THE NOSE WHEEL COLLAPSED IN SOFT MUD.

Brief of Accident (Continued)

File No. - 575

3/25/84

LAWRENCE, MA

A/C Reg. No. N4641Z

Time (Lcl) - 1415 EST

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
  5. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 523

3/08/84

LIVERMORE, ME

A/C Reg. No. N5685G

Time (Lcl) - 1630 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 - LANDING

Crew

Pass

-----Aircraft Information-----

Make/Model - CESSNA 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/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- 360/010 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LIVERMORE, ME

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)

STUDENT

Age - 28

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 - 14 Last 24 Hrs - UNK/NR

Make/Model- 14 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT, PRACTICING LEVEL FLT AND TURNS DURING A POWER OFF DESCENT, ADVANCED THE THROTTLE WITHOUT ENGINE RESPONSE. THERE WAS NO SUITABLE LANDING AREA SO THE PLT ELECTED TO STALL THE ACFT INTO THE TREES.



Brief of Accident (Continued)

File No. - 523

3/08/84

LIVERMORE, ME

A/C Reg. No. N5685G

Time (Lc1) - 1630 EST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    MANEUVERING

Finding(s)

1. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

2. OBJECT - TREE(S)
  3. TERRAIN CONDITION - NONE SUITABLE
- 

-----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. - 587      5/19/84      ORTONVILLE, MI

A/C Reg. No. N455C

Time (Lc1) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - LUSCOMBE 8E  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1400  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-12  
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- 280/012 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 12000 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
TROY, MI  
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

WILLIE RUN  
Runway Ident - 27  
Runway Lth/Wid - 1900 -UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 32  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - 8E

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	129	Last 24 Hrs -	2
Make/Model-	33		Last 30 Days-	UNK/NR
Instrument-	6		Last 90 Days-	24

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED HARD SHORT OF THE RWY, BOUNCED, & BOTH LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 587

5/19/84

ORTONVILLE, MI

A/C Reg. No. N455C

Time (Lcl) - 1030 EDT

Occurrence #1       UNDERSHOOT

Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2       HARD LANDING

Phase of Operation   LANDING - FLARE/TOUCHDOWN

Occurrence #3       MAIN GEAR COLLAPSED

Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 594      5/24/84      PONTIC, MI      A/C Reg. No. N499LG      Time (Lcl) - 1533 EDT

-----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	3
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-24-260	Eng Make/Model	- LYCOMING IO-540-D4A5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 260 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/015 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>MEW ORLEANS, LA</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - STRAIGHT-IN</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>OAKLAND-PONTIC</p> <p>Runway Ident - 27L</p> <p>Runway Lth/Wid - 6200/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	--	---

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 72</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - PA-24</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 775</p> <p>Make/Model- 522</p> <p>Instrument- 276</p> <p>Last 24 Hrs - 6</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 15</p> <p>Rotorcraft - 133</p>
---	---	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DURING THE FLARE IN A CROSS-WIND LANDING, THE ACFT BALLOONED & DRIFTED TO THE RIGHT. THE ACFT THEN TOUCHED DOWN AT AN ANGLE & THE LANDING GEAR COLLAPSED. THE WIND WAS GUSTING TO 20 KTS.

Brief of Accident (Continued)

File No. - 594

5/24/84

PONTIC,MI

A/C Reg. No. N499LG

Time (Lc1) - 1533 EDT

-----  
Occurrence #1           HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. WEATHER CONDITION - CROSSWIND
  3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2           COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR,MAIN GEAR - OVERLOAD
  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) 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. - 584      5/25/84      MARTIN, MI      A/C Reg. No. N490H      Time (Lcl) - 1805 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -POSITIONING	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - ENSTROM F-28A	Eng Make/Model - LYCOMING H10-360	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1950	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 205 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	GRAND RAPIDS, MI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .250 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 300 FT	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3224
NONE	Months Since - 6	Make/Model- 66
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 194
		Rotorcraft - 3224

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT HAD LANDED ON A DRAGSTRIP AFTER HE ENCOUNTERED DETERIORATING WX. WHEN THE WX IMPROVED, HE TOOK OFF & ATTEMPTED TO DEPART OVER A BLEACHER AREA. THE PLT HAD DIFFICULTY CLIMBING OVER THE BLEACHERS & SAID "NOTICED RPM AT 2700, HELICOPTER IN A TURN." HE LOWERED THE COLLECTIVE SLIGHTLY TO RECOVER, THE HELICOPTER CONTINUED TO TURN & HE DECIDED TO RETURN TO THE DRAGSTRIP, IF POSSIBLE. SUBSEQUENTLY, THE RIGHT SKID HIT A GUARD RAIL & THE HELICOPTER CRASH LANDED.

Brief of Accident (Continued)

File No. - 584

5/25/84

MARTIN,MI

A/C Reg. No. N490H

Time (Lc1) - 1805 EDT

-----  
Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
  2. CLIMB - EXCESSIVE - PILOT IN COMMAND
  3. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation DESCENT - UNCONTROLLED  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 541

6/01/84

FLINT,MI

A/C Reg. No. N15271

Time (Lcl) - 2040 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	2

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - BARNES FIREFLY 7  
Landing Gear - N/A  
Max Gross Wt - 900  
No. of Seats - UNK/NR

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 - NWS  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC

Wind Dir/Speed- 340/003 KTS

Visibility - 14.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DAVISON,MI

Destination

SAME AS ACC/INC

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

NONE

FREE BALLOON

Age - 36

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 28 Last 24 Hrs - 0

Make/Model- 10 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 3

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE BALLOONIST STATED THAT THE WIND BECAME STRONGER DURING HER FLT AND EVEN THOUGH SHE SELECTED A LANDING AREA ADEQUATE FOR A HIGH WIND LANDING THE BALLOON WAS DAGGED ABOUT 200 FT UNTIL THE ENVELOPE BECAME ENTANGLED IN TREES. THE FLT LASTED ABOUT 1 HOUR AND 10 MINUTES. THE PLT STATED THAT THE WIND AT TOUCHDOWN WAS 10 TO 20 KTS.



Brief of Accident (Continued)

File No. - 541

6/01/84

FLINT,MI

A/C Reg. No. N15271

Time (Lc1) - 2040 EDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. BALLOON EQUIPMENT, ENVELOPE - NOT DUMPED
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

7. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6

Factor(s) relating to this accident is/are finding(s) 1,4,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 443

3/19/84

GASCONADE, MO

A/C Reg. No. N30667

Time (Lcl) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

1

0

0

0

Accident Occurred During -CRUISE

-----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

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 010/010 KTS

Visibility - .050 SM

Lowest Sky/Clouds - 200 FT

Lowest Ceiling - 200 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - DRIZZLE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LITCHFIELD, IL

Destination

COLUMBIA

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 - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - B-23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 300

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 LANDED AT AN ARPT WHERE, BY HIS OWN DESCRIPTION, THE WX WAS NEAR ZERO IN RAIN. HE THEN RECEIVED 2 WX BRIEFINGS. DURING THE 1ST BRIEFING THE PLT INDICATED THAT HE COULD MAKE THE FLT IFR. THE PLT WAS ADVISED OF A SIGMET FOR SEVERE ICING CONDITIONS AT LOWER ALTITUDES IN THE COLUMBIA AREA. DURING THE 2ND BRIEFING HE WAS ADVISED THAT COLUMBIA WX WAS INDEFINITE 100 FT SKY OBSCURED, 1/4 MI VISIBILITY IN LIGHT DRIZZLE & FOG. THE FLT DEPARTED LITCHFIELD AT ABOUT 1400. AT 1530 THE ACFT COLLIDED WITH THE TOPS OF TREES ON A STEEP, TREE COVERED BLUFF ALONG THE SOUTH SIDE OF THE MISSOURI RIVER.

Brief of Accident (Continued)

File No. - 443

3/19/84

GASCONADE,MO

A/C Reg. No. N30667

Time (Lc1) - 1530 CST

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
  2.        IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  3. WEATHER CONDITION - LOW CEILING
  4. WEATHER CONDITION - FOG
  5. WEATHER CONDITION - RAIN
  6. WEATHER CONDITION - ICING CONDITIONS
  7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      CRUISE

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  9. TERRAIN CONDITION - RISING
  10.    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) 7,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 558      5/23/84      WARRENSBURG, MO      A/C Reg. No. N46844      Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model    - PIETENPOL-GREGA GN1  
Landing Gear   - TAILWHEEL-ALL FIXED  
Max Gross Wt   - 900  
No. of Seats   - 2

Eng Make/Model - CONTINENTAL A-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- CALM  
Visibility     - 10.0    SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling   - NONE  
Obstructions to Vision- NONE  
Precipitation   - NONE  
Condition of Light   - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

SKYHAVEN  
Runway Ident    - 31  
Runway Lth/Wid   - 1200/    50  
Runway Surface   - GRASS/TURF  
Runway Status    - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 41  
Biennial Flight Review  
Current        - YES  
Months Since   - 1  
Aircraft Type   - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 192	Last 24 Hrs	- 1
Make/Model-	1	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	12

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING, THE ACFT RAN OFF THE SIDE OF THE RWY, HIT A SMALL DITCH & NOSED OVER.

Brief of Accident (Continued)

File No. - 558

5/23/84

WARRENSBURG, MO

A/C Reg. No. N46844

Time (Lc1) - 1830 CDT

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
  3.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
- 

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

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. - 520      6/11/84      DEXTER, MO      A/C Reg. No. N89860      Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-AERIAL APPLICATION	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	ON GROUND	Crew 0	0	0	1
Accident Occurred During	-TAKEOFF		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- AERO COMMANDER S2R	Eng Make/Model	- P & W R 1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 6000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRSTRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- 18
Visibility	Type of Flight Plan	Runway Lth/Wid
- 8.0 SM	- NONE	- 2600/ 50
Lowest Sky/Clouds	Type of Clearance	Runway Surface
- CLEAR	- NONE	- DIRT
Lowest Ceiling	Type Apch/Lndg	Runway Status
- NONE	- NONE	- 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)
COMMERCIAL,ATP	Current - YES	Total - 6025
SE LAND,ME LAND	Months Since - 5	Make/Model- 1800
HELICOPTER	Aircraft Type - 8KCAB	Instrument- 154
		Multi-Eng - 47
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 175
		Rotorcraft - 175

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AG STRIP HAD RECENTLY BEEN GRADED TO INCREASE ITS WIDTH FROM 20 FT TO 50 FT. SOME CLUMPS OF DIRT AND SOD HAD BEEN LEFT ON THE STRIP. THE PLT SAID THE ACFT DRIFTED TO THE LEFT DURING TAKEOFF ROLL AND HIT SOME OF THE DIRT CLOUDS. THE PLT SAID HE OVERCORRECTED TO THE RIGHT AND THE RIGHT MAIN LANDING GEAR HIT A DITCH. THE ACFT NOSED DOWN AND CAUGHT ON FIRE AFTER STOPPING.

Brief of Accident (Continued)

File No. - 520

6/11/84

DEXTER,MO

A/C Reg. No. N8986Q

Time (Lc1) - 1030 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - LOOSE OBJECTS
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - FOREIGN SUBSTANCE COVERED
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 442      2/01/84      CHESTER, MT      A/C Reg. No. N776FS      Time (Lcl) - 1150 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	0	0	0	0

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Fire  
NONE

-----Aircraft Information-----

Make/Model      - ENSTROM F-28C  
Landing Gear      - SKID  
Max Gross Wt      - 2350  
No. of Seats      - 2

Eng Make/Model      - LYCOMING TH10-360-E1AD  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 205 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      - IMC  
Wind Dir/Speed-      UNK/NR  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision-      UNK/NR  
Precipitation      - SNOW  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
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      - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age      - 37  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 4132  
Make/Model-      81  
Instrument-      5  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 81  
Rotorcraft - 81

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO A COMPANY EMPLOYEE, THE PLT MADE A RADIO CALL FROM A REMOTE MOUNTAIN SITE WHERE THE PLT WAS DOING SOME WORK ON A TRANSMITTER TOWER & STATED THAT HE WAS TAKING OFF, & IF THE EMPLOYEE DID NOT HEAR FROM HIM IN AN HOUR TO COME LOOK FOR HIM. THE HELICOPTER CRASHED INTO THE SIDE OF THE MOUNTAIN ABOUT 1 MI FROM THE TOWER. A WITNESS NEAR THE ACCIDENT SITE STATED THAT WINDS WERE GUSTING TO 50 MPH WITH HEAVY SNOW. THE PLT HAD BEEN RECEIVING HELICOPTER INSTRUCTION & WAS ENDORSED FOR SUPERVISED SOLO ONLY. HOWEVER, THE PLT'S INSTRUCTOR REPORTED THAT THE PLT HAD TOLD HIM THAT HE HAD BEEN FLYING THE HELICOPTER "...ALL OVER THE PLACE. ON TOP OF MOUNTAINS, CALLING ON CUSTOMERS AND BASICALLY DOING JUST WHAT HE WELL WISHED WITH IT..." THE INSTRUCTOR STATED THEY HAD YET TO COVER PINNACLE APPROACHES, RIDGE LINE WORK, UPDRAFTS, DOWNDRAFTS, TURBULENCE, CONFINED AREAS, SLOPE LANDINGS, ETC.



Brief of Accident (Continued)

File No. - 442

2/01/84

CHESTER, MT

A/C Reg. No. N776FS

Time (Lc1) - 1150 MST

---

Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  2. WEATHER CONDITION - SNOW
  3. WEATHER CONDITION - HIGH WIND
  4. WEATHER CONDITION - GUSTS
  5. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
  6. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 596      4/30/84      BILLINGS, MT      A/C Reg. No. N94156      Time (Lcl) - 1819 MDT

-----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  
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  
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- 230/010 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

Airport Proximity  
ON AIRPORT

Airport Data

BILLINGS LOGAN

Runway Ident - 27R

Runway Lth/Wid - 10500/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

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 - 15

Make/Model- 15

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 15

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSSWIND TAKEOFF THE RIGHT WING BEGAN TO RAISE JUST AS THE PLT WAS THINKING ABOUT ROTATING. THIS STARTLED HIM & HE ABORTED THE TAKEOFF. THE ACFT DEPARTED THE LEFT SIDE OF THE RWY & FLIPPED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 596

4/30/84

BILLINGS, MT

A/C Reg. No. N94156

Time (Lc1) - 1819 MDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. ABORTED TAKEOFF - INITIATED - 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

----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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 465

1/30/84

GREENSBORO, NC

A/C Reg. No. N4447F

Time (Lcl) - 1349 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  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	2	0
Other	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA P210N  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4000  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-P  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 310 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 210/004 KTS  
Visibility - 2.500 SM  
Lowest Sky/Clouds - THIN BKN  
Lowest Ceiling - 2500 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WILMINGTON, NC  
Destination  
GREENSBORO, NC

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

GREENSBORO HIGH POINT  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - MACADAM  
Runway Status - WET

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age - 52

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PLT WAS ADVISED THAT THE ARPT WX HAD JUST CHANGED TO IFR. HE WAS ASSIGNED AN ALT (2900 FT MSL) & PROVIDED A VECTOR FOR AN ILS APCH. SHORTLY THEREAFTER, THE PLT ADVISED THAT HE WAS "HAVING MOTOR DIFFICULTY & NEEDED TO COME STRAIGHT-IN." HE WAS PROVIDED A VECTOR TO THE ARPT, BUT THE ACFT WAS LOSING ALT FAST. SUBSEQUENTLY, THE PLT LANDED GEAR UP, ON A BOULEVARD, WESTBOUND. DURING THE LANDING, THE ACFT STRUCK A STEEL STREET SIGN, A WESTBOUND AUTO, 2 STEEL STREET SIGN POSTS & A CONCRETE GUARDRAIL, THEN BURNED. TWO PASSENGERS ESCAPED BY KICKING OUT A LEFT REAR WINDOW & CLIMBING OUT. THE 3RD PASSENGER WAS UNABLE TO EXIT THRU THE WINDOW, WAS SERIOUSLY BURNED & SUBSEQUENTLY DIED. THERE WAS EXCESSIVE FIRE DAMAGE TO THE RIGHT WING. DAMAGE TO THE LEFT WING WAS MINIMAL EVEN THOUGHT THE LEFT FUEL TANK WAS RUPTURED. ONLY A FEW DROPS OF FUEL WERE OBTAINED FROM THE LEFT TANK. FUEL CALCULATIONS REVEALED THAT THE ACFT SHOULD HAVE CONSUMED ABOUT 44.5 GAL SINCE IT WAS REFUEL. USABLE FUEL IN EACH TANK WAS 44.5 GAL.

Brief of Accident (Continued)

File No. - 465

1/30/84

GREENSBORO, NC

A/C Reg. No. N4447F

Time (Lcl) - 1349 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Finding(s)

3. EMERGENCY PROCEDURE - DELAYED - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING

Finding(s)

4. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #4      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

5. OBJECT - UTILITY POLE
6. OBJECT - VEHICLE

----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) 5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 557      4/14/84      KILL DEVIL HILL, NC      A/C Reg. No. N92RB      Time (Lcl) - 1305 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE  
Crew      1  
Pass      0

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

-----Aircraft Information-----

Make/Model      - BROWN, R. M. JR. MONNETT MONI	Eng Make/Model      - TAME KEM-107-E	ELT Installed/Activated      - UNK/NR
Landing Gear      - UNK/NR	Number Engines      - 1	Stall Warning System      - UNK/NR
Max Gross Wt      - 550	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 1	Rated Power      - 25 HP	

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - IMC  
Wind Dir/Speed- 080/008 KTS  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - OVERCAST  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - UNK/NR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

FIRST FLIGHT  
Runway Ident      - N/A  
Runway Lth/Wid      - 3000/ 50  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND  
GLIDER

Age - 57

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 107	Last 24 Hrs      - UNK/NR
Make/Model- 62	Last 30 Days- 8
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft      - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS THE 4TH ACFT TO TAKE OFF OF 7 SCHEDULED TO MAKE A FORMATION FLY-BY OF THE WRIGHT BROTHERS NATIONAL MEMORIAL. AS THE ACFT TOOK OFF TO JOIN UP FOR THE FLT, A THICK LOW FOG BANK ROLLED IN. THE OTHER ACFT DEPARTED THE AREA, BUT THE PLT ATTEMPTED TO RETURN TO THE ARPT UNDER THE FOG. THE ACFT WAS OBSERVED MAKING A LEFT HAND CIRCLE OVER THE NW CORNER OF THE ARPT. ABOUT 1/2 THRU A 2ND 360 DEG TURN, THE ACFT ENTERED A VERY STEEP DIVE, COLLIDED WITH A TREE & THEN FELL TO THE GROUND. THE OTHER ACFT HAD AVOIDED THE FOG & WERE ABLE TO LAND SHORTLY AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 557

4/14/84

KILL DEVIL HILL, NC

A/C Reg. No. N92RB

Time (Lc1) - 1305 EST

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. WEATHER CONDITION - FOG
  3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  5. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    DESCENT - UNCONTROLLED

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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 540      5/26/84      NEW BERN, NC

A/C Reg. No. N5030J

Time (Lcl) - 1510 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 -AIR SHOW  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -MANEUVERING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - BELLENCA 8KCAB  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1800  
No. of Seats - 2

Eng Make/Model - LYCOMING AEI-O-360-HIA  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 180 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 200/012 KTS  
Visibility - 6.0 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  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg -

Airport Proximity  
ON AIRPORT

Airport Data

SIMMONS NOTT  
Runway Ident - 15  
Runway Lth/Wid - 4000 -UNK/NR  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
ATP  
SE LAND, ME LAND, SE SEA

Age - 47

Biennial Flight Review

Current - YES  
Months Since - 3  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total - 30000	Last 24 Hrs - 2
Make/Model- 575	Last 30 Days- UNK/NR
Instrument- 5800	Last 90 Days- 180
Multi-Eng - 18000	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS PERFORMING A LOW LEVEL FLY-BY SIMULATING AN INEXPERIENCED FLYERS ERRATIC MANEUVERS WHEN THE ACFT FELL VERTICALLY TO THE GROUND AND BOUNCED INTO A FENCE BEFORE IT CAME TO REST IN A FIELD. THE PLT SAID HE HIT A DOWN DRAFT AT A TREE LINE. THE FLY-BY WAS PART OF AN AIR SHOW.



Brief of Accident (Continued)

File No. - 540

5/26/84

NEW BERN, NC

A/C Reg. No. N5030J

Time (Lc1) - 1510 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - GUSTS
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. LOW PASS - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 475      3/09/84      LEXINGTON, NE      A/C Reg. No. NUN      Time (Lcl) - 1245 CST

-----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	1	0	0
Accident Occurred During -DESCENT			0	0	0
					None

-----Aircraft Information-----

Make/Model - TERATORN ACFT INC. TIERRA II	Eng Make/Model - ROTAX 503	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 45 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LEXINGTON, NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CALLAWAY, NE	
Wind Dir/Speed- 350/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD FLOWN FROM CALLAWAY TO LEXINGTON, NE, EARLIER IN THE DAY. AFTER A SHORT VISIT, HE DEPARTED ON A RETURN FLT. A SEARCH WAS INITIATED WHEN THE ACFT DID NOT RETURN. ABOUT 5 HRS AFTER THE ESTIMATED TIME OF THE ACCIDENT, THE ACFT WAS FOUND WHERE IT HAD CRASHED ON ROLLING TERRAIN. SEARCH PERSONNEL REPORTED THERE WAS SNOW ON THE WRECKAGE WHEN IT WAS FOUND. AT KEARNEY & GRAND ISLAND, NE, REDUCED CEILINGS & VISIBILITIES WITH SNOW & FOG WERE REPORTED NEAR THE TIME OF THE ACCIDENT. AN EXAM OF THE WRECKAGE REVEALED THAT THE ACFT HAD CRASHED ON 3 DEG DOWNWARD SLOPING TERRAIN IN A WINGS LEVEL, SLIGHTLY NOSE LOW ATTITUDE, ON A HEADING OF 335 DEG. THE DESTINATION ARPT WAS LOCATED ABOUT 31 MI SOUTH-SOUTHEAST OF THE DEPARTURE POINT. THE ACFT WAS ORIGINALLY DESIGNED AS AN ULTRALIGHT VEHICLE WITH AN EMPTY WT OF 350 LBS. HOWEVER, IT WAS BUILT WITH LARGER TIRES & HAD A 6 GAL FUEL TANK INSTALLED.

Brief of Accident (Continued)

File No. - 475

3/09/84

LEXINGTON,NE

A/C Reg. No. NUN

Time (Lc1) - 1245 CST

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. WEATHER CONDITION - LOW CEILING
  3. WEATHER CONDITION - FOG
  4. WEATHER CONDITION - SNOW
  5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - EMERGENCY

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 456      4/07/84      PANAMA, NE      A/C Reg. No. N893IT      Time (Lcl) - 1500 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

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	3	1
Pass	0	0	2	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-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      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 120/014 KTS  
Visibility      - 1.000 SM  
Lowest Sky/Clouds      - 2300 FT  
Lowest Ceiling      - 2300 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

KORVER  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE SEA

Age - 29  
Biennial Flight Review  
Current      - YES  
Months Since      - 12  
Aircraft Type      - B-75

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 343      Last 24 Hrs - 3  
Make/Model- 6      Last 30 Days- UNK/NR  
Instrument- 42      Last 90 Days- 11  
Multi-Eng - 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE ENG LOST POWER & DECELERATED TO IDLE RPM. THE PLT ATTEMPTED TO RESTORE POWER WHILE MAKING A 180 DEG TURN BACK TO THE ARPT. DURING THE LANDING, THE ACFT STRUCK THE GROUND, NOSE 1ST, COLLAPSING THE GEAR. THE ACFT CAME TO REST AFTER TRAVELING ABOUT 80 FT AFTER IMPACT. AN EXAM REVEALED NO PROBLEMS WITH THE ENG OR FUEL SYS. THE ACFT WAS EQUIPPED WITH ONLY LAP BELTS FOR RESTRAINT. THE PLT BELIEVED IF IT HAD BEEN EQUIPPED WITH A FULL RESTRAINT SYS, THERE WOULD HAVE BEEN NO INJURIES.

Brief of Accident (Continued)

File No. - 456

4/07/84

PANAMA,NE

A/C Reg. No. N893IT

Time (Lc1) - 1500 CST

Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
2. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #4      GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
3. LANDING 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. - 472      4/18/84      HOLDREGE, NE      A/C Reg. No. N1961T      Time (Lcl) - 1550 T

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	0	0	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA28-180	Eng Make/Model - LYCOMING O-360-A3A,	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2175	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 - IN PERSON	GRAND ISLAND, NE	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	GRAND ISLAND, NE	BREWSTER MONI
Wind Dir/Speed- CALM		Runway Ident - 36
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 4100/ 50
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Flight Plan - VFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type of Clearance - VFR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - UNK/NR	FULL STOP	
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)
STUDENT	Current - N/A	Total - 37
	Months Since - N/A	Make/Model- 26
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 131
		Last 30 Days- 130
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A SOLO X-COUNTRY FLT. HIS 1ST EN ROUTE STOP WAS AT HOLDREGE, NE. HE ABORTED HIS 1ST ATTEMPT TO LAND & MADE A 2ND APCH. IN THE MEANTIME, THE PLT OF ANOTHER ACFT LANDED & EXPERENCED TURBULENT WINDS. WHEN THE STUDENT LANDED (AFTER THE 2ND APCH), THE ACFT VEERED TO THE LEFT & WENT DOWN A SLIGHT EMBANKMENT BESIDE THE RWY, TOWARD A DITCH. THE NOSE GEAR STRUCK UNEVEN TERRAIN, KNOCKING THE NOSEWHEEL FROM THE NOSE GEAR STRUT. THE STRUT DUG INTO THE GROUND & THE ENG MOUNTS & FIREWALL WERE DAMAGED. THE STUDENT REPORTED THAT THE WIND WAS FROM THE NORTH & WEST AT 5 TO 10 KTS. APRX 22 MI NORTHEAST AT KEARNEY, NE, THE WIND WAS FROM 060 DEG AT 5 KTS.

Brief of Accident (Continued)

File No. - 472

4/18/84

HOLDREGE, NE

A/C Reg. No. N1961T

Time (Lc1) - 1550 T

Occurrence #1 LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. WEATHER CONDITION - UNFAVORABLE WIND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 NOSE GEAR COLLAPSED  
Phase of Operation LANDING - ROLL

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) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 478      5/05/84      IMPERIAL, NE      A/C Reg. No. N7261M      Time (Lc1) - 0730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-APPROACH	NONE	Pass 0	0	0	2

-----Aircraft Information-----

Make/Model	- CESSNA 175	Eng Make/Model	- LYCOMING O-360-A1D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2350	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/010 KTS</p> <p>Visibility - 3.000 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 3000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ALLIANCE, NE</p> <p>Destination</p> <p>MCCOOK, NE</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - PRECAUTIONARY LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
--	---	--

-----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 - 260
SE LAND	Months Since - 21	Make/Model- 45
	Aircraft Type - 172	Instrument- 6
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE, THE PLT TRIED TO CIRCUMNAVIGATE AN AREA OF BAD WX. HE WAS IN & OUT OF RAIN & FINALLY DECIDED TO REVERSE COURSE. HE SAID HE INADVERTENTLY FLEW INTO A THUNDERSTORM & LOST CONTROL OF THE ACFT DUE TO TURBULENCE. THE ACFT ENTERED A STEEP DIVE, & DURING THE PULL-OUT, THE LEFT DOOR CAME OFF. THE PLT WAS CONCERNED ABOUT OTHER POSSIBLE DAMAGE & DECIDED TO MAKE A PRECAUTIONARY LANDING ON A ROAD. HE OVERSHOT THE SELECTED LANDING AREA, & DURING A GO-AROUND, THE ACFT HIT TREES & A UTILITY POLE GUY WIRE & CRASHED.



Brief of Accident (Continued)

File No. - 478

5/05/84

IMPERIAL,NE

A/C Reg. No. N7261M

Time (Lcl) - 0730 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - THUNDERSTORM
4. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
5. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

6. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
7. DESCENT - INADVERTENT - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. DOOR, EXTERIOR CREW - OVERLOAD
9. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -
10. DOOR, EXTERIOR CREW - SEPARATION

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

11. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
12. DISTANCE - MISJUDGED - PILOT IN COMMAND
13. AIRSPEED - MISJUDGED - PILOT IN COMMAND
14. GO-AROUND - DELAYED - PILOT IN COMMAND
15. OBJECT - TREE(S)
16. OBJECT - WIRE, STATIC

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,14

Factor(s) relating to this accident is/are finding(s) 1,2,8,12,15,16

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 481      5/21/84      NORTH PLATTE, NE      A/C Reg. No. N8250H      Time (Lcl) - 1510 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	1

-----Aircraft Information-----

Make/Model	- PIPER PA-28R-201T	Eng Make/Model	- CONTINENTAL TSIO-360-FB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	DENVER, CO	
Completeness	Destination	Airport Data
Basic Weather	SIoux FALLS, SD	Runway Ident
Wind Dir/Speed		- 30R
Visibility	ATC/Airspace	Runway Lth/Wid
- 15.0 SM	Type of Flight Plan	- 8000 -UNK/NR
Lowest Sky/Clouds	- VFR	Runway Surface
- 10000 FT SCATTERED	Type of Clearance	- CONCRETE
Lowest Ceiling	- VFR	Runway Status
- 25000 FT OVERCAST	Type Apch/Lndg	- DRY
Obstructions to Vision	- FORCED LANDING	
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 - 169	Last 24 Hrs - 3
SE LAND	Months Since - 12	Make/Model - 5	Last 30 Days - UNK/NR
	Aircraft Type - C-152	Instrument - 2	Last 90 Days - 13

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN CRUISE FLT THE PLT NOTICED A LOSS OF ELECTRICAL POWER. A DIVERSION WAS MADE TO NORTH PLATTE, NE, WHERE THE PLT HOPED TO HAVE THE ELECTRICAL PROBLEM FIXED. NUMEROUS ATTEMPTS WERE MADE TO LOWER THE LANDING GEAR BUT TO NO AVAIL AND A GEAR UP LANDING RESULTED. INSPECTION OF THE ELECTRICAL SYSTEM REVEALED A BROKEN TERMINAL LEAD ON THE ALTERNATOR. NO MECHANICAL FAILURE/MALFUNCTION WAS FOUND WHICH WOULD HAVE PREVENTED EMERGENCY EXTENSION OF THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 481

5/21/84

NORTH PLATTE, NE

A/C Reg. No. N8250H

Time (Lcl) - 1510 CDT

-----  
Occurrence #1            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM, ELECTRIC WIRING - DISCONNECTED
  2. ELECTRICAL SYSTEM, ALTERNATOR - DISABLED
  3. GEAR EXTENSION - NOT POSSIBLE -
  4. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - UNDETERMINED
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
  6. TERRAIN CONDITION - RUNWAY
- 

-----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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 534      3/10/84      FAIRFIELD, NJ      A/C Reg. No. N64493      Time (Lcl) - 1400 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
Accident Occurred During -LANDING			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA C172	Eng Make/Model - LYCOMING O-320	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 - 2	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CALDWELL, NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ESSEX COUNTY
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3720/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 30
	Months Since - N/A	Make/Model- 28
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HIT A SNOWDRIFT DURING LANDING ROLL AND VEERED LEFT INTO A SNOWBANK. THE ACFT NOSED DOWN, STRIKING THE RIGHT WING TIP AND PROPELLERS.

Brief of Accident (Continued)

File No. - 534

3/10/84

FAIRFIELD,NJ

A/C Reg. No. N64493

Time (Lcl) - 1400 EST

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SLUSH COVERED
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - UNCONTROLLED - 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. - 532      3/23/84      MOUNT HOLLY,NJ      A/C Reg. No. N41724      Time (Lcl) - 0835 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 - PIPER PA-28R-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 - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	CALDWELL,NJ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MOUNT HOLLY,NJ	BURLINGTON CO.
Wind Dir/Speed- 280/010 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3900/ 50
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4500 FT	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1712
SE LAND	Months Since - 7	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 1700
		Instrument- 40
		Multi-Eng - 12
		Last 30 Days- UNK/NR
		Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, A WINDSHEAR WAS ENCOUNTERED DURING THE FINAL APPROACH AT APPROXIMATELY 100 FT AGL. THE ACFT DESCENDED RAPIDLY AND BOUNCED AT THE APPROACH END OF THE RWY, ASCENDED APPROXIMATELY 30 FT INTO THE AIR, LANDED AGAIN STRIKING THE LEFT WING ON THE RWY.

Brief of Accident (Continued)

File No. - 532

3/23/84

MOUNT HOLLY, NJ

A/C Reg. No. N41724

Time (Lc1) - 0835 EST

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2      DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
  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) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 566      1/09/84      ANGEL FIRE,NM      A/C Reg. No. N93656      Time (Lcl) - 1755 MST

-----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	3	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - BELLANCA 17-30A  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3000  
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-K  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - UNK/NR  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 300/002 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  
OKLAHOMA CITY,OK  
Destination  
ANGEL FIRE,NM

Airport Proximity  
ON AIRPORT

Airport Data

ANGEL FIRE  
Runway Ident - 17  
Runway Lth/Wid - 6700/ 50  
Runway Surface - ASPHALT  
Runway Status - SNOW - COMPACTED

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 48

Biennial Flight Review

Current - YES  
Months Since - 3  
Aircraft Type - 17-30A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 234	Last 24 Hrs	- 6
Make/Model-	40	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	34
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER MAKING A X-COUNTRY FLT FROM OKLAHOMA CITY, OK TO ANGEL FIRE, NM, THE PLT LANDED ON A SNOW COVERED RWY AT AN ELEVATION OF 8382 FT. DURING THE LANDING, THE ACFT BOUNCED, DRIFTED TO THE LEFT SIDE OF THE RWY, THEN HIT A 3-1/2 FT SNOWBANK. THE PLT REPORTED THE WIND WAS FROM 300 DEG AT 2 TO 10 KTS.



Brief of Accident (Continued)

File No. - 566

1/09/84

ANGEL FIRE,NM

A/C Reg. No. N93656

Time (Lcl) - 1755 MST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. FLARE - IMPROPER - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
7. TERRAIN CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 496      3/16/84      LAS VEGAS,NM      A/C Reg. No. N7134U      Time (Lcl) - 0910 MST

-----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	0	1
Pass	0	0	0	0	1

-----Aircraft Information-----

Make/Model - MOONEY M20E  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2740  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1A  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - ACFT RADIO  
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 230/021 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TUSCON,AZ

Destination

BOULDER,CO

Airport Proximity

ON AIRPORT

Airport Data

LAS VEGAS

Runway Ident - 20

Runway Lth/Wid - 5000/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 34

Biennial Flight Review

Current. - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 183

Make/Model- 124

Instrument- 0

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ENROUTE, THE PLT ELECTED TO LAND AT LAS VEGAS, NM & CHECK ON HIS DESTINATION WX. HE CALLED THE FSS WHEN THE ACFT WAS ABOUT 30 MI SOUTH OF LAS VEGAS & WAS ADVISED THAT THE WIND AT LAS VEGAS WAS FROM 230 DEG AT 20 KTS. HE SAID HE EXPERIENCED SEVERE TURBULENCE WHILE ON FINAL APCH FOR RWY 20. ALSO, HE SAID THAT ON FINAL, THIS AIRSPEED WAS SLIGHTLY FAST AT 90 MPH & THAT A 10 DEG CRAB WAS USED TO MAINTAIN RWY ALIGNMMENT. PRIOR TO TOUCHDOWN, HE USED RIGHT BANK & LEFT RUDDER. THE PLT STATED THAT JUST AS THE RIGHT WHEEL TOUCHED DOWN, A HUGE GUST BLEW THE ACFT TO THE LEFT OF THE RWY. HE ADDED POWER, BUT THE LANDING GEAR CONTACTED SAGEBRUSH. THE PLT THEN RETARDED THE POWER & THE ACFT CAME TO A STOP. THE WIND REPORTEDLY HAD GUSTED TO 30 KTS.

Brief of Accident (Continued)

File No. - 496

3/16/84

LAS VEGAS,NM

A/C Reg. No. N7134U

Time (Lcl) - 0910 MST

---

Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - HIGH WIND
  2. WEATHER CONDITION - CROSSWIND
  3. WEATHER CONDITION - GUSTS
  4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  6. GO-AROUND - INITIATED - PILOT IN COMMAND
- 

----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. - 565      4/14/84      FARMINGTON,NM      A/C Reg. No. N6205X      Time (Lcl) - 2350 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-EXECUTIVE/CORPORATE	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	Pass 0	0	0	1

Type of Operation -EXECUTIVE/CORPORATE

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAXI

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 421C

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 7450

No. of Seats - 8

Eng Make/Model - CONTINENTAL GTS10-520-N

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 375 HP

ELT Installed/Activated - YES/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- 330/004 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

ODESSA, TX

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

FARMINGTON MUNI

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - STRAIGHT-IN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

Age - 37

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 7369

Make/Model- 1450

Instrument- 564

Multi-Eng - 4774

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 118

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING AFTER LANDING, THE ACFT WAS IN A LEFT TURN WHEN THE RIGHT MAIN GEAR COLLAPSED. THE PLT REPORTED THAT ALL 3 GEAR INDICATED DOWN & LOCK, BOTH BEFORE & AFTER THE MISHAP. AN EXAM OF THE RIGHT MAIN GEAR ACTUATOR, PN 9910136-4, REVEALED THAT CONTAMINATION HAD COLLECTED ON THE INNER CYLINDER WALL & PREVENTED THE KEYS FROM PROPERLY EXTENDING TO THE LOCKED POSITION. ALSO, THE GEAR SYS WAS DESIGNED TO MAINTAIN HYDRAULIC PRESSURE ON THE DOWN SIDE OF THE ACTUATOR WHEN IT WAS EXTENDED. HOWEVER, THE CONTAMINANT ALSO PREVENTED THE SWITCH (IN THE ACTUATOR) FROM OPERATING PROPERLY.

Brief of Accident (Continued)

File No. - 565

4/14/84

FARMINGTON,NM

A/C Reg. No. N6205X

Time (Lc1) - 2350 MST

---

Occurrence            MAIN GEAR COLLAPSED  
Phase of Operation    TAXI - FROM LANDING

Finding(s)

1. HYDRAULIC SYSTEM - CONTAMINATION
  2. LANDING GEAR,GEAR LOCKING MECHANISM - MOVEMENT RESTRICTED
  3. LANDING GEAR,GEAR LOCKING MECHANISM - UNLOCKED
- 

-----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. - 485      3/11/84      FALLON, NV      A/C Reg. No. N6410G      Time (Lcl) - 1615 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  
MINOR  
Fire  
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150-K  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONT MOTOR O-200 A  
Number Engines - 1  
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- 280/015 KTS  
Visibility - 40.0 SM  
Lowest Sky/Clouds - 7000 FT SCATTERED  
Lowest Ceiling - 25000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
FALLON, NV  
Destination  
LOCAL

Airport Proximity  
ON AIRSTRIP

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)  
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 - 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 STUDENT PLT SAID HE WAS DEPARTING HIS PRIVATELY OWNED STRIP & HAD A 7 FT FENCE TO CLEAR AT THE DEPARTURE END. HE REPORTED THAT JUST AS HE BECAME AIRBORNE, THE ACFT ENCOUNTER A GUST OF WIND WHICH CAUSED THE RIGHT WING TO HIT A FENCE POST, THEN THE ACFT CRASHED TO THE GROUND. ABOUT 42 MI WSW AT RENO, THE WIND WAS FROM 280 DEG AT 15 KTS.

Brief of Accident (Continued)

File No. - 485

3/11/84

FALLON, NV

A/C Reg. No. N6410G

Time (Lc1) - 1615 PST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  2. WEATHER CONDITION - HIGH WIND
  3. WEATHER CONDITION - GUSTS
  4. OBJECT - FENCE
- 

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

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. - 522      3/03/84      PENN YAN,NY      A/C Reg. No. N3374Q      Time (Lcl) - 1030 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	1

Type of Operation      -OTHER WORK USE  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model      - CESSNA 402B  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 6300  
No. of Seats      - 10

Eng Make/Model      - CONTINENTAL TSIO-420E  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 300 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 300/020 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 4000 FT SCATTERED  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ROCHESTER,NY  
Destination  
PENN YAN,NY

Airport Proximity  
ON AIRSTRIP

Airport Data

PENN YAN  
Runway Ident      - 28  
Runway Lth/Wid      - 3205/ 50  
Runway Surface      - ASPHALT  
Runway Status      - SNOW - COMPACTED

ATC/Airspace

Type of Flight Plan      - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
ATP  
SE LAND,ME LAND

Age      - 43  
Biennial Flight Review  
Current      - YES  
Months Since      - 6  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 3553      Last 24 Hrs - UNK/NR  
Make/Model- 221      Last 30 Days- UNK/NR  
Instrument- 283      Last 90 Days- 25  
Multi-Eng      - 1382

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE ACFT ENTERED A HIGH SINK RATE DURING THE FINAL APPROACH AND COLLIDED WITH THE GROUND. THE PLT MANAGED TO GET THE ACFT ONTO THE RWY BUT THE RIGHT MAIN LANDING GEAR COLLAPSED DURING THE LANDING ROLL. A CULVERT IS LOCATED NEAR THE APPROACH END OF RWY 28.



Brief of Accident (Continued)

File No. - 522

3/03/84

PENN YAN,NY

A/C Reg. No. N3374Q

Time (Lc1) - 1030 EST

Occurrence #1       UNDERSHOOT

Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2       MAIN GEAR COLLAPSED

Phase of Operation   LANDING - ROLL

Finding(s)

2. LANDING GEAR,MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 533      3/24/84      HOGANSBURG, NY      A/C Reg. No. N1711Z      Time (Lcl) - 1155 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - PERSONAL	Fire NONE	Crew	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91		Pass	0	0	0	1
Accident Occurred During - LANDING			0	0	0	4

-----Aircraft Information-----

Make/Model - CESSNA 336	Eng Make/Model - CONTINENTAL IO-360-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 210 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 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 MALONE, NY</p> <p>Destination MASSENA, NY</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - SOFT</p>
--	---	---

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND, SE SEA</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 10</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2345</p> <p>Make/Model- 100</p> <p>Instrument- 370</p> <p>Multi-Eng - 145</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 1</p>
---	---	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED DOWN IN A SOGGY MUDDY FIELD DURING A FORCED LANDING. THE PLT REPORTED A POWER LOSS ON THE REAR ENG AND WHEN ATTEMPTS TO RESTART WERE UNSUCCESSFUL MADE THE FORCED LANDING INTO A SOGGY MUDDY FIELD.

Brief of Accident (Continued)

File No. - 533

3/24/84

HOGANSBURG, NY

A/C Reg. No. N1711Z

Time (Lc1) - 1155 EST

-----  
Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE - NORMAL

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
2. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 574      4/05/84      BINGHAMTON,NY      A/C Reg. No. N511SC      Time (Lc1) - 2158 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries 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	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA T303	Eng Make/Model - CONTINENTAL TS10-520-AE	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 2100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LANCASTER,PA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	BINGHAMTON,NY	EDWIN A. LINK FIELD
Wind Dir/Speed- 340/007 KTS	ATC/Airspace	Runway Ident - 16
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 6298/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - BROKEN	Type Apch/Lndg - VOR/DME	Runway Status - WET
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1204
SE LAND,ME LAND	Months Since - 3	Make/Model- 155
	Aircraft Type - UNK/NR	Instrument- 154
		Multi-Eng - 965
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 113

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO THE APPROACH, THE PLT WAS ADVISED OF A THUNDERSTORM SSE OF THE ARPT. THE PLT STATED THAT THE WEATHER WAS DETERIORATING RAPIDLY WITH TURBULENCE, HEAVY RAIN, NEAR-BLINDING LIGHTING & WINDSHEAR. DURING THE APPROACH, DUE TO THE ADVERSE WX CONDITIONS & ERRATIC INSTRUMENT INDICATIONS, MAINTAINING MDA WAS DIFFICULT. THE ACFT DESCENDED BELOW THE MDA & STRUCK TREES. A MISSED APPROACH WAS EXECUTED & THE ACFT SUBSEQUENTLY LANDED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 574

4/05/84

BINGHAMTON, NY

A/C Reg. No. N511SC

Time (Lc1) - 2158 EST

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. WEATHER CONDITION - LIGHTNING
  3. WEATHER CONDITION - RAIN
  4. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)
  5. WEATHER CONDITION - WINDSHEAR
  6. MISSED APPROACH - DELAYED - PILOT IN COMMAND
  7. OBJECT - TREE(S)
  8. MINIMUM DESCENT ALTITUDE - BELOW - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 599      3/24/84      WHITE COTTAGE, OH      A/C Reg. No. N704CG      Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	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 - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	COLUMBUS, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ZANESVILLE, OH	Runway Ident - N/A
Wind Dir/Speed- 030/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 8000 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 36
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 28
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT BECAME LOST DURING HIS FIRST SOLO X-COUNTRY. HE STATED THAT HE NOTICED THAT THE FUEL TANKS WERE NEAR EMPTY SO HE DECIDED TO MAKE A PRECAUTIONARY LANDING. THE ACFT LANDED IN A ROUGH FIELD & STRUCK A PLOWED FURROW. THE PLT'S CFI STATED THAT THERE WAS PLENTY OF FUEL ONBOARD THE ACFT AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 599

3/24/84

WHITE COTTAGE, OH

A/C Reg. No. N704CG

Time (Lcl) - 1500 EST

-----  
Occurrence            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
  2. FUEL CONSUMPTION CALCULATIONS - DISREGARDED - PILOT IN COMMAND
  3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
  4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  5. TERRAIN CONDITION - ROUGH/UNEVEN
  6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  7. IMPROPER DECISION, PANIC - PILOT IN COMMAND
- 

----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) 1,2,3,5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 494      4/25/84      STOW, OH

A/C Reg. No. N94213

Time (Lcl) - 1515 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL				
Flight Conducted Under	-14 CFR 91	Crew 0	0	0	1
Accident Occurred During	-LANDING	Pass 0	0	0	0

Type of Operation -INSTRUCTIONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

NONE  
Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 152  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1670  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 110 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 330/015 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 3000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ASHTABULA, OH  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

KENT STATE UNIV.  
Runway Ident - 01  
Runway Lth/Wid - 3000/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

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 - 36  
Make/Model- 36  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS LANDING ON RWY 1 WITH A GUSTY X-WIND CONDITION. ON FINAL APCH, HE CRABBED TO COMPENSATE FOR THE X-WIND. HE STATED THAT AT ABOUT 10 FT AGL, THE ACFT ENCOUNTERED A GUST OF WIND & STALLED ONTO THE RWY. IT THEN BOUNCED, TOUCHED DOWN NOSEWHEEL 1ST & VEERED TO THE LEFT WHERE IT VENT INTOA DITCH & NOSED OVER. WITNESSES STATED THE WIND WAS VARIABLE & GUSTY. ABOUT 14 MI SOUTH AT AKRON, OH, THE WIND WAS FROM 330 DEG AT 15 KTS.



Brief of Accident (Continued)

File No. - 494

4/25/84

STOW,OH

A/C Reg. No. N94213

Time (Lc1) - 1515 EST

Occurrence #1      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - DITCH

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 476      3/02/84      DURANT,OK      A/C Reg. No. N704VC      Time (Lc1) - 1650 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	MINOR	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 -OTHER		Pass	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	DURANT,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - UNK/NR
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 267
SE LAND	Months Since - 5	Make/Model- 267
	Aircraft Type - 150M	Instrument- 50
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE TAKEOFF, A STUDENT & A COMMERCIAL PLT AGREED TO RENDEZVOUS & FLY FORMATION WHILE THE STUDENT TOOK PICTURES OF THE COMMERCIAL PLT'S ACFT. THE STUDENT WAS TO FLY A CESSNA 152, N4861B, WHILE THE COMMERCIAL PLT FLEW A CESSNA 150, N704V6. THEY PLANNED FOR THE STUDENT TO FLY STRAIGHT & LEVEL WHILE THE COMMERCIAL PLT FLEW AT POSITIONS AROUND THE STUDENT'S PLANE. ALSO, THEY AGREED TO COMMUNICATE ON VHF FREQ 122.9. AFTER DEPARTING THE ARPT, THE COMMERCIAL PLT JOINED (RENDEVOUSED) WITH THE STUDENT, BUT 2-WAY COMMUNICATION WAS NOT ESTABLISHED SINCE THE CESSNA 150 WOULD ONLY RECEIVED (NOT TRANSMIT) ON 122.9. HOWEVER, THEY CONTINUED WITH THEIR MISSION. WHILE ON AN EASTERLY HEADING IN FORMATION, THE COMMERCIAL PLT'S PLANE WAS ON THE LEFT & SLIGHTLY LOW, WHEN THE 2 ACFT CONVERGED & THE WINGS COLLIDED. THE STUDENT'S PLANE WAS SUBSTANTIALLY DAMAGE WHILE THE COMMERCIAL PLT'S ACFT HAD MINOR DAMAGE, BUT BOTH LANDED SAFELY. NEITHER PLT HAD PREVIOUS TRAINING OR EXPERIENCE WITH FORMATIO<sup>N</sup>, FLT.

Brief of Accident (Continued)

File No. - 476

3/02/84

DURANT,OK

A/C Reg. No. N704VC

Time (Lc1) - 1650 CST

Occurrence MIDAIR COLLISION  
Phase of Operation OTHER

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT OF OTHER AIRCRAFT
4. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT OF OTHER AIRCRAFT
5. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT OF OTHER AIRCRAFT
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
7. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 476      3/02/84      DURANT,OK      A/C Reg. No. N4861B      Time (Lcl) - 1650 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -OTHER

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 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- CALM  
Visibility      - 7.0      SM  
Lowest Sky/Clouds      - SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
DURANT,OK  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FULL STOP

Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - UNK/NR  
Runway Status      - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 19  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 32      Last 24 Hrs - 1  
Make/Model- 32      Last 30 Days- UNK/NR  
Instrument- 0      Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE TAKEOFF, A STUDENT & A COMMERCIAL PLT AGREED TO RENDEZVOUS & FLY FORMATION WHILE THE STUDENT TOOK PICTURES OF THE COMMERCIAL PLT'S ACFT. THE STUDENT WAS TO FLY A CESSNA 152, N4861B, WHILE THE COMMERCIAL PLT FLEW A CESSNA 150, N704V6. THEY PLANNED FOR THE STUDENT TO FLY STRAIGHT & LEVEL WHILE THE COMMERCIAL PLT FLEW AT POSITIONS AROUND THE STUDENT'S PLANE. ALSO, THEY AGREED TO COMMUNICATE ON VHF FREQ 122.9. AFTER DEPARTING THE ARPT, THE COMMERCIAL PLT JOINED (RENDEVOUSED) WITH THE STUDENT, BUT 2-WAY COMMUNICATION WAS NOT ESTABLISHED SINCE THE CESSNA 150 WOULD ONLY RECEIVE (NOT TRANSMIT) ON 122.9. HOWEVER, THEY CONTINUED WITH THEIR MISSION. WHILE ON AN EASTERLY HEADING IN FORMATION, THE COMMERCIAL PLT'S PLANE WAS ON THE LEFT & SLIGHTLY LOW, WHEN THE 2 ACFT CONVERGED & THE WINGS COLLIDED. THE STUDENT'S PLANE WAS SUBSTANTIALLY DAMAGED WHILE THE COMMERCIAL PLT'S ACFT HAD MINOR DAMAGE, BUT BOTH LANDED SAFELY. NEITHER PLT HAD PREVIOUS TRAINING OR EXPERIENCE WITH FORMATION FLT.

Brief of Accident (Continued)

File No. - 476

3/02/84

DURANT,OK

A/C Reg. No. N4861B

Time (Lcl) - 1650 CST

Occurrence MIDAIR COLLISION  
Phase of Operation OTHER

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT OF OTHER AIRCRAFT
5. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT OF OTHER AIRCRAFT
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
7. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 425 4/29/84 BYRON,OK

A/C Reg. No. N3564A

Time (Lcl) - 1209 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-22  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1800  
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-D2  
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- 200/025 KTS  
Visibility - .100 SM  
Lowest Sky/Clouds - 200 FT  
Lowest Ceiling - 200 FT OBSCURED  
Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
FREEDOM,OK  
Destination  
NEWKIRK,OK

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 23  
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 ACFT HAD IMPACTED THE GROUND AT A 60 DEG ANGLE. THE 1153 WX AT PONCA CITY, OK (60 MI EAST OF THE CRASH SITE) WAS CEILINGS OBSCURED TO VISION & INDEFINITE, WITH THUNDERSTORMS, RAIN & FOG. THE CEILING WAS ESTIMATED TO BE 200 FT OBSCURED.

Brief of Accident (Continued)

File No. - 425

4/29/84

BYRON,OK

A/C Reg. No. N3564A

Time (Lc1) - 1209 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - OBSCURATION
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation DESCENT - NORMAL

Finding(s)

6. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

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. - 568      3/12/84      HOOD RIVER,OR      A/C Reg. No. N8301T      Time (Lcl) - 1142 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Crew Pass	5	0	0
Accident Occurred During -CRUISE					

-----Aircraft Information-----

Make/Model - PIPER PA-28RT-201	Eng Make/Model - LYCOMING IO-360-C1C6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	KLAMTH FALLS,OR	
Completeness - FULL	Destination	Airport Data
Basic Weather - UNK/NR	TROUTDALE,OR	Runway Ident - N/A
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 181
SE LAND	Months Since - 9	Make/Model- 50
	Aircraft Type - C-152	Instrument- 21
		Last 24 Hrs - 6
		Last 30 Days- 23
		Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

AFTER CROSSING THE DALLES AT 12,500 FT MSL, THE PLT REPORTED TO ARTCC HE WAS ENTERING SOLID CLOUDS. HE SUBSEQUENTLY REPORTED LEVEL AT 3,000 FT MSL FOLLOWED BY "IF AH WE CAN'T STAY VFR WE'LL GO AHEAD AND CLIMB UP TO ABOUT FIVE AND FILE IFR." THE ACFT WAS OBSERVED FLYING IN & OUT OF PATCHES OF "LIGHT FOG" AT ABOUT 450 TO 500 FT AGL NEAR AN INTERSTATE HWY & CLOSE TO MOUNTAINS. A WITNESS REPORTED THE TOP THIRD OF THE MOUNTAINS ADJACENT TO THE GORGE WAS OBSCURED. THE ACFT IMPACTED A STEEP SLOPING RIDGE. ON PREVIOUS PORTIONS OF THE X-COUNTRY FLT, WHICH ORIGINATED IN ALABAMA, THE PLT HAD FLOWN IN IFR CONDITIONS & HAD EXECUTED AN INSTRUMENT APPROACH. HIS LOGBOOK INDICATED THAT HE HAD FLOWN A TOTAL OF 16.6 HOURS OF ACTUAL INSTRUMENT TIME. THE ACFT'S CG WAS ESTIMATED TO BE APRX .6 INCH BEHIND THE AFT LIMIT. TWO OF THE OCCUPANTS WERE SMALL CHILDREN WEIGHING 31 & 37 LBS.



Brief of Accident (Continued)

File No. - 568

3/12/84

HOOD RIVER,OR

A/C Reg. No. N8301T

Time (Lc1) - 1142 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - OBSCURATION
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation CRUISE - NORMAL

Finding(s)

7. TERRAIN CONDITION - RISING
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
10. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
11. ALTITUDE - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,9,11

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7,8,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 405      4/19/84      BUXTON,OR      A/C Reg. No. N56BA      Time (Lc1) - 0619 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation      -FERRY  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -HOVER

Fire  
NONE

-----Aircraft Information-----

Make/Model      - HILLER UH-12E  
Landing Gear      - SKID  
Max Gross Wt      - 3100  
No. of Seats      - 3

Eng Make/Model - ALLISON 250-C20  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 400 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      - SCATTERED  
Lowest Ceiling      - BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - 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      - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
NONE  
HELICOPTER

Age - 36  
Biennial Flight Review  
Current      - YES  
Months Since      - 11  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 3567      Last 24 Hrs - UNK/NR  
Make/Model- 407      Last 30 Days- UNK/NR  
Instrument- 79      Last 90 Days- 58  
Multi-eng - 0      Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER ENTERED AN UNCONTROLLED RIGHT ROLL WHILE LIFTING OFF FROM A TRAILER & STRUCK THE GROUND WITH THE M/R.  
THE PLT REPORTED THE TRAILER WAS NOT LEVEL.

Brief of Accident (Continued)

File No. - 405

4/19/84

BUXTON,OR

A/C Reg. No. N56BA

Time (Lc1) - 0619 PST

---

Occurrence            ROLL OVER  
Phase of Operation    TAKEOFF

Finding(s)

1. VERTICAL TAKEOFF - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 525      3/06/84      TOBYHANNA, PA

A/C Reg. No. N19WA

Time (Lcl) - 1505 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	1	0	0
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation - POSITIONING  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - BRITTEN-NORMAN BN-2A-8  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 6200  
No. of Seats - 10

Eng Make/Model - LYCOMING O-540-E4C5  
Number Engines - 2  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 250 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed - 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  
WILKES-BARRE, PA  
Destination  
READING, PA

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)  
ATP, CFI  
SE LAND

Age - 39  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	3486
Make/Model	148
Instrument	539
Multi-Eng	1429
Last 24 Hrs	UNK/NR
Last 30 Days	UNK/NR
Last 90 Days	147

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT MADE A PRECAUTIONARY LANDING ON A HIGHWAY AFTER BOTH ENGINES LOST OIL PRESSURE. THE PLT FEATHERED THE RIGHT PROPELLER BECAUSE IT GAVE ABNORMAL INDICATIONS BEFORE THE LEFT ENGINE. THE LEFT ENGINE WAS STILL OPERATING AT TOUCHDOWN POST ACCIDENT INVESTIGATION REVEALED NO DISCREPANCIES WITH EITHER ENGINE EXCEPT AN INOPERATIVE OIL PRESSAGE GAUGE. SINCE THE PROPELLER OPERATED THROUGH ITS FULL RANGE IT WAS DETERMINED THAT THERE WAS OIL PRESSURE IN THE ENGINE.

Brief of Accident (Continued)

File No. - 525

3/06/84

TOBYHANNA,PA

A/C Reg. No. N19WA

Time (Lcl) - 1505 EST

Occurrence #1            LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF

Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE INSTRUMENTS,OIL PRESSURE GAGE - INCORRECT
2. EMERGENCY PROCEDURE - NOT UNDERSTOOD - PILOT IN COMMAND
3. PROPELLER FEATHERING - SELECTED - PILOT IN COMMAND

Occurrence #2            FORCED LANDING

Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. PRECAUTIONARY LANDING - PREMATURE - 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. - 526      3/15/84      WEST MIFFLIN, PA      A/C Reg. No. N38675      Time (Lc1) - 1357 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	0	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING				0	0
					1

-----Aircraft Information-----

Make/Model - BEECH 77	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 - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ALLEGHENY, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ALLEGHENY CO.
Wind Dir/Speed- 140/008 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 70
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	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 - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 40
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 40
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED SHORT OF THE RWY AND NOSED OVER. ACCORDING TO THE PLT HE FELT THAT THE ACFT WAS LOW ON FINAL APPROACH AND HE ADDED POWER. AT THIS TIME THE NOSE PITCHED DOWN AND THE ACFT CONTACTED THE GROUND AND CAME TO REST UPSIDE DOWN ON THE PAVED RWY.

Brief of Accident (Continued)

File No. - 526

3/15/84

WEST MIFFLIN, PA

A/C Reg. No. N38675

Time (Lc1) - 1357 EST

-----  
Occurrence #1           UNDERSHOOT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
  2.       IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
  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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 589      3/17/84      PITTSBURGH, PA      A/C Reg. No. N6697L      Time (Lcl) - 1332 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	2
Accident Occurred During -TAKEOFF			0	0	0

-----Aircraft Information-----

Make/Model - BEECH 76	Eng Make/Model - LYCOMING O-360-A1G6D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 8800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 180 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ALLEGHENY CO., PA	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - VMC	LOCAL	ALLEGHENY CO.
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 10
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6500/ 150
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	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 - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 4327
SE LAND, ME LAND	Months Since - 10	Make/Model- 242
	Aircraft Type - UNK/NR	Instrument- 720
		Multi-Eng - 1174
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE TAKEOFF PORTION OF A TOUCH-&-GO, THE STUDENT PLT FORGOT TO RAISE THE FLAPS. THE INSTRUCTOR (CFI) YELLED AT THE STUDENT "...THE FLAPS", & AT THE SAME TIME, REACHED FOR THE FLAPS WITH HIS RIGHT HAND UNDER THE CONTROL WHEEL. SUBSEQUENTLY, THE LEFT PROP HIT THE SURFACE AT ABOUT THE SAME TIME A CLIMB WAS ATTEMPTED AT THE BLUE LINE SPEED. ALSO AT ABOUT THAT SAME TIME, THE CFI NOTED AN IN-TRANSIT GEAR LIGHT. THE CFI NOTED A SEVERE VIBRATION & ABORTED THE TAKEOFF. THE ACFT'S PROPS WERE DAMAGED & ITS UNDERSIDE WAS SCRAPPED.



Brief of Accident (Continued)

File No. - 589

3/17/84

PITTSBURGH, PA

A/C Reg. No. N6697L

Time (Lcl) - 1332 EST

---

Occurrence #1      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - DUAL STUDENT
  2. RAISING OF FLAPS - NOT PERFORMED - DUAL STUDENT
  3. LIFT-OFF - INITIATED - DUAL STUDENT
  4. GEAR RETRACTION - PREMATURE - DUAL STUDENT
  5. PROPER CLIMB RATE - NOT ATTAINED - DUAL STUDENT
  6. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
  7. PROPELLER SYSTEM/ACCESSORIES, BLADE - OVERLOAD
  8. PROPELLER SYSTEM/ACCESSORIES - VIBRATION
  9. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND(CFI)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 593      6/02/84      SIGEL, PA      A/C Reg. No. N109EH      Time (Lcl) - 0750 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation      -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries		
Flight Conducted Under      -14 CFR 137	NONE	Pass	0	Serious	Minor	None
Accident Occurred During      -LANDING			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model      - HILLER UH-12E	Eng Make/Model - ALLISON 250-C20	ELT Installed/Activated - YES/NO
Landing Gear      - HIGH SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt      - 3100	Engine Type      - TURBOSHAFT	
No. of Seats      - 3	Rated Power      - 385 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	SIGEL, PA	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	
Wind Dir/Speed- CALM	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 - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - YES	Total      - 4600
SE LAND, ME LAND	Months Since - 13	Make/Model- 710
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 750
		Multi-Eng - 1100
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 2700

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON AN AERIAL APPLICATION FLT OVER A WOODED AREA. ACCORDING TO HIM, HE HAD A TAIL ROTOR PROBLEM & IT WAS NECESSARY TO EXTEND HIS GLIDE TO REACH AN OPEN AREA. SUBSEQUENTLY, THE HELICOPTER LANDED HARD & THE MAIN ROTOR BLADES STRUCK & SEVERED THE TAIL BOOM. AN INVESTIGATION REVEALED THAT THE PLT HAD DECLINED TO REFUEL PRIOR TO THE LAST TAKEOFF. WITNESSES STATED THAT FUEL HAD BEEN ADDED TO THE TANKS AFTER THE ACCIDENT, BEFORE THE INVESTIGATOR ARRIVED.

Brief of Accident (Continued)

File No. - 593

6/02/84

SIGEL,PA

A/C Reg. No. N109EH

Time (Lc1) - 0750 EDT

-----  
Occurrence #1            LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  2. REFUELING - NOT PERFORMED - 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. AUTOROTATION - PERFORMED - PILOT IN COMMAND
- 

Occurrence #3            HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 459      3/07/84      GUAYAMA, PR      A/C Reg. No. N2610X      Time (Lcl) - 2330 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	0	0	1	1
Accident Occurred During	-LANDING		Crew Pass	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 206	Eng Make/Model	- CONTINENTAL IO-520-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2475	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NWS	OFF AIRPORT/STRIP
Method	- UNK/NR	
Completeness	- WEATHER NOT PERTINENT	Airport Data
Basic Weather	- VMC	Runway Ident
Wind Dir/Speed	- 120/010 KTS	- N/A
Visibility	- 20.0 SM	Runway Lth/Wid
Lowest Sky/Clouds	- 3000 FT SCATTERED	- N/A
Lowest Ceiling	- NONE	Runway Surface
Obstructions to Vision	- NONE	- N/A
Precipitation	- NONE	Runway Status
Condition of Light	- NIGHT(DARK)	

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current	- NO	Total
SE LAND, ME LAND	Months Since	- UNK/NR	- 3300
	Aircraft Type	- UNK/NR	Make/Model
			- 68
			Instrument
			- 1444
			Multi-Eng
			- 1000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD PURCHASED THE ACFT ABOUT 2 WKS PRIOR TO THE ACCIDENT. AFTER CLIMBING ON TOP FOR A X-COUNTRY FLT, HE LOST RADIO COMMUNICATION. HE ELECTED TO CONTINUE ON THE FLT & MAKE POSITION REPORTS IN THE BLIND. THE PLT REPORTED THAT HE ENCOUNTERED HEADWINDS. LATER, HE REPORTEDLY SMELLED FUEL, THEN THE ENG BEGAN TO SPUTTER. HE DIVERTED TOWARD PUERTO RICO, BUT THE ENG LOST POWER. HE DITCHED THE ACFT ABOUT 2 MI FROM PUNTA POZUELO PENINSULA, PUERTO RICO, ABOUT 5 HRS AFTER TAKING OFF. ACCORDING TO THE OWNER'S MANUAL, MAX ENDURANCE AT 65% POWER WAS 5.1 HRS.

Brief of Accident (Continued)

File No. - 459

3/07/84

GUAYAMA,PR

A/C Reg. No. N2610X

Time (Lc1) - 2330 AST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3      DITCHING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 451      4/17/84      ARECIBO, PR      A/C Reg. No. N8232K      Time (Lcl) - 0745 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 137  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - GULFSTREAM-SCHWEIZER G-164B  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 4500  
No. of Seats      - 1

Eng Make/Model      - P & W R1340-ANI  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 600 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC

Wind Dir/Speed- 008 KTS

Visibility      - 15.0 SM

Lowest Sky/Clouds      - 2300 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - 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 - 27

Biennial Flight Review

Current      - YES

Months Since      - 7

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 2011

Make/Model- 176

Instrument- 130

Multi-Eng - 397

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 82

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A SWATH RUN OVER A RICE FIELD, THE PLT NOTED A PARTIAL LOSS OF POWER & A RAPID DECELERATION OF THE ACFT. AS HE LOOKED IN THE COCKPIT MOMENTARILY, THE ACFT SETTLED & THE MAIN GEAR HIT A LEVI & SEPARATED. THE PLT THEN PULLED UP, TURNED TO THE LEFT & MADE A FORCED LANDING. THE ACFT NOSED OVER DURING THE LANDING, A REVIEW OF THE ACFT RECORDS INDICATED RECURRENT MAGNETO PROBLEMS OVER THE PAST YEAR. HOWEVER, THE REASON FOR THE LOSS OF POWER WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 451

4/17/84

ARECIBO, PR

A/C Reg. No. N8232K

Time (Lc1) - 0745 AST

Occurrence #1      LOSS OF POWER  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING

Finding(s)

2. TERRAIN CONDITION - DIRT BANK
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #4      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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 413      3/16/84      NEWBERRY, SC      A/C Reg. No. N3674L      Time (Lcl) - 1435 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	1	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      NONE  
Crew      Pass

-----Aircraft Information-----

Make/Model      - CESSNA 172G  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2150  
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/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- 290/012 KTS  
Visibility      - 30.0 SM  
Lowest Sky/Clouds      - 5000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
LITTLE MOUNTAIN, SC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

NEWBERRY MUNI AIRPORT  
Runway Ident      - 10  
Runway Lth/Wid      - 2000/ 100  
Runway Surface      - GRASS/TURF  
Runway Status      - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age      - 29  
Biennial Flight Review  
Current      - YES  
Months Since      - 10  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 108	Last 24 Hrs	- UNK/NR
Make/Model-	45	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	16
Multi-eng	- 0	Rotorcraft	- 0

Instrument Rating(s)      - NONE

-----Narrative-----

THE PLT HAD EXECUTED A GO-AROUND FROM AN APPROACH TO RWY 4 DUE TO A CROSSWIND & GUSTY WIND CONDITIONS. WHILE ON DOWNWIND HE OBSERVED THAT THE WIND WAS FAVORING RWY 10. HE OVERSHOT THE APPROACH END OF RWY 10 & EXECUTED ANOTHER GO-AROUND. UPON OBSERVING THAT HE HAD NOT ATTAINED SUFFICIENT VERTICAL CLIMB RATE TO CLEAR OBSTACLES AT THE END OF THE AIRFIELD, HE CUT POWER & LANDED LONG. THE ACFT TRAVELED ABOUT 30 FT BEFORE HITTING A DITCH & STUMP, FLIPPING OVER.



Brief of Accident (Continued)

File No. - 413

3/16/84

NEWBERRY, SC

A/C Reg. No. N3674L

Time (Lc1) - 1435 EST

-----  
Occurrence #1            OVERRUN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. ABORTED LANDING - DELAYED - PILOT IN COMMAND
  3. GO-AROUND - DELAYED - PILOT IN COMMAND
- 

Occurrence #2            NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 600      4/19/84      MILLER, SD      A/C Reg. No. N89740      Time (Lcl) - 0830 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 140

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1500

No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 85 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- 130/005 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

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

MILLER MUNI.

Runway Ident - 13

Runway Lth/Wid - 2800/ 50

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 38

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 - 16	Last 24 Hrs - 2
------------	-----------------

Make/Model- 16	Last 30 Days- UNK/NR
----------------	----------------------

Instrument- UNK/NR	Last 90 Days- 13
--------------------	------------------

Multi-Eng - UNK/NR	Rotorcraft - UNK/NR
--------------------	---------------------

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT GROUND-LOOPED DURING THE PLT'S FIRST SOLO LANDING & THE RIGHT MAIN LANDING GEAR SHEARED OFF. THE CFI SAID THE STUDENT HAD MADE BETWEEN 30 TO 40 LANDINGS PRIOR TO THE SOLO FLT.

Brief of Accident (Continued)

File No. - 600

4/19/84

MILLER,SD

A/C Reg. No. N89740

Time (Lc1) - 0830 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 - INADVERTENT - PILOT IN COMMAND
  3.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

Occurrence #2      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 542      4/28/84      SMYRNA, TN      A/C Reg. No. N1027U      Time (Lcl) - 1630 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	1	0	
Pass	0	0	1	1	

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Fire  
NONE

Accident Occurred During - TAKEOFF

-----Aircraft Information-----

Make/Model - PIPER PA-34-200

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 4000

No. of Seats - 6

Eng Make/Model - LYCOMING IO-360-C1E6

Number Engines - 2

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- 110/002 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

SMYRNA

Runway Ident - 32

Runway Lth/Wid - 8037/ 150

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, ME LAND

Age - 24

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3230

Make/Model- 70

Instrument- 151

Multi-Eng - 1120

Last 24 Hrs - 7

Last 30 Days- UNK/NR

Last 90 Days- 105

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI SIMULATED AN ENGINE FAILURE ON THE RIGHT ENGINE DURING TAKEOFF AFTER HAVING SIMULATED A LEFT ENGINE FAILURE DURING THE LANDING APPROACH. THE LEFT ENGINE FAILURE WAS SIMULATED WITH THE LEFT THROTTLE RETARDED DURING THE APPROACH AND LANDING. AFTER THE THROTTLES WERE ADVANCED FOR TAKEOFF THE CFI SIMULATED RIGHT ENGINE FAILURE AT 85 MPH BY USING THE MIXTURE TO IDLE CUT OFF. WHEN THE STUDENT RESPONDED BY CLOSING BOTH THROTTLES TO LAND STRAIGHT AHEAD. MIXTURES AND THROTTLES WERE THEN REPORTEDLY ADVANCED AND THE ACFT CLIMBED TO 100 FT AT 100 MPH. A WITNESS REPORTED THE ACFT WITH THE RIGHT WING HIGH, DRIFTING LEFT, AND THEN SUDDENLY LEVELING THE WINGS AND NOSE DOWN TO GROUND CONTACT. THE CFI SAID HE TOOK OVER AT 85 MPH AS THE ACFT TURNED LEFT, ROLLED BOTH WINGS LEVEL, CLOSED BOTH THROTTLES AND LANDED OFF THE RWY. THE LANDING GEAR WAS COMING UP AT TOUCHDOWN. THE CFI THOUGHT THE LEFT ENGINE MAY HAVE LOADED UP AND NOT RESPONDED DURING THE LAST TAKEOFF.

Brief of Accident (Continued)

File No. - 542

4/28/84

SMYRNA, TN

A/C Reg. No. N1027U

Time (Lc1) - 1630 CST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND(CFI)
3. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND(CFI)
4. DISTANCE - MISJUDGED - PILOT IN COMMAND(CFI)
5. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
6. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND(CFI)

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

7. PROPER ALIGNMENT - NOT MAINTAINED - DUAL STUDENT
8. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
9. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND(CFI)

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 403      1/25/84      CEDAR HILL, TX      A/C Reg. No. N3904N      Time (Lcl) - 0330 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -TEST FLIGHT	Fire NONE	Crew 0	0	0	1
Flight Conducted Under -MAINT. TEST		Pass 0	0	2	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BELL 206L-1	Eng Make/Model - ALLISON 250-C28B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 4150	Engine Type - TURBOSHAFT	
No. of Seats - 7	Rated Power - 435 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CEDAR HILL, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 002 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 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 - PRECAUTIONARY LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 5668
SE LAND	Months Since - 9	Make/Model- 3975
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 341
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 124
		Rotorcraft - 5545

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PURPOSE OF THE FLT WAS TO CHECK FOR OIL LEAKS AFTER MAINTENANCE WAS PERFORMED. SHORTLY AFTER TAKEOFF, AT AN ALT OF 50 TO 100 FT AGL, THE PLT NOTICED A "2 PER REV VIBRATION" AND DECIDED TO LAND IN A FIELD. WHEN APRX 5 FT AGL THE PLT FELT WHAT HE DESCRIBED AS A CG SHIFT AND THE RIGHT SKID CONTACTED THE GROUND. COLLECTIVE WAS THEN LOWERED, HOWEVER, CONTROL OF THE HELICOPTER WAS LOST AND A POLL OVER RESULTED. THE PLT STATED THE VIBRATION WAS NOT SEVERE ENOUGH TO HAVE RESULTED IN THE LOSS OF CONTROL. INVESTIGATION REVEALED THAT BESIDE THE 2 FRONT SEAT OCCUPANTS A 226 LB PASSENGER WAS IN THE RIGHT CENTER (REAR FACING) SEAT. THE PASSENGER STATED HE COULD NOT SEE MUCH FROM THE CENTER SEAT AND JUST PRIOR TO THE SKID CONTACT, HE MOVED TO THE RIGHT REAR (FORWARD FACING) SEAT. THIS WOULD ACCOUNT FOR THE REARWARD CG SHIFT.

Brief of Accident (Continued)

File No. - 403

1/25/84

CEDAR HILL, TX

A/C Reg. No. N3904N

Time (Lc1) - 0330 CST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2.        IMPROPER DECISION, ANXIETY/APPREHENSION - PILOT IN COMMAND
  3. PASSENGER BRIEFING - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3        ROLL 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

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. - 402      1/29/84      HUNTSVILLE, TX      A/C Reg. No. N4186Y      Time (Lcl) - 1830 CST

-----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 91  
Accident Occurred During - TAKEOFF

Fire Crew  
NONE Pass

-----Aircraft Information-----

Make/Model - BELLANCA 7KCAB  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1650  
No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-320-E2B  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
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- 190/009 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

HUNTSVILLE MUNI  
Runway Ident - 18  
Runway Lth/Wid - 5000/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL, ATP  
SE LAND, ME LAND

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total - 4500  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD FLOWN THE ACFT WITH STUDENTS EARLIER IN THE DAY, & IT WAS HIS HABIT TO FLY THE ACFT AROUND THE PATTERN ONCE AT THE END OF THE DAY PRIOR TO SECURING IT IN THE HANGAR. SHORTLY AFTER LIFT-OFF THE ACFT CRASHED ON THE RWY. EVIDENCE FOUND IN THE REAR COCKPIT INDICATED THAT THE ACFT SEAT BELT WAS WRAPPED AROUND THE AFT STICK. THE FRAYING & DAMAGE ON THE SEAT BELT CORRESPONDED TO WHERE THE ADJUSTMENT BUCKLE WOULD HAVE BEEN IF THE BELT WAS WRAPPED ONCE AROUND THE STICK & BUCKLED WITH THE STICK IN THE FULL AFT POSITION.



Brief of Accident (Continued)

File No. - 402

1/29/84

HUNTSVILLE, TX

A/C Reg. No. N4186Y

Time (Lc1) - 1830 CST

---

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  2. REMOVAL OF CONTROL/GUST LOCK(S) - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

3. TERRAIN CONDITION - RUNWAY
- 

-----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. - 401      2/02/84      COLLEGE STATION, TX      A/C Reg. No. N93401      Time (Lcl) - 2024 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      -DESCENT

Fire      NONE  
Crew      1  
Pass      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      - IN PERSON  
Completeness      - FULL  
Basic Weather      - UNK/NR  
Wind Dir/Speed- 290/005 KTS  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - PART OBS  
Lowest Ceiling      - BROKEN  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAN MARCOS, TX

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

EASTERWOOD FLD  
Runway Ident      - 28  
Runway Lth/Wid      - 5160/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 22  
Biennial Flight Review  
Current      - YES  
Months Since      - 22  
Aircraft Type      - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 121      Last 24 Hrs - 0  
Make/Model- 51      Last 30 Days- 0  
Instrument- 1      Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD RECEIVED A TELEPHONE WX BRIEFING AT 1610 & AN IN-PERSON WX BRIEFING AT 1932, ABOUT 45 MIN BEFORE TAKEOFF. THE LOCAL WX DETERIORATED CONSIDERABLY BETWEEN THE LAST BRIEFING & THE TIME OF THE ACCIDENT. THE ACFT DEPARTED AT 2016, & AT 2024 THE ACFT IMPACTED IN A GRAVEL QUARRY IN A 90 DEG NOSE DOWN ATTITUDE. THE ACCIDENT LOCATION WAS ABOUT 800 YDS WNW OF THE COLLEGE STATION VORTAC, 3 MI WEST OF COLLEGE STATION. AN ARRIVING PLT REPORTED THAT HE OBSERVED A SOLID CLOUD/DECK FROM 1 MI EAST OF THE VORTAC EXTENDING WESTWARD WITH GROUND FOG THROUGHOUT THE REST OF THE AREA. THERE WERE NO ENTRIES IN THE PLT'S LOGBOOK FOR THE 90 DAYS PRECEDING THE ACCIDENT. THE INCREASED FOG WAS DUE TO A LOCAL UNFORCAST CONDITION ATTRIBUTED TO "RIVER EFFECT" FROM THE BRAZOS RIVER.

Brief of Accident (Continued)

File No. - 401

2/02/84

COLLEGE STATION, TX

A/C Reg. No. N93401

Time (Lcl) - 2024 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CLIMB

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - OBSCURATION
5. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CLIMB

Finding(s)

7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 411      2/21/84      REFUGIO, TX      A/C Reg. No. N7956J      Time (Lcl) - 1130 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - BELL 47G4A	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 - 3	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	Runway Ident - N/A
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 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 -	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 8744
SE LAND, ME LAND	Months Since - 10	Make/Model- 4935
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 65
		Multi-Eng - 252
		Last 24 Hrs - 1
		Last 30 Days- 11
		Last 90 Days- 36
		Rotorcraft - 8050

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS BEING USED TO HERD CATTLE IN A HEAVILY WOODED/BRUSHY AREA. THE PLT REPORTED HE WAS IN A HOVER MANEUVER AT 50-60 FT AGL WHEN HE HEARD A LOUD SOUND FROM THE REAR OF THE HELICOPTER. IT IMMEDIATELY PITCHED NOSE DOWN & STARTED TO ROTATE TO THE RIGHT. AFTER ABOUT 2 ROTATIONS THE HELICOPTER HIT THE GROUND. PHOTOGRAPHS PROVIDED BY THE PLT SHOW THAT THE TAILBOOM & BOTH L & R STABILIZERS HAD SEPARATED. THEY ALSO SHOW AN IMPACT ON THE T/R DRIVE SHAFT & PITCH CHANGE LINKAGE.

Brief of Accident (Continued)

File No. - 411

2/21/84

REFUGIO, TX

A/C Reg. No. N7956J

Time (Lcl) - 1130 CST

-----  
Occurrence #1            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation       MANEUVERING

Finding(s)

1. UNDETERMINED
  2. MISC ROTORCRAFT, TAIL BOOM - SEPARATION
  3. STABILIZER - SEPARATION
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       MANEUVERING

-----  
Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       MANEUVERING

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 410      3/10/84      HOUSTON, TX      A/C Reg. No. N6081L      Time (Lc1) - 0915 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	ON GROUND	Crew 0	0	1	0
Accident Occurred During	-LANDING		Pass 0	0	2	0

-----Aircraft Information-----

Make/Model	- EAGLE BALLOONS EAGLE C-7	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	- 900	Engine Type	- N/A		
No. of Seats	- UNK/NR	Rated Power	- N/A		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - ACFT RADIO</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 045/010 KTS</p> <p>Visibility - 1.000 SM</p> <p>Lowest Sky/Clouds - 250 FT SCATTERED</p> <p>Lowest Ceiling - 800 FT BROKEN</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
---	---	---

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>NONE</p> <p>FREE BALLOON</p>	<p>Age - UNK/NR</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - UNK/NR</p> <p>Flight Time (Hours)</p> <p>Total - 952</p> <p>Make/Model- 42</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
---	---	--

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE WX AT THE ACCIDENT SITE WAS SCATTERED CLOUDS BETWEEN 150-650 FT AGL WITH A DEFINITE CEILING AT 650 FT (BROKEN). VISIBILITY WAS 1 MI WITH RAPIDLY FORMING FOG LAYER. THE PLT DESCENDED WITH THE INTENTION OF LANDING AS SOON AS POSSIBLE. HE SAW THE POWERLINES & IMMEDIATELY PULLED THE PRESSURE TOP & CONTACTED THE GROUND ABOUT 150 FT FROM THE POWERLINES. HOWEVER, THE BALLOON DRAGGED ABOUT 80 FT & THE PYROMETER WIRE ON TOP OF THE ENVELOPE CONTACTED THE LOWEST POWERLINE. A PATH TO GROUND WAS MADE THROUGH THE PYROMETER CABLE/LINES, UPRIGHT LINES, FUEL TANK & SUPPORT CABLES. THE INSTANTANEOUS CHARGE (TO GROUND) SPLIT THE ENVELOPE DOWN THE PYROMETER WIRE, BLEW CONVERTING PINS OUT OF THE BURNER & UPRIGHT SUPPORTS, & SENT THE HIGH VOLTAGE/CURRENT FLOW INTO THE BASKET.

Brief of Accident (Continued)

File No. - 410

3/10/84

HOUSTON, TX

A/C Reg. No. N6081L

Time (Lcl) - 0915 CST

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - FOG
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
5. OBJECT - WIRE, TRANSMISSION

-----  
----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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 418      3/09/84      MISSING ACFT,UN      A/C Reg. No. N4699W      Time (Lc1) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - UNKNOWN

Aircraft Damage

DESTROYED

Fire  
UNK/NR

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0

-----Aircraft Information-----

Make/Model - ROCKWELL INTL 112TC-A  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2950  
No. of Seats - 4

Eng Make/Model - LYCOMING T0-360-C1A6D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 210 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL

Basic Weather - UNK/NR  
Wind Dir/Speed- UNK/NR  
Visibility - UNK/NR

Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- UNK/NR  
Precipitation - UNK/NR  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MISSOULA, MT  
Destination  
TACOMA, WA

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - VFR  
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)

COMMERCIAL  
SE LAND, ME LAND, SE SEA

Age - 37

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	742	Last 24 Hrs - UNK/NR
Make/Model-	UNK/NR		Last 30 Days- UNK/NR
Instrument-	48		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO DEPARTURE THE PLT WAS CLEARED FOR A "VFR CLIMB ON COURSE VIA VICTOR AIRWAY 2, TO MAINTAIN 10,000." HE WAS ASKED TO REPORT REACHING 10,000 FT. 9-1/2 MIN AFTER DEPARTURE THERE WERE 2 LOUD SCREECHING SQUAKS HEARD ON TOWER FREQ. AN ACFT WAS DISPATCHED & FLEW A DEPARTURE PROFILE UNDER DIFFERENT CLIMB RATES & GROUND SPEEDS. IN ALMOST EVERY CASE, AFTER 9-1/2 MINS HAD ELAPSED, THE ACFT WOULD END UP IN THE VICINITY OF STARK MOUNTAIN, 25 MI NW. THE MOUNTAIN IS ALONG THE PLT'S PROPOSED ROUTE OF FLT. ABOUT 2 HRS AFTER THE ACCIDENT, 2 LOCAL PLTS, IN SEPARATE ACFT, SEARCHED THE AREA OF STARK MOUNTAIN. THEY WERE UNABLE TO FLY IN THE VICINITY OF THE SUMMIT BECAUSE OF TURBULENCE & CLOUD COVER. 5 DAYS AFTER THE ACFT DISAPPEARED AN EARTH SATELLITE PICKED UP 2 WEAK ELT TRANSMISSIONS THAT WERE PLOTTED TO HAVE COME FROM THE VICINITY OF STARK MOUNTAIN. THE ACFT HAS NOT BEEN LOCATED. INJURIES & DAMAGE ARE PRESUMED.



Brief of Accident (Continued)

File No. - 418

3/09/84

MISSING ACFT,UN

A/C Reg. No. N4699W

Time (Lc1) - UNK/NR

-----  
Occurrence            MISSING AIRCRAFT  
Phase of Operation    UNKNOWN

Finding(s)  
1. UNDETERMINED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 439 1/05/84 PROVO,UT

A/C Reg. No. N3037T

Time (Lcl) - 1808 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -APPROACH

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 320C  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5200  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-470-D  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 260 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - UNK/NR

Basic Weather - IMC  
Wind Dir/Speed- CALM

Visibility - .500 SM

Lowest Sky/Clouds - 600 FT

Lowest Ceiling - 600 FT OBSCURED

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

RENO,NV

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - ILS-COMPLETE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PROVO MUNI

Runway Ident - 13

Runway Lth/Wid - 7096/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,ME LAND

Age - 43

Biennial Flight Review

Current - NO

Months Since - 25

Aircraft Type - PA-44

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 586

Make/Model- UNK/NR

Instrument- 73

Multi-Eng - 20

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD BEEN CLEARED FOR AN ILS RWY 13 APCH. A WITNESS, LOCATED JUST NORTH OF THE RWY, SAW AN ACFT PASS OVERHEAD & STATED THAT THE ACFT WAS NOT AN A CORRECT APCH. THE ACFT THEN BEGAN HEADING WEST AS IF TO CIRCLE FOR A 2ND APCH. THE WITNESS ALSO ESTIMATED THAT THE ACFT WAS ABOUT 200 FT AGL. THE ACFT SUBSEQUENTLY CRASHED INTO ICE-COVERED LAKE UTAH 2,725 FT TO THE RIGHT (WEST) OF THE RWY 13 CENTERLINE EXTENDED & 2,850 FT FROM THE APCH END OF RWY 13. THE ACCIDENT SITE WAS INSIDE THE MIDDLE MARKER (MISSED APPROACH POINT.) THERE WAS EVIDENCE THAT THE ACFT IMPACTED IN A LEFT WING LOW, NOSE DOWN ATTITUDE. WX MINS FOR THE APCH WERE 300 FT CEILING & VISIBILITY 4 MI. THE LAST ENTRY IN THE PLT'S LOGBOOK WAS DATED 3/3/83. THERE WERE NO LOGBOOK ENTRIES FOR FLT TIME IN THE CESSNA 320 ACFT. THE ALTIMETER WAS FOUND SET TO 30.24. THE PLT WAS GIVEN AN ALTIMETER SETTING OF 30.34 PRIOR TO THE APCH.

Brief of Accident (Continued)

File No. - 439

1/05/84

PROVO,UT

A/C Reg. No. N3037T

Time (Lc1) - 1808 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - BELOW APPROACH MINIMUMS
5. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
6. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. ALTIMETER SETTING - IMPROPER - PILOT IN COMMAND
8. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
9. DECISION HEIGHT - DISREGARDED - PILOT IN COMMAND
10. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
11. TERRAIN CONDITION - ICY
12. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
13. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,9,10,12

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,8,13

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 503 4/07/84 OGDEN,UT

A/C Reg. No. N2940T

Time (Lc1) - 0809 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAXI

-----Aircraft Information-----

Make/Model - PIPER PA-28-236

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 3000

No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3A5D

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 - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 80.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

UNK/NR

Destination

UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

Airport Proximity

ON AIRPORT

Airport Data

OGDEN MUNICIPAL

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

NONE

Age - 19

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 5	Last 24 Hrs -	131
-------	-----	---------------	-----

Make/Model-	5	Last 30 Days-	130
-------------	---	---------------	-----

Instrument-	0	Last 90 Days-	4
-------------	---	---------------	---

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT GOT OUT OF THE ACFT TO CHECK THE STARTER SOLENOID BY TURNING THE PROPELLER. HE LEFT THE MAGS ON AND THE BRAKES OFF. WHEN THE PROP WAS TURNED THE ACFT STARTED AND COLLIDED WITH A PARKED ACFT.

Brief of Accident (Continued)

File No. - 503

4/07/84

OGDEN,UT

A/C Reg. No. N2940T

Time (Lcl) - 0809 MST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. PROPER ASSISTANCE - NOT ATTAINED - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
6. PARKING BRAKES - NOT USED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 440      4/14/84      SALT LAKE CITY, UT      A/C Reg. No. NONE      Time (Lcl) - 1505 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under - 14 CFR 103	NONE	Pass	0	0	0	0
Accident Occurred During - APPROACH						

-----Aircraft Information-----

Make/Model - AMERICAN ACFT FALCON	Eng Make/Model - ROTEX 277	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 25 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CEDAR VALLEY, UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 500/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - UNK/NR	Total - 5500
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 2
GLIDER	Aircraft Type - UNK/NR	Make/Model- 100
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 10
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

REPORTEDLY, THE PLT MADE AN APCH TO RWY 18, THEN INITIATED A GO-AROUND DUE TO TRAFFIC ON THE RWY. HE REPORTED THAT TRAFFIC TO THE LEFT NECESSITATED A RIGHT PATTERN. THERE WERE POWER LINES LOCATED APRX 500 FT WEST OF THE GRASS STRIP, ABOUT 40 TO 50 FT AGL. WHILE TURNING BASE FROM A DOWNWIND, THE RIGHT WING STRUCK A POWER LINE, THEN THE ULTRALIGHT HIT THE GROUND.

Brief of Accident (Continued)

File No. - 440

4/14/84

SALT LAKE CITY,UT

A/C Reg. No. NONE

Time (Lc1) - 1505 MST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
  2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 438 1/11/84 BASYE,VA

A/C Reg. No. N36791

Time (Lcl) - 1925 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Injuries Serious	Minor	None
Crew	0	1	0	0
Pass	0	3	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32RT-300  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1G5D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
CHARLOTTESVILLE,VA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SKY BRYCE  
Runway Ident - 23  
Runway Lth/Wid - 2240/ 50  
Runway Surface - ASPHALT  
Runway Status - ICE COVERED  
SNOW - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 33  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 936  
Make/Model- 32  
Instrument- 197  
Multi-Eng - UNK/NR  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER THE ACFT LANDED, SLUSH WAS OBSERVED TO HAVE ACCUMULATED UNDER THE WINGS & LOWER AFT FUSELAGE & WAS FREEZING. THE ACFT WAS PARKED WITH THE TAIL FACING THE SUN, BUT NONE OF THE ARPT PERSONNEL NOTICED WHETHER THE SUN HAD MELTED THE ICE. THE PLT INDICATED HE WOULD RETURN BY 1630, BUT WHEN THE ARPT MANAGER WAS PREPARING TO LEAVE AT 1715, THE PLT HAD NOT YET RETURNED. ICE REFROZE ON THE RWY. THE ARPT MANAGER NOTIFIED THE FSS & LEFT A MESSAGE ON THE PHONE ANSWERING MACHINE THAT THE ARPT WAS CLOSED. ALSO, TO DISCOURAGE OPERATION ON THE ICY RWY, HE DID NOT TURN ON THE RWY LIGHTS. THE PLT RETURNED AT 1900 & ELECTED TO MAKE A NIGHT DEPARTURE. HE REPORTED THAT DURING TAKEOFF, THE ACFT LIFTED OFF, BUT WOULD NOT CONTINUE CLIMBING. SHORTLY THEREAFTER, THE ACFT COLLIDED WITH TREES & THE ROOF OF A BUILDING, THEN CRASHED & BURNED. AN EXAM OF THE WRECKAGE REVEALED NO EVIDENCE OF A PREIMPACT MECHANICAL PROBLEM. ANOTHER PLT NOTED A LAYER OF FROST ON THE LEADING EDGE OF HIS ACFT'S WINGS & ELECTED NOT TO FLY. HE BELIEVED THAT THERE WAS FROST ON N36791.



Brief of Accident (Continued)

File No. - 438

1/11/84

BASYE,VA

A/C Reg. No. N36791

Time (Lc1) - 1925 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIGHT CONDITION - NIGHT
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
3. AIRPORT FACILITIES,RUNWAY EDGE LIGHTS - NOT OPERATING
4. NOTAMS - INITIATED - AIRPORT PERSONNEL
5. WING - ICE
6. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. PROPER CLIMB RATE - NOT POSSIBLE -
9. OBJECT - TREE(S)
10. OBJECT - RESIDENCE

-----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) 1,2,3,7,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 539

3/24/84

FOREST, VA

A/C Reg. No. N33423

Time (Lcl) - 1600 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 91  
Accident Occurred During - TAKEOFF

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER J-5A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1450  
No. of Seats - 3

Eng Make/Model - CONTINENTAL A-75-8  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 75 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- 180/009 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC

Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

NEW LONDON

Runway Ident - 16

Runway Lth/Wid - 3164/ 40

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP

SE LAND, ME SEA

Age - 40

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2065

Make/Model- 2

Instrument- 194

Multi-Eng - 1680

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 179

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS TAXIED DIRECTLY TO TAKEOFF AFTER BEING HANDPROPPED TO START. TO THE WITNESS WHO HANDPROPPED THE ACFT IT APPEARED TO CLIMB AT ABOUT A 70 DEGREE ANGLE AFTER TAKEOFF AND STALL BEFORE DIVING NOSE FIRST INTO THE GROUND. ENGINE SOUNDS REMAINED CONSTANT THROUGHOUT THE FLT. THIS WITNESS RAN TO THE ACFT AND NOTICED THE AFT STICK TIED IN THE FULL AFT POSITION BY THE REAR SEAT BELT. THE PLT CONFIRMED THIS CONDITION AND STATED THAT SHE DID AN INCOMPLETE PREFLT, INCLUDING TAKEOFF & CONTROL MOVEMENT CHECKS. SHE SAID SHE DISTRACTED BY ANOTHER TAXIING ACFT AND HURRIED HER DEPARTURE TO AVOID DELAYING THE OTHER ACFT.

Brief of Accident (Continued)

File No. - 539

3/24/84

FOREST,VA

A/C Reg. No. N33423

Time (Lcl) - 1600 EST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLIGHT CONTROL,ELEVATOR - MOVEMENT RESTRICTED
  2. REMOVAL OF CONTROL/GUST LOCK(S) - NOT PERFORMED - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
  4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  5. CHECKLIST - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    TAKEOFF - INITIAL CLIMB

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 414      4/20/84      BEDFORD, VA      A/C Reg. No. N1827Z      Time (Lcl) - 1215 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model      - BEECH C-24R  
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      - ACFT RADIO  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 190/008 KTS  
Visibility      - 25.0 SM  
Lowest Sky/Clouds      - 3500 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ROANOKE, VA  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - STRAIGHT-IN

Airport Proximity  
ON AIRPORT

Airport Data

SMITH MOUNTAIN LAKE  
Runway Ident      - 05  
Runway Lth/Wid      - 3000 -UNK/NR  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 56  
Biennial Flight Review  
Current      - YES  
Months Since      - 9  
Aircraft Type      - C-24R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 230      Last 24 Hrs - UNK/NR  
Make/Model- 13      Last 30 Days- UNK/NR  
Instrument- 0      Last 90 Days- 1  
Multi-eng - 0      Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE STRAIGHT-IN APPROACH WAS HIGH OVER THE TREES ON THE APPROACH END OF THE RWY. THE PLT WAITED UNTIL HE WAS 1/2 WAY DOWN THE 3000 FT RWY TO REDUCE ENG POWER TO IDLE. THE ACFT FLOATED BEFORE DROPPING TO THE RWY & BOUNCING BACK INTO THE AIR. POWER WAS APPLIED & AN ATTEMPT WAS MADE TO ABORT THE LANDING. HOWEVER, THE ACFT BOUNCED AGAIN & PLT CUT THE POWER WHEN HE DECIDED THAT THE ACFT WOULD NOT CLEAR THE TREES BEYOND THE END OF THE RWY. HE MANAGED TO STEER THE ACFT DOWN A FIRE BREAK BUT THE RIGHT WING HIT A TREE & THE NOSE LANDING GEAR COLLAPSED. THE ACFT TRAVELED 510 FT PAST THE END OF THE RWY.

Brief of Accident (Continued)

File No. - 414

4/20/84

BEDFORD,VA

A/C Reg. No. N1827Z

Time (Lc1) - 1215 EST

Occurrence #1            OVERRUN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. THROTTLE/POWER CONTROL - DELAYED - PILOT IN COMMAND

Occurrence #2            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. ABORTED LANDING - DELAYED - PILOT IN COMMAND
7. GO-AROUND - DELAYED - PILOT IN COMMAND
8. OBJECT - TREE(S)

Occurrence #3            NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

9. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 404      4/28/84      LOUISA, VA      A/C Reg. No. N52790      Time (Lcl) - 1520 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	1
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- CESSNA 182P	Eng Make/Model	- CONTINENTAL O-470-R-25A	ELT Installed/Activated	- YES/NO
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-----

<p>Weather Data</p> <p>Wx Briefing      - NO RECORD OF BRIEFING</p> <p>Method            - N/A</p> <p>Completeness    - N/A</p> <p>Basic Weather    - VMC</p> <p>Wind Dir/Speed- 170/004 KTS</p> <p>Visibility        - 15.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT THIN BKN</p> <p>Lowest Ceiling    - 10000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation     - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">CULPEPER, VA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance   - NONE</p> <p>Type Apch/Lndg      - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">LOUISA AIRPARK</p> <p>Runway Ident       - UNK/NR</p> <p>Runway Lth/Wid    - 2000/ 60</p> <p>Runway Surface    - GRASS/TURF</p> <p>Runway Status      - DRY</p>
---	--	---

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 63</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 23</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 704</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model-</td> <td>704</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>0</td> <td>Last 90 Days-</td> <td>23</td> </tr> <tr> <td>Multi-eng -</td> <td>0</td> <td>Rotorcraft -</td> <td>0</td> </tr> </table>	Total	- 704	Last 24 Hrs	- 1	Make/Model-	704	Last 30 Days-	UNK/NR	Instrument-	0	Last 90 Days-	23	Multi-eng -	0	Rotorcraft -	0
Total	- 704	Last 24 Hrs	- 1															
Make/Model-	704	Last 30 Days-	UNK/NR															
Instrument-	0	Last 90 Days-	23															
Multi-eng -	0	Rotorcraft -	0															

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE GRASS & RIDGES ON THE STRIP HELD THE ACFT'S SPEED DOWN MORE THAN EXPECTED DURING THE TAKEOFF ROLL, SO THE PLT DECIDED TO ABORT. THE PLT LATER STATED THAT HE COULD HAVE MADE IT SAFELY, BUT HIS "INSTINCT" WAS STRONGER SO HE DECIDED TO ABORT THE TAKEOFF. THE ACFT ROLLED OFF THE END OF THE RWY INTO A BRIER PATCH. THE GRASS ON THE STRIP WAS ABOUT 4 INCHES HIGH & THERE WERE SMALL RIDGES DOWN THE CENTER OF THE STRIP.

Brief of Accident (Continued)

File No. - 404

4/28/84

LOUISA, VA

A/C Reg. No. N52790

Time (Lc1) - 1520 EST

---

Occurrence ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
  2. ABORTED TAKEOFF - 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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 544 6/01/84 TROY,VA

A/C Reg. No. N20BS

Time (Lc1) - 0915 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - MAULE M-2  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - FRANKLIN 220  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 220 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
TROY,VA  
Destination  
CHARLOTTESVILLE,VA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

SNOW HILL  
Runway Ident - 03  
Runway Lth/Wid - 1600/ 100  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND

Age - 42  
Biennial Flight Review  
Current - YES  
Months Since - 26  
Aircraft Type - PA-80

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 3834  
Make/Model- 1150  
Instrument- 229  
Multi-Eng - 27  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LOST POWER DURING TAKEOFF CLIMB AND CRASHED ON THE ARPT DURING A FORCED LANDING. EXAMINATION OF THE ACFT AFTER THE ACCIDENT REVEALED THAT THE RIGHT FUEL TANK VENT WAS CLOGGED ABOUT 4 INCHES INTO THE VENT BY A MUD DAUBER NEST RESTRICTING FUEL FLOW TO THE ENGINE.



Brief of Accident (Continued)

File No. - 544

6/01/84

TROY, VA

A/C Reg. No. N20BS

Time (Lc1) - 0915 EDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, VENT - BLOCKED(TOTAL)
  2. FLUID, FUEL - STARVATION
- 

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)

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. - 508      1/21/84      RENTON, WA      A/C Reg. No. N560B      Time (Lcl) - 1410 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	SUBSTANTIAL		Serious	Minor	None
Type of Operation - DEMO	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 - BEECH A35	Eng Make/Model - CONTINENTAL 225-8	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 140/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 1000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
FOREIGN	Current - UNK/NR	Total - UNK/NR
NONE	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED DURING A FORCED LANDING AFTER THE ENGINE QUIT AFTER TAKEOFF. THE PLT SAID HE NOTICED THE OIL PRESSURE DROP TO ZERO A FEW MINUTES AFTER TAKEOFF AND WAS TURNING BACK TO THE ARPT WHEN THE ENGINE QUIT. HE DID NOT LOWER THE LANDING GEAR SINCE THE ACFT WAS OVER WATER. TOUCHDOWN WAS MADE ABOUT 30 FT FROM THE WATERS EDGE IN AN OPEN FIELD. DURING POST ACCIDENT INVESTIGATION THE JOURNAL FOR THE #2 CYLINDER WAS FOUND TO HAVE FAILED. THIS CAUSED THE CONNECTING ROD TO STRIKE THE CRANKCASE CREATING A HOLE THROUGH WHICH THE ENGINE OIL ESCAPED. THE #2 CYLINDER JOURNAL WAS FOUND TO BE BURNT WHERE THE BEARING FAILED. THE PLT DID NOT FILE AN ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 508

1/21/84

RENTON, WA

A/C Reg. No. N560B

Time (Lc1) - 1410 PST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s).

1. ENGINE ASSEMBLY, BEARING - FAILURE, TOTAL
  2. FLUID, OIL - STARVATION
- 

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. - 489      3/17/84      BATTLEGROUND,WA      A/C Reg. No. N3347P      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      -FERRY  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      Crew      Fatal  
NONE      Pass      0

-----Aircraft Information-----

Make/Model      - PIPER PA 23-1300  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 1  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320 BIA  
Number Engines      - 2  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 160 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 200/013 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - 4400 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BATTLEGROUND,WA  
Destination  
VANCOUVER,WA

Airport Proximity  
ON AIRSTRIP

Airport Data

GOHEEN AIRPORT  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - 2800 -UNK/NR  
Runway Surface      - GRASS/TURF  
Runway Status      - WET

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 47  
Biennial Flight Review  
Current      - YES  
Months Since      - 15  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 2700      Last 24 Hrs - UNK/NR  
Make/Model- 365      Last 30 Days- UNK/NR  
Instrument- 25      Last 90 Days- 10  
Multi-Eng - 400

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD BEEN PARKED ON THE GROUND FOR 2 YRS. PRIOR TO THE FLT, IT HAD BEEN RUN-UP SEVERAL TIMES. THERE WAS ABOUT 20 GAL OF FUEL IN EACH TANK. THE PLT CHECKED THE FUEL BEFORE TAKEOFF & SOME WATER WAS FOUND. HE DRAINED THE FUEL UNTIL NO WATER WAS FOUND. THE PLT ELECTED TO FERRY THE ACFT TO ANOTHER ARPT FOR AN ANNUAL INSPECTION, WHICH WAS OVERDUE. HE TOOK OFF WITHOUT OBTAINING A FERRY PERMIT. DURING THE TAKEOFF (FROM RWY 15), THE LEFT ENG BEGAN A POPPING NOISE, THEN QUIT RUNNING. THE PLT FEATHERED THE LEFT PROP & CIRCLED TO LAND. HE "GOT TO CLOSE TO THE RWY TO LAND ON 15 AGAIN & CONTINUED AROUND FOR 33." HOWEVER, THE RIGHT ENG BEGAN LOSING POWER. THE PLT MANEUVER TO AVOID TREES & LANDED WHEELS-UP IN A FIELD BESIDE THE ARPT. THE RIGHT ENG QUIT RUNNING JUST BEFORE HE LANDED. WATER WAS FOUND IN ALL 4 FUEL TANKS.

Brief of Accident (Continued)

File No. - 489

3/17/84

BATTLEGROUND,WA

A/C Reg. No. N3347P

Time (Lc1) - 1400 PST

Occurrence #1      LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. MAINTENANCE,ANNUAL INSPECTION - EXCEEDED -
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. FLUID,FUEL - WATER
5. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND

Occurrence #2      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH

Finding(s)

6. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
7. FLUID,FUEL - WATER
8. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE

Occurrence #3      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

9. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
10. MANEUVER - PERFORMED - PILOT IN COMMAND
11. 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) 2,4,7

Factor(s) relating to this accident is/are finding(s) 9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 455      4/02/84      ALDERWOOD MANOR, WA      A/C Reg. No. N6665L      Time (Lcl) - 1835 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	0
Accident Occurred During	-LANDING	Pass	0	0	0	0
		NONE				

-----Aircraft Information-----

Make/Model	- LAKE LA-4	Eng Make/Model	- LYCOMING O-360-A1A	ELT Installed/Activated	- YES/NO
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	ALDERWOOD, WA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	MARTHA LAKE	
Wind Dir/Speed	- CALM		Runway Ident	- 34
Visibility	- 20.0 SM	ATC/Airspace	Runway Lth/Wid	- 1700/ 40
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- UNK/NR
SE LAND	Months Since - 18	Make/Model	- 29
	Aircraft Type - UNK/NR	Instrument	- 15
		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-----

ACCORDING TO A WITNESS, HE OBSERVED THE ACFT FROM TAXI TO TAKEOFF, THEN FROM BASE THROUGHOUT THE LANDING. HE OBSERVED THE ACFT WITH THE GEAR DOWN ON BASE LEG & SAID THE PLT FLEW A LOW & SHORT FINAL APCH. HE STATED THE PLT CUT POWER SHORT OF THE RWY & THE ACFT DROPPED IN FROM ABOUT 20 FT AGL. AFTER LANDING, THE ACFT VEERED LEFT & STOPPED FACING 180 DEG FROM THE DIRECTION OF LANDING WITH THE RIGHT MAIN GEAR COLLAPSED. ACCORDING TO THE PLT, A HYDRAULIC FITTING FAILED & ALL FLUID DRAINED IN FLT.

Brief of Accident (Continued)

File No. - 455

4/02/84

ALDERWOOD MANOR, WA

A/C Reg. No. N6665L

Time (Lc1) - 1835 PST

---

Occurrence            HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 415      4/19/84      SEATTLE, WA      A/C Reg. No. N91381      Time (Lcl) - 1256 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	Pass	0	0	0	1
Accident Occurred During -LANDING	NONE				

-----Aircraft Information-----

Make/Model - CESSNA 180H	Eng Make/Model - CONTINENTAL O-470 SERIES	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BELLINGHAM, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BOEING FIELD
Wind Dir/Speed- 200/005 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3710/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 6161
SE LAND, ME LAND	Months Since - 16	Make/Model- 19
	Aircraft Type - UNK/NR	Instrument- 539
		Multi-Eng - 1156
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 67

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING THE LANDING ROLL. THE PLT REPORTED HE USED EXCESSIVE BRAKING.



Brief of Accident (Continued)

File No. - 415

4/19/84

SEATTLE,WA

A/C Reg. No. N91381

Time (Lc1) - 1256 PST

---

Occurrence            NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - 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) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 421      5/15/84      BELLINGHAM,WA      A/C Reg. No. N7999V      Time (Lcl) - 1600 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model    - CESSNA 180H  
Landing Gear   - TAILWHEEL-ALL FIXED  
Max Gross Wt   - 2800  
No. of Seats   - 4

Eng Make/Model - CONTINENTAL O-470R  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 230 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing    - FSS  
Method          - TELEPHONE  
Completeness   - FULL

Basic Weather   - VMC

Wind Dir/Speed - 290/010 KTS

Visibility      - 15.0    SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling   - NONE

Obstructions to Vision- NONE

Precipitation    - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SNOHOMISH,WA

Destination

BELLINGHAM,WA

Airport Proximity

ON AIRPORT

Airport Data

BILLINGHAM INTERNATIONAL

Runway Ident    - 34

Runway Lth/Wid - 5000/ 150

Runway Surface - ASPHALT

Runway Status   - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance   - NONE

Type Apch/Lndg    - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 35

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	255	Last 24 Hrs -	3
-------	---	-----	---------------	---

Make/Model-	85	Last 30 Days-	UNK/NR
-------------	----	---------------	--------

Instrument-	55	Last 90 Days-	109
-------------	----	---------------	-----

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL WITH A CROSS-WIND, DIRECTIONAL CONTROL WAS LOST & THE ACFT GROUND-LOOPED TO THE LEFT COLLAPSING THE RIGHT MAIN LANDING.

Brief of Accident (Continued)

File No. - 421

5/15/84

BELLINGHAM, WA

A/C Reg. No. N7999V

Time (Lcl) - 1600 PDT

-----  
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. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2            MAIN GEAR COLLAPSED  
Phase of Operation       LANDING - ROLL

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 536      5/28/84      KENMORE,WA      A/C Reg. No. N765VC      Time (Lcl) - 1800 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA U-206-GII	Eng Make/Model - CONTINENTAL TSTO-520-M	ELT Installed/Activated - YES-UNK/NR
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FRIDAY HARBOR,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KENMORE,WA	Runway Ident - N/A
Wind Dir/Speed- 320/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - WATER - CHOPPY
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1004
SE SEA	Months Since - 23	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 79
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 9
		Rotorcraft - 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS ATTEMPTING A LANDING, WITH A LEFT QUARTERING CROSSWIND, IN WATER MADE ROUGH BY HEAVY BOAT ACTIVITY. THE LEFT FLOAT DUG INTO THE WATER AND THE ACFT SANK INTO FOUR FEET OF WATER.

Brief of Accident (Continued)

File No. - 536

5/28/84

KENMORE,WA

A/C Reg. No. N765VC

Time (Lc1) - 1800 PDT

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TAILWIND
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. WEATHER CONDITION - CROSSWIND
  4. TERRAIN CONDITION - WATER,ROUGH
  5. 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) 5

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. - 502      6/18/84      WENATCHEE, WA      A/C Reg. No. NONE      Time (Lc1) - 1800 PDT

-----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 103	NONE	Pass	1	0	0
Accident Occurred During -DESCENT			0	0	0

-----Aircraft Information-----

Make/Model - SORREL SNS-8	Eng Make/Model - ROTAX GMBH-277	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 28 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	FANCHER
Wind Dir/Speed- 280/008 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3350/ 50
Lowest Sky/Clouds - 6000 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 - 58	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 60
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 10
		Last 30 Days- 8
		Instrument- 0
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT DOVE INTO THE GROUND FROM 200 FT AGL WITH FULL POWER ON. THE PLT HAD COMPLAINED OF CHEST PAINS AND WAS UNDER MEDICATION FOR DYSPEPSIA. SOME OF THE MEDICINE WAS FOUND IN THE OPERATORS AUTO. NO EVIDENCE OF PRE-IMPACT MALFUNCTION OF ACFT OR PLT IMPAIRMENT WAS FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 502

6/18/84

WENATCHEE, WA

A/C Reg. No. NONE

Time (Lc1) - 1800 PDT

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH

Finding(s)  
1. UNDETERMINED

-----  
Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 585      5/27/84      LYONS,WI

A/C Reg. No. N34WA

Time (Lcl) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -APPROACH

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model    - WAGNER CUBY WAG-A-BOND  
Landing Gear   - TAILWHEEL-ALL FIXED  
Max Gross Wt   - UNK/NR  
No. of Seats   - 2

Eng Make/Model - LYCOMING O-290-D2  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - UNK/NR

ELT Installed/Activated - NO -N/A  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing        - UNK/NR  
Method            - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 090/014 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  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
ON AIRSTRIP

Airport Data

WAG-AERO  
Runway Ident       - 09  
Runway Lth/Wid    - 2100/ 80  
Runway Surface    - GRASS/TURF  
Runway Status     - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND

Age - 30  
Biennial Flight Review  
Current            - YES  
Months Since      - 13  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 715  
Make/Model-        18  
Instrument-        30  
Multi-Eng -        35  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT NOTICED "...A LITTLE POWER LOSS..." AFTER TAKEOFF AT ABOUT 550 AGL. HE TURNED DOWNWIND & FLEW A NORMAL TRAFFIC PATTERN, BUT AT A LOWER ALTITUDE. THE ACFT STALLED DURING THE BASE TURN. THE PLT STATED THAT THE LOSS OF POWER WAS DUE TO THE MIXTURE CONTROL SLOWLY CREEPING OUT.



Brief of Accident (Continued)

File No. - 585

5/27/84

LYONS, WI

A/C Reg. No. N34WA

Time (Lcl) - 1300 CDT

-----  
Occurrence #1        LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)

1. MIXTURE CONTROL - LOOSE
  2. MIXTURE - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation   MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation   APPROACH - VFR PATTERN - BASE TURN

Finding(s)

3. AIRSPEED - NOT MAINTAINED -
  4. STALL/MUSH
- 

----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. - 586      6/03/84      PORT WASHINGTON, WI      A/C Reg. No. N2665L      Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	0
Accident Occurred During	-TAKEOFF	NONE	Pass 0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 172H	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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/007 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination GREEN BAY, WI</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 ON AIRSTRIP</p> <p>Airport Data</p> <p>FLYING S RANCH</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 1900/ 120</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
---	--	---

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 697
SE LAND, ME LAND	Months Since - 21	Make/Model- 190
	Aircraft Type - UNK/NR	Instrument- 56
		Multi-Eng - 88
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT AFTER TAKEOFF FROM A SOD FIELD COVERED WITH TALL GRASS, THE ACFT DRIFTED TO THE RIGHT OF THE RWY. WHILE BRINGING THE ACFT BACK TO THE CENTER OF THE RWY, THE ACFT STALLED. THE NOSE GEAR HIT THE GROUND & COLLAPSED, THE LEFT WING HIT A FENCE & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 586

6/03/84

PORT WASHINGTON, WI

A/C Reg. No. N2665L

Time (Lc1) - 1130 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
2. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF

Occurrence #3      NOSE GEAR COLLAPSED  
Phase of Operation      OTHER

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      OTHER

Finding(s)

5. OBJECT - FENCE

Occurrence #5      NOSE OVER  
Phase of Operation      OTHER

-----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. - 412      1/18/84      BECKLEY, WV      A/C Reg. No. N8461H      Time (Lcl) - 0958 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
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      - PIPER PA-34-220T  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4570  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL TSOP-360-KB1A      ELT Installed/Activated      - YES/NO  
Number Engines      - 2      Stall Warning System      - YES  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 220 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL

Basic Weather      - IMC  
Wind Dir/Speed-      140/007 KTS  
Visibility      - 1.500 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 400 FT OBSCURED  
Obstructions to Vision-      FOG  
Precipitation      - SNOW  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
JAMESTOWN, NY

ATC/Airspace

Type of Flight Plan      - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

RALEIGH COUNTY  
Runway Ident      - 10  
Runway Lth/Wid      - 5000/ 100  
Runway Surface      - ASPHALT  
Runway Status      - SNOW - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age      - 52  
Biennial Flight Review  
Current      - YES  
Months Since      - 12  
Aircraft Type      - PA34220

Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 752      Last 24 Hrs      - 1  
Make/Model-      257      Last 30 Days-      UNK/NR  
Instrument-      88      Last 90 Days-      72  
Multi-Eng      - 257

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

DURING THE TAKEOFF ROLL THE ACFT TRAVELED ABOUT 2400 FT BEFORE STARTING A DRIFT TO THE LEFT. IT COVERED ANOTHER 425 FT PRIOR TO COLLIDING WITH A SNOW BANK SHEARING OFF THE NOSE GEAR & COLLAPSING BOTH MAIN LANDING GEAR. THE RWY WAS COVERED WITH ABOUT 4 INCHES OF WET SNOW.

Brief of Accident (Continued)

File No. - 412

1/18/84

BECKLEY,WV

A/C Reg. No. N8461H

Time (Lc1) - 0958 EST

-----  
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 - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

4. 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) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 582      2/25/84      BLUEFIELD,WV      A/C Reg. No. N2160P      Time (Lcl) - 1232 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER PA-23	Eng Make/Model - LYCOMING O-320-A2B/A3B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 3500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CHARLOTTESVILLE,VA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	NASHVILLE,TN	MERCER CO.
Wind Dir/Speed- 270/008 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 3.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4742/ 100
Lowest Sky/Clouds - 1400 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 1400 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - WET
Obstructions to Vision- UNK/NR		
Precipitation - SNOW		
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)
COMMERCIAL	Current - YES	Total - 468
SE LAND,ME LAND	Months Since - 12	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-23	Make/Model- 74
		Last 30 Days- UNK/NR
		Instrument- 85
		Last 90 Days- 10
		Multi-Eng - 204

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING ON AN IFR FLT AT 10,000 FT, THE PLT INFORMED ATLANTA CENTER THAT HE HAD AN ENG PROBLEM & WAS DECLARING AN EMERGENCY. HE WAS PROVIDED A HEADING TO THE BLUEFIELD ARPT WHICH WAS NEARBY. WHEN ASKED ABOUT THE PROBLEM, HE SAID THE LEFT ENG WAS PROVIDING ONLY PARTIAL POWER. SHORTLY THEREAFTER, THE PASSENGER (HIS WIFE) SAW A BREAK IN THE CLOUDS & THE PLT SAID HE WOULD CIRCLE & TRY TO GET DOWN. HE WAS INFORMED THAT THE HIGHEST OBSTACLE IN THE AREA WAS AT 3800 FT. HE REPORTED GOOD GROUND CONTACT, BUT SAID HE STILL COULD NOT SEE THE ARPT. RADAR CONTACT WAS LOST AT LOW ALT, BUT THE PLT FLEW TO THE BLUEFIELD VOR, ABOUT 1/2 MI FROM THE ARPT. HE THEN ENTERED A TURN AWAY FROM THE ARPT, & SHORTLY AFTER THAT, THE ACFT COLLIDED WITH TREES ON HILLY TERRAIN. THE SURFACE TEMP WAS 30 DEG. ICY SLUSH WAS FOUND IN THE LEFT GASCOLATOR. THE FUEL SELECTORS WERE FOUND IN THE "AUX" POSITIONS. NO PREIMPACT MECHANICAL MALFUNCTION OR FAILURE WAS FOUND. THE BLADES OF THE LEFT PROP WERE FOUND IN A FLAT ANGLE (NOT FEATHERED) & BENT AFT WITH LITTLE ROTATIONAL DAMAGE.

Brief of Accident (Continued)

File No. - 582

2/25/84 BLUEFIELD, WV

A/C Reg. No. N2160P

Time (Lc1) - 1232 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation CRUISE

Finding(s)

1. FLUID, FUEL - WATER
2. WEATHER CONDITION - TEMPERATURE EXTREMES
3. FUEL SYSTEM - ICE

Occurrence #2 FORCED LANDING  
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. WEATHER CONDITION - CLOUDS
7. WEATHER CONDITION - LOW CEILING
8. WEATHER CONDITION - SNOW
9. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
10. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
11. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

12. TERRAIN CONDITION - MOUNTAINOUS/HILLY
13. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7,8,11,12,13

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 407      3/19/84      RIVERTON, WY      A/C Reg. No. N4378M      Time (Lcl) - 1315 MST

-----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	Pass	0	0	0	0
Accident Occurred During	-APPROACH					

-----Aircraft Information-----

Make/Model	- PIPER PA-12-115	Eng Make/Model	- LYCOMING O-235-C	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
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- 100/010 KTS</p> <p>Visibility - 100.0 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>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">RIVERTON REGIONAL</p> <p>Runway Ident - 10</p> <p>Runway Lth/Wid - 8200/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	---	---

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">ATP</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - UNK/NR</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 7230</td> <td>Last 24 Hrs - 6</td> </tr> <tr> <td>Make/Model- 50</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 560</td> <td>Last 90 Days- 165</td> </tr> <tr> <td>Multi-Eng - 3712</td> <td></td> </tr> </table>	Total - 7230	Last 24 Hrs - 6	Make/Model- 50	Last 30 Days- UNK/NR	Instrument- 560	Last 90 Days- 165	Multi-Eng - 3712	
Total - 7230	Last 24 Hrs - 6									
Make/Model- 50	Last 30 Days- UNK/NR									
Instrument- 560	Last 90 Days- 165									
Multi-Eng - 3712										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT A CONVAIR 580 HAD LANDED BEFORE HIM. THE PLT FLEW A NORMAL GLIDE SLOPE & PLANNED TO LAND ON THE APPROACH END OF THE RWY. ON SHORT FINAL AT 50 FT AGL, THE ACFT SUDDENLY BANKED "OVER 90 DEGREES" TO THE LEFT OUT OF CONTROL. THE ACFT THEN HIT THE GROUND 50 YDS SHORT OF THE RWY IN A LEFT WING LOW ATTITUDE.



Brief of Accident (Continued)

File No. - 407

3/19/84

RIVERTON,WY

A/C Reg. No. N4378M

Time (Lc1) - 1315 MST

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 UNDERSHOOT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #4 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. - 514      4/20/84      JACKSON, WY      A/C Reg. No. N2577M      Time (Lcl) - 1346 MST

-----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	2
Accident Occurred During	-TAKEOFF		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-12	Eng Make/Model	- LYCOMING O-320	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	- 2	Rated Power	- 150 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/031 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 6000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination BOISE, ID</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data JACKSON</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 6300/ 150</p> <p>Runway Surface - DIRT</p> <p>Runway Status - SNOW - CRUSTED</p>
--	---	---

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 89	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- 14	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 47

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING TAKEOFF FROM JACKSON AIRPORT. INVESTIGATION REVEALED THAT THE PLT AND CFI WERE IN THE PROCESS OF FERRYING THE ACFT TO WASHINGTON STATE. THE PLT STATED THAT DURING TAXI THE AIRPORT UNICOM REPORTED THE WIND TO BE FROM THE NORTHEAST AT 18 TO 20 KTS. AFTER THE ACCIDENT, THE PLT STATED HE TALKED TO A GENTLEMEN THAT WAS LOOKING AT THE UNICOM WIND INDICATOR WHEN THE TAKEOFF WAS IN PROCESS AND THE GENTLEMEN TOLD HIM THE WIND INDICATOR SHOWED THE WIND TO BE FROM 090 DEGREES AT 31 KTS.

Brief of Accident (Continued)

File No. - 514

4/20/84

JACKSON, WY

A/C Reg. No. N2577M

Time (Lc1) - 1346 MST

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  4. WEATHER CONDITION - CROSSWIND
  5. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
  6. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
  7. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

8. STALL - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #3            NOSE OVER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,4







EMBRY-RIDDLE AERO U. DAYTONA BEACH



3 1745 00065 7125

NTSB-AAB-85-22

Brief Format  
U.S. Civil and Foreign Aviation  
Issue Number 3 of 1984 Accidents

**U.S. DEPARTMENT OF COMMERCE**  
**National Technical Information Service**  
Springfield, Va 22161

OFFICIAL BUSINESS  
Penalty for Private Use, \$300

AN EQUAL OPPORTUNITY EMPLOYER

POSTAGE AND FEES PAID  
U.S. DEPARTMENT OF COMMERCE  
COM-211

SPECIAL FOURTH-CLASS RATE  
BOOK

