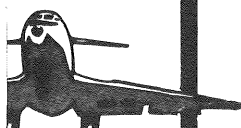


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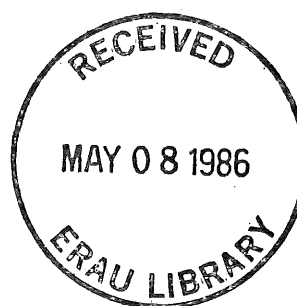


NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

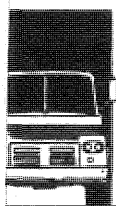
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 4 OF 1984 ACCIDENTS



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TECHNICAL REPORT DOCUMENTATION PAGE

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12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594		13. Type of Report and Period Covered Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1984 in Brief Format	
		14. Sponsoring Agency Code	
15. Supplementary Notes			
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1984. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. File Numbers: 0601 through 0800			
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather		18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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FOREWORD

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

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

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 4

CALENDAR YEAR 1984

File Order Listing - Issue No. 4, 1984

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
601	4164Z	062484	FLATHORN LAKE, AK	PIPER	PA-18	SERIOUS	34
602	2001K	052784	MIDDLEBOURNE, WV	TAYLORCRAFT	F-19	SERIOUS	396
604	4858M	041484	CLEWISTON, FL	CESSNA	152	NONE	214
605	7059P	042684	VALDOSTA, FL	PIPER	PA-24-180	NONE	224
606	731SW	050784	SHEDD, OR	CESSNA	188B	NONE	346
607	90769	013084	OGDEN, UT	BELL	47G-3B-1	NONE	376
608	34PB	021784	MIAMI, FL	DOUGLAS	DC-3	NONE	192
609	733GY	051384	NASHVILLE, TN	CESSNA	172N	FATAL	374
610	8522V	041384	MONETTE, AR	ROCKWELL INT	S-2R	NONE	52
611	23882	031184	SONOMA, CA	PIPER	PA-38-112	NONE	112
612	9254U	033084	HAPPY CAMP, CA	CESSNA	150M	MINOR	114
613	9509F	020884	LAS VEGAS, NV	HUGHES	269B	MINOR	316
614	5717H	041584	GLENDALE, AZ	RAVEN	S-55A-707	SERIOUS	68
615	761PF	032984	MARATHON, FL	CESSNA	210M	NONE	208
616	42273	041384	MCKINLEYVILLE, CA	STURGES	BD-5B	FATAL	120
617	4197Q	031384	TAMPA, FL	CESSNA	310N	NONE	200
618	5261D	040184	REEDSVILLE, PA	CESSNA	172	NONE	358
619	6076K	030284	CRAWFORDSVILLE, IN	CESSNA	150	NONE	262
620	4638	070184	WYNDMERE, ND	GRUMMAN	G-164A	NONE	300
621	7350U	031284	CROOKED CREEK, AK	CESSNA	207A	MINOR	10
622	3253P	022784	DEMING, NM	PIPER	PA-23-160	SERIOUS	308
623	44017	062684	ALBUQUERQUE, NM	PIPER	PA-28-180	NONE	314
624	4017T	051284	PUT-IN-BAY, OH	BEECH	23	NONE	332
625	3838D	052484	SAN JUAN, PR	CESSNA	182	NONE	366
626	4611V	052684	MOUNTAIN HOME, ID	VARGA KACHIN	2150-A	MINOR	258

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
627	6677Q	052284	SILVER CREEK, NE	GRUMMAN	G-164B	NONE	302
628	1355K	050584	KANSAS CITY, KS	SONERIA	II	NONE	270
629	9543K	051384	CARSON CITY, NV	STINSON	108-2	NONE	322
630	12T	031984	KEY WEST, FL	CESSNA	310C	SERIOUS	204
631	46910	052284	JACKSONVILLE, AL	CESSNA	152	MINOR	48
632	9471F	052084	TOULON, IL	HUGHES	269B	NONE	260
633	39677	031284	SANIBEL ISLAND, FL	PIPER	PA-28-235	FATAL	198
634	74431	061784	COALINGA, CA	BELLANCA	14-13	NONE	168
635	50308	020684	LEONARDTOWN, MD	CESSNA	150H	NONE	278
636	10194	010484	WATSONVILLE, CA	BELL	47G-2	NONE	78
637	3065U	033184	GRAYSON, KY	CESSNA	172 E	SERIOUS	272
638	2223S	012584	BEND, OR	CESSNA	T210L	NONE	338
639	4897	042884	HERMISTON, OR	GRUMMAN	G-164A	NONE	344
640	62377	031284	FOREST GROVE, OR	HILLER	UH-12E	NONE	340
641	4027K	010584	MAPLETON, OR	HILLER	UH-12E	MINOR	336
642	738SN	021884	DAYTONA BEACH, FL	CESSNA	172	NONE	194
643	19FH	031584	LAKELAND, FL	SOUTHERN	COMFORT	SERIOUS	202
644	9718D	050784	WEST COVINA, CA	PIPER	PA-22	NONE	136
645	NONE	010884	LAWRENCEVILLE, GA	PTERODACTYL	ASCENDER I	FATAL	246
646	NONE	030484	LIBBY, MT	EIPPER	QUICKSILVE	FATAL	294
647	3154A	031284	SANFORD, FL	GROSS	BENSON B-8	FATAL	196
648	2868D	030284	LEWISTON, ID	PIPER	PA-28-181	FATAL	252
649	628AS	011884	CASPER, WY	CESSNA	310Q	NONE	398
650	77777	031684	ONEONTA, NY	LOCKHEED	18-56	FATAL	326
651	52697	021584	SALEM, OH	CESSNA	177RG	FATAL	330

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
652	2645X	010484	REDDING, CA	CESSNA	P206	FATAL	80
654	9218P	042284	QUINCY, CA	PIPER	PA-24-260	NONE	126
655	66597	050584	SAN MIGUEL IS, CA	CESSNA	180K	NONE	132
656	5597P	050584	VISALIA, CA	PIPER	PA-24-250	NONE	134
657	589H	051084	HAYWARD, CA	ENSTROM	F-28C	NONE	138
658	11HG	051784	LANCASTER, CA	GINN	THORP T-18	MINOR	142
659	82009	052084	SAN JOSE, CA	PIPER	PA-32-301	NONE	148
660	4850C	061184	CALIFORNIA CITY, CA	CESSNA	T210	NONE	164
661	6665X	031984	WEBB CITY, MO	BEECH	B36	FATAL	284
662	5736K	062784	LOIZA, PR	BELL	206L-1	SERIOUS	368
663	738JA	042184	DAYTONA BEACH, FL	CESSNA	TR182	NONE	216
664	1201W	060784	JUPITER, FL	BELL	47G-5	NONE	236
665	620AC	032684	MINERAL SPRINGS, FL	CESSNA	402C	FATAL	206
666	9764B	051984	TRUCKEE, CA	CESSNA	180A	NONE	146
667	1400X	061484	KET LARGO, FL	LAKE	250	NONE	238
668	8491K	061184	HARRISBURG, AR	SCHWIEZER	G-164B	NONE	56
669	617R	032384	BORINQUEN, PR	PIPER	PA-28-180	MINOR	364
670	92ER	041384	DELAND, FL	CESSNA	172P	NONE	212
670	78ER	041384	DELAND, FL	CESSNA	172P	NONE	210
671	37967	042284	PAHOKEE, FL	PIPER	J3C-65	NONE	218
672	1931H	042484	VENICE, FL	PIPER	PA-32R-300	MINOR	222
673	44NC	033184	MISSING ACFT, MS	CESSNA	402B	FATAL	290
674	300SF	012584	LAKE CASITAS, CA	BEECH	60	MINOR	88
675	2492P	012084	MENDOTA, CA	PIPER	PA-38-112	SERIOUS	82
676	3738H	021084	BUTLER, PA	BALLOON WORK	FIRE FLY 6	NONE	356

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677	8817F	040784	DANBURY, CT	HUGHES	269A	NONE	188
678	5171B	042884	LACONIA, NH	CESSNA	152	NONE	304
679	3977Q	041584	MAYVILLE, NY	CESSNA	172L	MINOR	328
680	18871	040184	SIMSBURY, CT	BEECH	B19	NONE	186
681	23217	040384	FORTY FORT, PA	PIPER	PA-38-112	NONE	362
682	5746G	040384	COLTS NECK, NJ	CESSNA	150K	MINOR	306
683	2080P	032484	LAWRENCE, MA	PIPER	PA-23	NONE	274
684	1141V	040184	STOW, MA	PIPER	J3C-65	NONE	276
685	3BQ	040384	JEANETTE, PA	CESSNA	140	NONE	360
686	93186	043084	VANCOUVER, WA	CESSNA	T210L	NONE	388
687	63964	060284	SKWENTNA, AK	PIPER	PA-18-150	NONE	18
688	8510C	060584	BIG DELTA, AK	PIPER	PA-20	NONE	20
689	99PJ	062784	ANCHORAGE, AK	PIPER	PA-18-150	NONE	38
690	15509	042184	VENETIE, AK	FAIRCHILD	C-119	NONE	12
691	103VA	022284	CORDOVA, AK	EMBRAER	EM-110P1	NONE	6
692	68291	030984	ANCHORAGE, AK	CESSNA	152	NONE	8
693	7763K	050784	ESTER, AK	PIPER	PA-20	NONE	14
694	3694T	062084	RAINBOW LAKE, AK	TAYLORCRAFT	F19	NONE	28
695	81717	011784	GREENVILLE, SC	ROCKWELL INT	690B	FATAL	370
696	757AS	050584	GREENSBORO, NC	CESSNA	152	NONE	298
697	6231B	052084	LACEY SPRINGS, AL	CESSNA	152	NONE	44
698	222LH	061284	SALEM, VA	BELL	222	NONE	386
699	9431G	061584	GOULD, AR	CESSNA	A188B	MINOR	58
700	9967M	060784	KANSAS CITY, MO	CESSNA	U206G	MINOR	286
701	80040	052484	BOULDER, CO	PITTS	S-2A	NONE	180

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
702	89984	041584	AURORA, CO	CESSNA	140	NONE	176
703	7270M	032984	OGDEN, UT	CESSNA	175	NONE	378
704	9668F	061384	BOYD, MN	HUGHES	269C	NONE	282
705	95478	061084	WAUSEON, OH	PIPER	PA-28-140	NONE	334
706	3366C	043084	MOAB, UT	BEECH	F35	NONE	380
707	1557W	060684	IRON MOUNTAIN, MI	BEECH	58	NONE	280
709	8667P	041584	KENOSHA, WI	PIPER	PA-24-260	NONE	394
710	4918R	052984	PERRYDALE, OR	CESSNA	188B	NONE	352
711	95434	042484	BOULDER CITY, NV	PIPER	PA-28-140	NONE	318
712	4327K	052784	NOTI, OR	NAVION	A	NONE	350
713	1978N	050484	LOVELOCK, NV	CESSNA	140	FATAL	320
714	4180F	052584	STEWART ISLAND, WA	CESSNA	172	NONE	392
715	7202	070384	EL MIRAGE, AZ	GRUMMAN	G-164A	MINOR	76
716	8430V	070284	STANFIELD, AZ	ROCKWELL INT	S-2R	MINOR	74
717	3161T	070184	LANCASTER, CA	CESSNA	177	NONE	174
718	4666F	063084	MARYSVILLE, CA	CESSNA	206	NONE	172
719	94257	122384	NEWPORT, AR	CESSNA	210L	MINOR	60
720	771WN	020984	LK HAVASU CITY, AZ	BEECH	95-B55	NONE	62
721	5026S	012484	HEALDSBURG, CA	BELLANCA	7ECA	MINOR	86
722	3770J	062384	CORONA, CA	CESSNA	150G	SERIOUS	170
723	9700B	051884	LAKESIDE, AZ	CESSNA	172RG	SERIOUS	72
724	90461	051084	DELANO, CA	HILLER	UH-12E (SO	MINOR	140
725	8801R	032884	TEMPLE BAR, AZ	BELLANCA	14-19-3	SERIOUS	66
726	7168T	022884	SAN JOSE, CA	CESSNA	172A	MINOR	110
727	1318J	022484	YUCCA VALLEY, CA	ROCKWELL INT	112A	NONE	106

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728	667R	021984	TUCSON, AZ	CESSNA	310	NONE	64
729	731WR	013084	SANTA NELLA, CA	CESSNA	A188B	SERIOUS	94
730	7571F	012684	SANTA ANA, CA	BELLANCA	CHA 7KCAB	MINOR	90
731	80053	060384	REDLANDS, CA	PITTS	S2A	MINOR	156
731	65P	060384	REDLANDS, CA	PITTS	S2A	MINOR	160
732	6708K	060784	TRACY, CA	GRUMMAN	G-164B	NONE	162
733	6493K	060384	PERRIS, CA	CESSNA	150M	SERIOUS	158
734	222PK	041584	EL MIRAGE, CA	MOLINO OY	PIK-20B	NONE	122
735	8299D	012984	COALINGA, CA	BEECH	J35	SERIOUS	92
736	3586W	050684	EGLIN AFB, FL	PIPER	PA-31-325	NONE	230
737	940JW	042384	MIAMI, FL	DOUGLAS	DC-8-63	SERIOUS	220
738	6208H	062684	CEDAR KEY, FL	PIPER	PA-28	MINOR	244
739	2627Q	052384	OPA LOCKA, FL	PIPER	PA-28-161	NONE	232
740	5743H	040684	FARMINGTON, NM	BELL	206B	NONE	310
741	6362P	052784	HUNTSVILLE, AL	PIPER	PA-24	NONE	50
742	734ZP	052084	LEEDS, AL	CESSNA	172N	SERIOUS	46
743	19MP	021584	WALDO, FL	HILLER	UH-12E	SERIOUS	190
744	7225Y	061984	CLEWISTON, FL	PIPER	PA-30	NONE	242
745	6145V	060684	POMPANO BEACH, FL	CESSNA	172RG	NONE	234
746	5463T	061884	VERO BEACH, FL	CESSNA	172E	NONE	240
747	3TB	030984	OLATHE, KS	PIPER	PA-31P	NONE	266
748	81701	042784	MARCO, FL	PIPER	PA-32-301	MINOR	226
749	34849	022084	LUCERNE, CA	CESSNA	177B	SERIOUS	104
750	280AA	021984	SANTA ANA, CA	BEECH	M35	NONE	100
751	9876T	021884	SANTA MONICA, CA	BEECH	A36	NONE	98

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
752	52034	020484	HAYWARD, CA	CESSNA	180J	SERIOUS	96
753	42CW	012184	SANTA PAULA, CA	WELLS/RAND	KR-2	FATAL	84
754	4732S	060284	IGIUGIG, AK	PIPER	PA-32-260	NONE	16
755	5562L	062284	ANCHORAGE, AK	RAVEN	S-55A	NONE	30
756	1210H	062384	HEALY, AK	AERONCA	15AC	NONE	32
757	1047F	061784	TALKEETNA, AK	CESSNA	A185F	NONE	26
758	5642M	063084	ANCHORAGE, AK	MAULE	M-5	NONE	40
759	6167Q	063084	KNIK GLACIER, AK	CESSNA	152	MINOR	42
760	714HP	061384	MCCARTHY, AK	CESSNA	185	MINOR	22
761	5966X	020184	ILIAMNA, AK	HELIO	H-250	SERIOUS	2
762	734LX	022084	ANCHORAGE, AK	CESSNA	172N	SERIOUS	4
763	62AT	062484	ANCHORAGE, AK	INTERSTATE	S-1B2	NONE	36
764	2830V	050584	SANFORD, FL	BEECH	35	SERIOUS	228
765	64SK	060884	PORTSMOUTH, VA	JOHNSON	SKYOTE	MINOR	382
766	5601B	052184	ENUMCLAW, WA	MORRISEY	2150	NONE	390
767	2371Y	042584	ALBUQUERQUE, NM	PIPER	PA-36-375	NONE	312
768	504HA	061184	GRANBY, CO	HILLER	UH-12E	NONE	184
769	84153	060784	PENDLETON, OR	CESSNA	172K	NONE	354
770	165D	062484	W SILVER SPRING, NV	GLASFLUGEL	604	NONE	324
771	8334M	040684	CHICO, CA	CESSNA	A150K	NONE	118
772	70060	033084	TULELAKE, CA	CESSNA	A185E	NONE	116
773	25592	022784	EMIGRANT GAP, CA	CESSNA	152	NONE	108
774	91227	022084	LIVERMORE, CA	CESSNA	182P	FATAL	102
775	85034	041684	SKULL VALLEY, AZ	BELLANCA	7AC	FATAL	70
776	5368	052384	WILLIAMS, CA	GRUMMAN	G-164A	NONE	150

File Order Listing - Issue No. 4, 1984

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
777	63357	051984	KERNVILLE, CA	CESSNA	150	MINOR	144
778	7562	042984	VACAVILLE, CA	SCHWEIZER	SGS 1-26D	NONE	128
779	57HP	042984	SALINAS, CA	BELL	UH-1B	MINOR	130
780	74200	061784	SACRAMENTO, CA	BELLANCA	14-13	NONE	166
781	9722R	060284	ALLEGHENY, CA	BELL	206	MINOR	154
782	6GW	060284	BAKER, CA	PIPER	PA-31-350	FATAL	152
783	38916	041884	BAKERSFIELD, CA	PIPER	PA-28-161	FATAL	124
784	5342M	060984	LEESBURG, VA	CESSNA	152	NONE	384
785	6793K	050984	ROSEDALE, MS	GRUMMAN	G-164B	NONE	292
786	28291	041584	DRIGGS, ID	GRUMMAN AMER	AA-5B	MINOR	254
787	72PJ	071184	KENNESAW, GA	HAXTON	QUICKIE Q2	NONE	250
788	46513	040784	RUTHERFORDTON, NC	AERONCA	O-58A	NONE	296
789	2912X	030584	MADISON, GA	PIPER	PA-34-220T	FATAL	248
790	9866P	042284	HEPPNER, OR	PIPER	PA-25-235D	NONE	342
791	5133U	061684	WRANGELL, AK	HUGHES	369D	NONE	24
792	6511F	051984	GLENEDEN BEACH, OR	CESSNA	150F	FATAL	348
793	4865X	051884	AMERICAN FALLS, ID	ROCKWELL INT	S-2R	FATAL	256
794	9822	051884	WIGGINS, CO	GRUMMAN	G-164A	NONE	178
795	5420P	060984	ENGLEWOOD, CO	CESSNA	152	NONE	182
796	6141N	020184	LORIS, SC	BEECH	23	FATAL	372
797	714GT	020984	LINCOLN, KS	CESSNA	150M	FATAL	264
798	937X	053084	STUTTGART, AR	GRUMMAN	G-164A	NONE	54
799	4889E	061884	COLUMBIA, MO	CHAMPION	AERONCA 7G	NONE	288
800	40846	033184	GARDEN CITY, KS	PIPER	PA-28R-200	FATAL	268

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 4 OF 1984 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 761 2/01/84 ILIAMNA, AK A/C Reg. No. N5966X Time (Lcl) - 1225 ADT

-----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

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

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

Make/Model - HELIO H-250
Landing Gear - SKI
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING O-540-A1A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

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

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

Weather Data

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

Wind Dir/Speed- 010/019 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - 3000 FT

Lowest Ceiling - 3000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

NONDALTON, AK

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - TRAFFIC ADVISORY

Type Apch/Lndg - NONE

Airport Proximity

UNK/NR

Airport Data

ILIAMNA

Runway Ident - 35

Runway Lth/Wid - 4800/ 150

Runway Surface - GRAVEL

Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 42

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO WITNESSES, THE SKI EQUIPPED ACFT TOOK OFF TOWARD THE NORTH. THEY REPORTED THAT AFTER TAKING OFF, THE ACFT MADE A TIGHT LEFT TURN, THEN SPIRALED TO THE GROUND. THEY ESTIMATED THAT THE MAXIMUM ALT WAS APRX 150 FT. ALSO, THEY REPORTED THAT THE ENG WAS DEVELOPING FULL POWER UNTIL THE TIME OF IMPACT. THE 1229 ADT WINDS WERE FROM 010 DEG AT 19 GUSTING 27 KTS.

Brief of Accident (Continued)

File No. - 761

2/01/84

ILIAMNA,AK

A/C Reg. No. N5966X

Time (Lc1) - 1225 ADT

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - GUSTS
3. MANEUVER - INITIATED - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. 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) 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. - 762 2/20/84 ANCHORAGE, AK

A/C Reg. No. N734LX

Time (Lcl) - 1401 AST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

-----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 - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 350/005 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - 8000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANCHORAGE, AK
Destination
BETHEL, AK

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MERRILL FIELD
Runway Ident - 24
Runway Lth/Wid - 4000/ 100
Runway Surface - ASPHALT
Runway Status - ICE COVERED
SNOW - DRY

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

Pilot-In-Command

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

Age - 26
Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 200	Last 24 Hrs	- UNK/NR
Make/Model-	125	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AFTER TAKING OFF, THE ACFT CLIMBED TO ABOUT 50 FT AGL, THEN "DIDN'T HAVE ANY POWER TO GAIN ANY ALT." HE BEGAN SHALLOW TURNS, THEN THE ACFT ENTERED A SPIN & CRASHED. SEVERAL MINOR DISCREPANCIES WERE NOTED, BUT NO REASON FOR A LOSS OF POWER WAS FOUND. THE ACFT WAS ESTIMATED TO BE APRX 138 LBS ABOVE ITS MAX GROSS WT.

Brief of Accident (Continued)

File No. - 762

2/20/84

ANCHORAGE, AK

A/C Reg. No. N734LX

Time (Lc1) - 1401 AST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 691 2/22/84 CORDOVA,AK A/C Reg. No. N103VA Time (Lcl) - 1905 AST

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

Type-Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-VALDEZ AIRLINES	SUBSTANTIAL					
Type of Operation	-SCHEDULED,DOMESTIC,PAX/CARGO	Fire					
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	0	0	2
Accident Occurred During	-LANDING		Pass	0	0	0	7

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

Make/Model	- EMBRAER EM-110P1	Eng Make/Model	- P & W PT6A-34.	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP		
No. of Seats	- 15	Rated Power	- 750 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	ANCHORAGE,AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	CORDOVA MILE 13
Wind Dir/Speed- 110/005 KTS	ATC/Airspace	Runway Ident - 27
Visibility - .500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7499/ 150
Lowest Sky/Clouds - 500 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 500 FT OBSCURED	Type Apch/Lndg - ILS-COMPLETE	Runway Status - SNOW - WET
Obstructions to Vision- UNK/NR		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - UNK/NR	Total - 2861
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 1548
		Instrument- 470
		Last 30 Days- UNK/NR
		Last 90 Days- 188
		Multi-Eng - 1909

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LANDING AT NIGHT, THE ACFT TOUCHED DOWN SLIGHTLY LEFT OF THE RWY CENTERLINE, WHICH WAS NOT VISIBLE, & BEGAN VEERING TO THE LEFT. THE PLT REPORTED THAT THE ACFT DID NOT RESPOND TO RUDDER INPUTS, RUDDER TILLER INPUTS OR DIFFERENTIAL REVERSE THRUST. IT CONTINUED TO THE LEFT, HIT A 30 INCH SNOW BERM (LOCATED INSIDE THE RWY LIGHTS) & WENT OFF THE RWY. THE LEFT GEAR COLLAPSED & THE LEFT PROP HIT THE GROUND BEFORE THE ACFT CAME TO REST. DURING AN EXAM, THE LEFT WHEEL ROTATED FREELY, BUT ONE SIDE OF THE WHEEL WAS CUT & SCRAPPED, INDICATING IT HAD BEEN LOCKED. NO MECHANICAL BRAKE MALFUNCTION OR FAILURE WAS VERIFIED. THIS WAS THE PLT'S 1ST FLT IN 21 DAYS.

Brief of Accident (Continued)

File No. - 691

2/22/84

CORDOVA, AK

A/C Reg. No. N103VA

Time (Lcl) - 1905 AST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
3. LANDING GEAR, NORMAL BRAKE SYSTEM - LOCKED
4. UNDETERMINED
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - UNCONTROLLED -

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

Finding(s)

8. TERRAIN CONDITION - SNOWBANK

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

Finding(s)

9. 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) 4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 692 3/09/84 ANCHORAGE, AK A/C Reg. No. N68291 Time (Lcl) - 1830 AST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - MILITARY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	BRYANT
Wind Dir/Speed- 190/003 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 35.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 1860/ 100
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 240
SE LAND	Months Since - 12	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 122
		Instrument- 18
		Last 30 Days- 2
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD PREVIOUSLY BEEN INVOLVED IN AN ACCIDENT IN WHICH THE AIRFRAME WAS SUBSTANTIALLY DAMAGED. IT WAS THEN REBUILT & PUT BACK INTO SERVICE. SINCE THEN, IT HAD BEEN FLOWN ABOUT 24 HRS USING A SNOW COVERED RWY FOR TAKES & LANDING. DURING THE 1ST SUBSEQUENT FLT FROM A DRY RWY, THE PLT MADE A LANDING, & ON TOUCH DOWN, HE NOTED THAT THE ACFT VEERED TO THE RIGHT. HE MADE A GO-AROUND, & WHEN HE LANDED THE 2ND TIME, THE SAME THING OCCURRED. AGAIN, HE WENT AROUND. ON THE 3RD LANDING AT DUSK, HE ELECTED TO MAKE A FULL STOP. AFTER TOUCHDOWN, THE ACFT VEERED RIGHT & COLLIDED WITH A SNOWBANK. THE EXACT CAUSE OF THE TENDENCY TO SWERVE WAS NOT FOUND DURING THE INVESTIGATION. THE INVESTIGATION DID REVEAL THAT A JIG WAS NOT USED TO REBUILD THE ACFT AFTER THE PREVIOUS ACCIDENT.

Brief of Accident (Continued)

File No. - 692

3/09/84

ANCHORAGE, AK

A/C Reg. No. N68291

Time (Lc1) - 1830 AST

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

Finding(s)

1. UNDETERMINED
2. LIGHT CONDITION - DUSK
3. FUSELAGE - PREVIOUS DAMAGE
4. MAINTENANCE, MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - SNOWBANK

----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) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 621 3/12/84 CROOKED CREEK, AK A/C Reg. No. N7350U Time (Lcl) - 1645 AST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-HAROLDS AIR SERVICE	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	3	1
Accident Occurred During	-TAKEOFF						

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

Make/Model	- CESSNA 207A	Eng Make/Model	- CONTINENTAL IO-520-F9	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SLEETMUTE, AK		CROOKED CREEK	
Wind Dir/Speed	- CALM			Runway Ident	- 13
Visibility	- 40.0 SM	ATC/Airspace		Runway Lth/Wid	- 2000/ 80
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- GRAVEL
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- WET
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current. - YES	Total - 2643	Last 24 Hrs - 7
SE LAND, SE SEA	Months Since - 3	Make/Model - 353	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 129	Last 90 Days - 336

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS USING SOFT FIELD PROCEDURES TO TAKEOFF FROM A 1600 FT DIRT/GRAVEL STRIP. THE STRIP WAS WET & SOFT FROM MELTING SNOW, IT SLOPED DOWNHILL WITH A 3% SLOPE & 15 TO 20 FT TREES WERE LOCATED AT THE DEPARTURE END. ALSO, THE PLT REPORTED THERE WERE 3 "GOOD SIZE HEAVES" IN THE RWY. SHORTLY AFTER BECOMING AIRBORNE, THE STALL WARNING HORN SOUNDED & THE ACFT SETTLED BACK ON THE RWY. SUBSEQUENTLY, THE PLT INITIATED ABORT PROCEDURES, BUT WAS UNABLE TO STOP ON THE REMAINING RWY. HE MANEUVERED TO AVOID A VAN, THEN THE ACFT NOSED OVER ON ROUGH UNEVEN TERRAIN. THE NO-WIND TAKEOFF ROLL FOR HARD SURFACE WAS ESTIMATED TO BE 1100 FT WITH NO OBSTRUCTIONS & 1970 TO CLEAR A 50 FT OBSTRUCTION. THE PLT SUGGESTED THERE WAS AN ENG PROBLEM, BUT THE PASSENGERS NOTICED NO LOSS OF POWER. ALSO, THE PASSENGERS SAID THAT DURING THE TAKEOFF ROLL, THE STALL WARNING HORN WAS ON & THE TAIL WAS DRAGGING THE GROUND. SCRAPE MARKS WERE FOUND ON THE UNDERSIDE OF THE TAIL.

Brief of Accident (Continued)

File No. - 621

3/12/84

CROOKED CREEK, AK

A/C Reg. No. N7350U

Time (Lc1) - 1645 AST

Occurrence #1 OVERRUN

Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation TAKEOFF

Finding(s)

6. OBJECT - VEHICLE
7. MANEUVER - PERFORMED - PILOT IN COMMAND
8. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 690 4/21/84 VENETIE, AK A/C Reg. No. N15509 Time (Lcl) - 1730 AST

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

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

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

Make/Model	- FAIRCHILD C-119	Eng Make/Model	- WRIGHT R-3350-89-B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 72500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 3500 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/005 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">FAIRBANKS, AK</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">TOBIN CREEK</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 4000/ 120</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - ICE COVERED</p> <p style="padding-left: 20px;">SNOW - CRUSTED</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL, ATP</p> <p style="padding-left: 20px;">SE LAND, ME LAND, SE SEA</p>	<p>Age - 56</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 7</p> <p style="padding-left: 20px;">Aircraft Type - C-119</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>- 15060</td> <td>Last 24 Hrs</td> <td>- 5</td> </tr> <tr> <td>Make/Model</td> <td>- 3503</td> <td>Last 30 Days</td> <td>- UNK/NR</td> </tr> <tr> <td>Instrument</td> <td>- 2377</td> <td>Last 90 Days</td> <td>- 60</td> </tr> <tr> <td>Multi-Eng</td> <td>- 11210</td> <td></td> <td></td> </tr> </table>	Total	- 15060	Last 24 Hrs	- 5	Make/Model	- 3503	Last 30 Days	- UNK/NR	Instrument	- 2377	Last 90 Days	- 60	Multi-Eng	- 11210		
Total	- 15060	Last 24 Hrs	- 5															
Make/Model	- 3503	Last 30 Days	- UNK/NR															
Instrument	- 2377	Last 90 Days	- 60															
Multi-Eng	- 11210																	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ATTEMPTING A TAKEOFF ON AN AIRSTRIP WHERE BRAKING ACTION WAS CONSIDERED GOOD DURING THE NORMAL SUMMER SEASON. IT WAS ABOUT 3000 FT IN ELEVATION & WAS SNOW COVERED MOST OF THE YEAR, AS ON THE DAY OF THE ACCIDENT. THE STRIP ACCOMMODATED TAKEOFFS TO THE SOUTH ONLY DUE TO GRADING AND OBSTRUCTIONS. FREQUENTLY, THIS MENT A DOWNWIND TAKEOFF. ON THE DAY OF THE ACCIDENT, THERE WAS A 5 KT WIND FROM THE NORTH WITH GUSTS TO 10 KTS. THE PLT SAID THAT NOSE WHEEL STEERING WAS NOT EFFECTIVE DUE TO THE SURFACE AND THE RUDDER WAS NOT RESPONSIVE DUE TO THE TAILWIND. MOST PLTS USED A 25 DEG (RIGHT TURN) DOGLEG OF THE RWY AT THE NORTH END TO START THEIR TAKEOFF, ESPECIALLY WHEN TAILWINDS WERE PRESENT. THE ACCIDENT ACFT WENT OFF THE RWY TO THE LEFT AND COLLIDED WITH A SNOWBANK WHERE IT NOSED OVER.

Brief of Accident (Continued)

File No. - 690

4/21/84

VENETIE, AK

A/C Reg. No. N15509

Time (Lcl) - 1730 AST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. WEATHER CONDITION - TAILWIND
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
8. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
9. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
10. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
11. TERRAIN CONDITION - SNOWBANK
12. PROPER ALIGNMENT - NOT POSSIBLE -

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) 1,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,8,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 693 5/07/84 ESTER,AK

A/C Reg. No. N7763K

Time (Lc1) - 2200 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - PIPER PA-20
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1950
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 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- 340/007 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
UNK/NR
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 39

Biennial Flight Review

Current - YES
Months Since - 24
Aircraft Type - PA-20

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 998	Last 24 Hrs	- UNK/NR
Make/Model-	887	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	23

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE AN OFF-ARPT LANDING ON A FROZEN RIVER WITH AN "OVERFLOW." DURING THE ROLLOUT, THE ACFT HIT A 12 INCH DEEP POCKET OF SLUSH & NOSED OVER.

Brief of Accident (Continued)

File No. - 693

5/07/84

ESTER,AK

A/C Reg. No. N7763K

Time (Lc1) - 2200 ADT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. TERRAIN CONDITION - ICY
 3. TERRAIN CONDITION - SLUSH COVERED
 4. TERRAIN CONDITION - ROUGH/UNEVEN
-

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) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 754 6/02/84 IGIUGIG,AK A/C Reg. No. N4732S Time (Lcl) - 1030 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

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

Make/Model - PIPER PA-32-260
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING O-540-E4B5

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 260 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 120/005 KTS
Visibility - 100.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DILLINGHAM,AK

Destination

HOMER,AK

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)

PRIVATE
SE LAND,SE SEA

Age - 39

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	224	Last 24 Hrs	-	2
Make/Model-	83	Last 30 Days-	45		
Instrument-	2	Last 90 Days-	90		

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT, THE PLT HEARD A "LOUD BANG" & THEN THE ENG LOST POWER. HE TRANSMITTED A MAYDAY CALL & MADE AN EMERGENCY LANDING ON ROLLING TUNDRA. DURING THE LANDING, THE NOSE & LEFT MAIN GEAR FAILED & THE WING & PROP WERE DAMAGED. AN EXAM REVEALED THAT THE ENG DRIVEN FUEL PUMP HOUSING HAD FAILED. THE PLT DID NOT REMEMBER OPERATING THE ELECTRIC FUEL PUMP WHEN THE ENG LOST POWER.

Brief of Accident (Continued)

File No. - 754

6/02/84

IGIUGIG,AK

A/C Reg. No. N4732S

Time (Lcl) - 1030 ADT

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

Finding(s)
1. FUEL SYSTEM,PUMP - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)
2. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 687 6/02/84 SKWENTNA,AK A/C Reg. No. N63964 Time (Lcl) - 1200 ADT

-----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-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2A
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 - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 100.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

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 - N/A
Runway Status - N/A

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

Pilot-In-Command

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

Age - 46

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1312	Last 24 Hrs	- 1
Make/Model-	443	Last 30 Days-	UNK/NR
Instrument-	62	Last 90 Days-	22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SELECTED A MARSHY SOFT TUNDRA FOR A LANDING. THE ROLLOUT WAS LONGER THAN INTENDED. BEFORE STOPPING, THE ACFT LANDING GEAR SANK INTO THE MUSKEG & THE ACFT NOSED OVER. THE PLT STATED THAT NO DEFICIENCIES WERE NOTED IN EQUIPMENT.

Brief of Accident (Continued)

File No. - 687

6/02/84

SKWENTNA, AK

A/C Reg. No. N63964

Time (Lc1) - 1200 ADT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - SOFT
3. TERRAIN CONDITION - WET

-----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. - 688 6/05/84 BIG DELTA,AK A/C Reg. No. N8510C Time (Lcl) - 2030 ADT

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

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

Make/Model - PIPER PA-20	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 135 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DELTA JUNCTION,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 070/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
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 - UNK/NR	Total - 95
SE LAND	Months Since - UNK/NR	Make/Model- 30
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 4
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SWITCHED THE TANK SELECTOR WHILE CRUISING IN FLT AND THE ENGINE QUIT. HE SAID HE THEN PRIMED THE ENGINE AND TRIED TO START IT, BUT FAILED. A FORCED LANDING WAS MADE & THE ACFT NOSED OVER. AFTER THE ACCIDENT, THE ACFT WAS RIGHTED, THE TANK SELECTOR WAS APPROPRIATELY CHANGED & THE ENGINE WAS STARTED & RAN NORMALLY. THE INVESTIGATION DISCLOSED THAT THE FUEL SELECTOR WAS PROPERLY LABELED AND OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 688

6/05/84

BIG DELTA,AK

A/C Reg. No. N8510C

Time (Lcl) - 2030 ADT

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

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 760 6/13/84 MCCARTHY,AK A/C Reg. No. N714HP Time (Lcl) - 1630 ADT

-----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 Pass

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

Make/Model - CESSNA 185
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - FULL

Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - UNK/NR

Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

MOTHER LODGE
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRAVEL
Runway Status - DRY

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

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

Age - 65
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total	- 500	Last 24 Hrs - UNK/NR
Make/Model-	30	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS EQUIPPED WITH A ROBERTSON STOL MODIFICATION. THE OWNER/STUDENT PLT STATED THAT WHEN HE WAS ON FINAL APCH TO LAND AT HIS PRIVATE STRIP, THE STALL WARNING HORN SOUNDED. AT THAT TIME, HE INCREASED POWER & THE ACFT TURNED SHARPLY TO THE LEFT & STRUCK TREES. THE AIRSTRIP WAS LOCATED IN A NARROW CANYON & WAS SUSCEPTIBLE TO GUSTY WINDS; HOWEVER, THE PLT REPORTED THE WIND WAS CALM. HE WAS NOT ENDORSED FOR FLT IN THIS MAKE & MODEL OF ACFT.

Brief of Accident (Continued)

File No. - 760

6/13/84

MCCARTHY,AK

A/C Reg. No. N714HP

Time (Lcl) - 1630 ADT

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. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 791 6/16/84 WRANGELL, AK A/C Reg. No. N5133U Time (Lcl) - 1205 PDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXIAFT	Aircraft Damage					
Name of Carrier	-TEMSCO HELICOPTERS	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-STANDING		Other	0	0	0	1

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

Make/Model	- HUGHES 369D	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3000	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 375 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	PETERSBURG, AK	WRANGELL
Wind Dir/Speed	- 060/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 25.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- 3500 FT SCATTERED	Type of Clearance	- 6000/ 150
Lowest Ceiling	- 8000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- UNK/NR
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, COMMERCIAL	Current - YES	Total	- 6750
SE LAND	Months Since - UNK/NR	Make/Model	- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 60
		Rotorcraft	- 5780

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS PARKED WITH THE ENG RUNNING WHEN IT WAS STRUCK BY ANOTHER ACFT, A BEECH C-45G. PRIOR TO THE COLLISION, THE HELICOPTER WAS AT A LOW RPM; THEREFORE, THE PLT WAS UNABLE TO MOVE THE HELICOPTER OUT OF THE WAY. THE BEECH ACFT WAS BEING TAXIED FROM AN FBO WITH NO INTENT FOR FLT. PRIOR TO TAXIING, A MECHANIC HAD EXAMINED THE BRAKES & TOLD THE PLT OF THE BEECH THAT THE RIGHT MAIN BRAKE PADS WERE COMPLETELY WORN & WERE IN NEED OF REPAIR. THE PERSON TAXIING THE BEECH LOST CONTROL, WHILE TAXIING, & ALLOWED THE ACFT TO RUN INTO THE HELICOPTER.

Brief of Accident (Continued)

File No. - 791

6/16/84

WRANGELL, AK

A/C Reg. No. N5133U

Time (Lc1) - 1205 PDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT OF OTHER AIRCRAFT
2. DIRECTIONAL CONTROL - 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 757 6/17/84 TALKEETNA, AK A/C Reg. No. N1047F Time (Lcl) - 1030 ADT

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

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

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

Make/Model	- CESSNA A185F	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	KAHILTNA GLACIER, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		TALKEETNA	
Wind Dir/Speed	- CALM			Runway Ident	- 36
Visibility	- 50.0 SM	ATC/Airspace		Runway Lth/Wid	- 4000/ 60
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- VFR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- FULL STOP		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total	- 9860
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model	- 6000
	Aircraft Type - C-185	Instrument	- 285
		Multi-Eng	- 450
		Last 24 Hrs	- 6
		Last 30 Days	- 75
		Last 90 Days	- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS BEING USED TO TRANSPORT MOUNTAIN CLIMBERS FROM A GLACIER. DURING TAKEOFF FROM THE GLACIER, THE RIGHT LANDING GEAR STRUT FAILED AT THE AXLE POINT & THE WHEEL/SKI DANGLED FREE. WHEN HE LANDED ON A GRAVEL RWY, THE PLT HELD OFF THE RIGHT SIDE AS LONG AS POSSIBLE. WHEN THE RIGHT STRUT TOUCHED DOWN, IT DUG IN, THEN COLLAPSED. AN EXAM REVEALED A FATIGUE CRACK THRU APRX 65% OF THE STRUT, PN 0741001-8, WHERE 2 BOLT HOLES WERE DRILLED, APRX 1 1/2 INCHES FROM THE LOWER END. THE CRACK ORIGINATED IN THE BOTTOM OF CORROSION PITS (RUST) LOCATED AT THE INBOARD SIDE OF THE UPPER AFT SPINDLE ATTACHMENT BOLT HOLE.

Brief of Accident (Continued)

File No. - 757

6/17/84

TALKEETNA, AK

A/C Reg. No. N1047F

Time (Lc1) - 1030 ADT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAKEOFF

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. LANDING GEAR, MAIN GEAR - FATIGUE

Occurrence #2 MAIN GEAR COLLAPSED

Phase of Operation LANDING

Finding(s)

3. LANDING GEAR, MAIN GEAR STRUT - 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. - 694 6/20/84 RAINBOW LAKE, AK A/C Reg. No. N3694T Time (Lc1) - 1730 ADT

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

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

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

Make/Model - TAYLORCRAFT F19	Eng Make/Model - CONTINENTAL D-200	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	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	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 90.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 780
SE LAND, SE SEA	Months Since - 3	Make/Model- 52
	Aircraft Type - C-172	Instrument- 54
		Multi-Eng - 20
		Last 24 Hrs - 5
		Last 30 Days- 30
		Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT THE ACFT "WAS SLUGGISH GETTING ON THE STEP. AFTER LIFT-OFF IT STILL PERFORMED UNDER PAR. WE CLEARED THE HILLS AND TREES. ON THE DOWNSIDE OF THE HILL WE HIT A DOWNDRAFT. WE HIT THE TREES NOSE HIGH; CLIMB POWER." THE REPORTED WIND WAS CALM. THE TEMPERATURE WAS 84 DEG. ACCORDING TO THE PLT, HE WAS MAINTAINING THE BEST ANGLE OF CLIMB SPEED. THE WATER CONDITION ON THE LAKE WAS REPORTED AS CALM.

Brief of Accident (Continued)

File No. - 694

6/20/84

RAINBOW LAKE, AK

A/C Reg. No. N3694T

Time (Lc1) - 1730 ADT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - WATER, GLASSY
3. LIFT-OFF - DELAYED -
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. WEATHER CONDITION - DOWNDRAFT
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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 755 6/22/84 ANCHORAGE, AK A/C Reg. No. N5562L Time (Lcl) - 1230 ADT

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

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

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

Make/Model	- RAVEN S-55A	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	- 1435	Engine Type	- N/A		
No. of Seats	- UNK/NR	Rated Power	- N/A		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE</p> <p>Visibility - 50.0 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 - STRAIGHT-IN</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>NONE</p> <p>FREE BALLOON</p>	<p>Age - 43</p> <p>Biennial Flight Review</p> <p>Current - NO</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - NO MEDICAL</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 100</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 100</td> <td>Last 30 Days- 5</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 10</td> </tr> </table>	Total - 100	Last 24 Hrs - 1	Make/Model- 100	Last 30 Days- 5	Instrument- 0	Last 90 Days- 10
Total - 100	Last 24 Hrs - 1							
Make/Model- 100	Last 30 Days- 5							
Instrument- 0	Last 90 Days- 10							

Instrument Rating(s) - NONE

-----Narrative-----

WHILE APCHG TO LAND ON A SCHOOL GROUND, THE BALLOON PLT LOWERED A DROP LINE FOR THE GROUND CREW, THEN LOOKED FORWARD & SAW A POWER LINE. HE TOLD THE GROUND CREW NOT TO TOUCH THE DROP LINE. THE DROP LINE CONTACTED & PULLED ONE POWER LINE INTO ANOTHER, CAUSING A SHORT. THE BALLOON ENVELOPE THEN DRAPED OVER AN OBSTRUCTION (OUTDOOR LIGHT), WHICH PIERCED THE ENVELOPE.

Brief of Accident (Continued)

File No. - 755

6/22/84 . ANCHORAGE, AK

A/C Reg. No. N5562L

Time (Lc1) - 1230 ADT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 756 6/23/84 HEALY, AK A/C Reg. No. N1210H Time (Lc1) - 0900 ADT

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

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

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

Make/Model - AERONCA 15AC	Eng Make/Model - CONTINENTAL O-300-B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

<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 - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data DENALI AIRSTRIP</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2200/ 20</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 38</p> <p>Biennial Flight Review</p> <p>Current - NO</p> <p>Months Since - 37</p> <p>Aircraft Type - 15AC</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 203</p> <p>Make/Model- 85</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 3</p>
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Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER LIFTING OFF FROM AN AIRSTRIP, THE ENG LOST POWER. THE PLT TRIED TO MAKE AN EMERGENCY LANDING ON A HIGHWAY, BUT WAS UNABLE TO REACH IT. THE ACFT WAS DAMAGED WHEN HE LANDED IN THE TOPS OF TREES. THE REASON FOR THE POWER LOSS WAS NOT FOUND.

Brief of Accident (Continued)

File No. - 756

6/23/84

HEALY,AK

A/C Reg. No. N1210H

Time (Lc1) - 0900 ADT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

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. - 601 6/24/84 FLATHORN LAKE,AK A/C Reg. No. N4164Z Time (Lcl) - 2230 ADT

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

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

Make/Model - PIPER PA-18
Landing Gear - FLOAT
Max Gross Wt - 1750
No. of Seats - 3

Eng Make/Model - LYCOMING O-320-A2B
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- VARIABLE
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SKWENTNA,AK
Destination
FLATHORN LAKE,AK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 21
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 75
Last 24 Hrs - 3
Make/Model- 75
Last 30 Days- 7
Instrument- 2
Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PASSENGERS,THE PLT WAS FLYING AT APRX 250 FT WHEN THEY SAW A BEAR. AFTER STARTING A LEFT TURN, THE NOSE OF THE ACFT DROPPED. ONE PASSENGER SAID THE PLT MADE A TIGHT TURN BEFORE THE PLANE LOST ITS LIFT. THE OTHER PASSENGER STATED THAT THE ACFT SPIRALED TO THE GROUND.

Brief of Accident (Continued)

File No. - 601

6/24/84

FLATHORN LAKE, AK

A/C Reg. No. N4164Z

Time (Lcl) - 2230 ADT

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

Finding(s)

1. MANEUVER - PERFORMED - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
4. 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) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 763 6/24/84 ANCHORAGE, AK A/C Reg. No. N62AT Time (Lcl) - 1320 ADT

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

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

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

Make/Model - INTERSTATE S-1B2	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1630	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

<p>Weather Data</p> <p>Wx-Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE/008 KTS</p> <p>Visibility - 30.0 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 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 - NONE</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>LAKE HOOD STRIP</p> <p>Runway Ident - 31</p> <p>Runway Lth/Wid - 2200/ 80</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 46</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - PA-18</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 93</p> <p>Make/Model- 35</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 20</p> <p>Last 90 Days- 35</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE BEGAN TAKING OFF ON RWY 31 WITH AN 8 KT X-WIND, BUT AFTER HE STARTED ROLLING, HE NOTICED THE WIND HAD CHANGED TO "DOWNWIND." THE PLANE "SEEMED TO PULL HARD TO THE LEFT" & HE COULD NOT MAINTAIN RWY ALIGNMENT. AS THE ACFT APCHD THE LEFT SIDE OF THE RWY, HE THOUGHT HE HAD SUFFICIENT SPEED TO FLY. THE ACFT DEPARTED THE RWY & LANDED IN A SWAMP, ABOUT 75 FT OFF THE RWY. THE PLT NOTED THAT HE SHOULD HAVE ABORTED THE TAKEOFF.

Brief of Accident (Continued)

File No. - 763

6/24/84

ANCHORAGE, AK

A/C Reg. No. N62AT

Time (Lc1) - 1320 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

6. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
7. LIFT-OFF - PREMATURE - PILOT IN COMMAND
8. STALL/MUSH
9. TERRAIN CONDITION - WET
10. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 689 6/27/84 ANCHORAGE, AK A/C Reg. No. N99PJ Time (Lcl) - 2000 ADT

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

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

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

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2B	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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 300/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 504
SE LAND, SE SEA	Months Since - 14	Make/Model- 150
HELICOPTER	Aircraft Type - PA-18	Instrument- 60
		Last 24 Hrs - 3
		Last 30 Days- 40
		Last 90 Days- 74
		Rotorcraft - 54

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT MADE AN OFF ARPT LANDING IN A SOFT FIELD CAMOUFLAGED BY TALL WEEDS & MARSH GRASS. HE THOUGHT THE TERRAIN WAS DRY, BUT THE SOIL WAS WET & SOFT, & AFTER A VERY SHORT ROLL, THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 689

6/27/84

ANCHORAGE, AK

A/C Reg. No. N99PJ

Time (Lc1) - 2000 ADT

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH VEGETATION
3. TERRAIN CONDITION - SOFT
4. TERRAIN CONDITION - WET

-----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. - 758 6/30/84 ANCHORAGE, AK A/C Reg. No. N5642M Time (Lcl) - 1417 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
Pass

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

Make/Model - MAULE M-5
Landing Gear - FLOAT
Max Gross Wt - 2521
No. of Seats - 4

Eng Make/Model - LYCOMING O-540
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- 190/009 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 5000 FT
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

CAMPBELL LAKE
Runway Ident - 22
Runway Lth/Wid - 3500/ 400
Runway Surface - WATER
Runway Status - N/A

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

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

Age - 36
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - B-737

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 7987
Last 24 Hrs - 1
Make/Model- 84
Last 30 Days- 4
Instrument- 413
Last 90 Days- 11
Multi-Eng - 4709

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT WHEN HE LANDED ON CAMPBELL LAKE, THE LEFT FLOAT HIT A SUBMERGED OBJECT. THE ACFT THEN YAWED TO THE LEFT, BANKED TO THE RIGHT & WENT OVER ON ITS TOP. CAMPBELL LAKE WAS USED AS A PRIVATE SEA-PLANE BASE & WAS LOCATED WITHIN THE CITY LIMITS OF ANCHORAGE, AK.

Brief of Accident (Continued)

File No. - 758

6/30/84

ANCHORAGE, AK

A/C Reg. No. N5642M

Time (Lc1) - 1417 ADT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIDDEN OBSTRUCTION(S)
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 759 6/30/84 KNIK GLACIER, AK A/C Reg. No. N6167Q Time (Lcl) - 1345 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/005 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FT RICHARDSON, AK
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 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 - YES
Months Since - 4
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1670
Last 24 Hrs - 1
Make/Model- 10
Last 30 Days- 2
Instrument- 213
Last 90 Days- 5
Multi-Eng - 222
Rotorcraft - 1244

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS CLIMBING AS THE PLT "FLEW UP" A GLACIER. HE STATED THAT BEFORE THE ACCIDENT, HE HAD MADE A CHECK OF THE INSTRUMENTS & OUTSIDE REFERENCES & HAD DETERMINED THAT HIS RATE OF CLIMB WAS ADEQUATE TO EASILY CLEAR THE RIDGE. HE STATED, "THE NEXT THING I KNEW, THE PLANE HIT THE SURFACE OF THE GLACIER IN A LEVEL ATTITUDE" & NOSED OVER. THE IMPACT OCCURRED AT ABOUT 8000 FT MSL. THE ELEVATION AT THE HEAD OF THE GLACIER WAS ABOUT 9000 FT.

Brief of Accident (Continued)

File No. - 759

6/30/84

KNIK GLACIER, AK

A/C Reg. No. N6167Q

Time (Lcl) - 1345 ADT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CLIMB

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. TERRAIN CONDITION - SNOW COVERED
6. ALTITUDE - MISJUDGED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL DETECTION - PILOT IN COMMAND
8. TERRAIN CONDITION - RISING

Occurrence #2 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) 3,4,6

Factor(s) relating to this accident is/are finding(s) 1,2,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 697 5/20/84 LACEY SPRINGS, AL A/C Reg. No. N6231B Time (Lcl) - 1450 CDT

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/013 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 3400 FT SCATTERED</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point HUNTSVILLE, AL</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data SOUTH HUNTSVILLE</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 2245/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 0</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - 150</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 64</p> <p>Make/Model- 64</p> <p>Instrument- 7</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 2</p>
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Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PLT WAS ARRIVING AT THE UNCONTROLLED ARPT, NO UNICOM WAS AVAILABLE, SINCE THE OFFICE WAS CLOSED. THE PLT ELECTED TO LAND ON RWY 24 AFTER SEEING ANOTHER ACFT DEPART. THE 1ST APCH WAS ABORTED DUE TO GUSTY WINDS. AFTER THE 2ND APCH, THE ACFT TOUCHED DOWN ABOUT 1/3 DOWN THE RWY. THE PLT SAID THAT THE WIND BLEW THE ACFT TO THE LEFT. THE LEFT MAIN GEAR DROPPED OFF THE HARD SURFACE & THE PLT INITIATED A GO-AROUND. HOWEVER, THE NOSEWHEEL ALSO WENT OFF THE HARD SURFACE. IT BECAME BURIED IN SOFT MUD & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 697

5/20/84

LACEY SPRINGS, AL

A/C Reg. No. N6231B

Time (Lc1) - 1450 CDT

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

Finding(s)

1. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

8. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
9. TERRAIN CONDITION - SOFT
10. TERRAIN CONDITION - WET

-----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) 1,2,3,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 742 5/20/84 LEEDS,AL

A/C Reg. No. N734ZP

Time (Lcl) - 1140 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 -DESCENT

Fire

NONE

Crew

0

1

0

0

Pass

0

2

0

0

-----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/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 180/008 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 3000 FT

Lowest Ceiling - 3000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BIRMINGHAM,AL

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 - PRECAUTIONARY LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 25

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - 172N

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE A FLT OF ABOUT 30 MIN TO PRACTICE LANDINGS, THEN LANDED TO PICK UP 2 PASSENGERS. ABOUT 10 MIN AFTER TAKING OFF ON THE 2ND FLT, HE BEGAN HAVING SYMPTOMS OF A MEDICAL PROBLEM. HE SAID HE FELT HOT & THE AIR FELT STAGNANT & STALE. THE VENTS & A WINDOW WERE OPENED & HE BEGAN RETURNING TO THE ARPT. HE ATTEMPTED TO TUNE THE RADIO, BUT COULD NOT FIND THE FREQ. SEVERAL TIMES, HE BLACKED OUT & REGAINED CONSCIOUSNESS. A SHORT TIME BEFORE THE ACCIDENT, A WITNESS SAW THE ACFT FLYING VERY LOW. HE STATED THAT THE PLT WAS "WORKING THE THROTTLE & DIPPING THE PLANE" BUT REPORTED THE ENG RAN SMOOTH AT HI & LOW POWER. SUBSEQUENTLY, THE ACFT COLLIDED WITH TREES & CRASHED. ALL 3 OCCUPANTS WERE TRANSPORTED TO A HOSPITAL. THE PLT'S MEDICAL PROBLEM WAS DIAGNOSED AS VASOVAGAL SYNCOPE. REPORTEDLY, SIMILAR EPISODES BEGAN WHEN THE PLT WAS 14 TO 15 YRS OLD & THE EPISODES HAD BEEN ASSOCIATED WITH EXTREME NERVOUSNESS, SWEATING & PALPITATIONS. THE PLT'S MEDICAL CERTIFICATE WAS DATED 3/3/82.

Brief of Accident (Continued)

File No. - 742

5/20/84

LEEDS,AL

A/C Reg. No. N734ZP

Time (Lc1) - 1140 CDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,ANXIETY/APPREHENSION - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INCAPACITATION(LOSS OF CONSCIOUSNESS) - PILOT IN COMMAND

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

Finding(s)

7. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
8. OBJECT - TREE(S)

-----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) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 631 5/22/84 JACKSONVILLE,AL A/C Reg. No. N46910 Time (Lcl) - 1622 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	1	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 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 - 10000 FT BROKEN	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2953
SE LAND	Months Since - 11	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 1428
		Instrument- 263
		Multi-Eng - 546
		Last 30 Days- UNK/NR
		Last 90 Days- 229

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE INSTRUCTOR (CFI), HE & THE STUDENT WERE PRACTICING BASE-TO-FINAL TURNS AS THEY WERE RETURNING TO THE ARPT. HE REPORTED THAT THE ACFT WAS FLOWN AT ABOUT 60 KTS WITH 20 DEG OF FLAPS AT APPX 800 FT AGL. HE STATED THAT THE STUDENT STEEPENED THE BANK OF A TURN, ENTERED AN UNINTENTIONAL ACCELERATED STALL/SPIN, THEN PULLED THE YOKE REARWARD & HELD ON. THE CFI YELLED "LET GO" & THE STUDENT RELEASED THE CONTROLS; HOWEVER, DURING THE RECOVERY, THE ACFT STRUCK THE TOPS OF TREES & CRASHED.

Brief of Accident (Continued)

File No. - 631

5/22/84

JACKSONVILLE,AL

A/C Reg. No. N46910

Time (Lc1) - 1622 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING

Finding(s)

1. ALTITUDE - REDUCED -
2. MANEUVER - INITIATED - DUAL STUDENT
3. AIRSPEED - INADEQUATE - DUAL STUDENT
4. STALL/SPIN - INADVERTENT - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 741 5/27/84 HUNTSVILLE,AL

A/C Reg. No. N6362P

Time (Lcl) - 1200 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

Eng Make/Model - LYCOMING O-360-A1D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 150/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 1900 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SALISBURY,NC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

HUNTSVILLE AIRPORT NORTH
Runway Ident - 18
Runway Lth/Wid - 3765/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - NA-65

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

Total	- 12860	Last 24 Hrs	- UNK/NR
Make/Model-	215	Last 30 Days-	UNK/NR
Instrument-	1840	Last 90 Days-	96
Multi-Eng	- 10060	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LIFT-OFF & GEAR RETRACTION, THE ACFT SETTLED BACK ONTO THE RWY, HIT A BARRIER CABLE, SLID BACKWARD APRX 300 FT & CROSSED A ROAD BEFORE COMING TO REST. THE PLT REPORTED THAT THE CARBURETOR HEAT DOOR HAD COME LOOSE. HOWEVER, AN FAA INSPECTOR EXAMINED THE ACFT & FOUND NOTHING WRONG WITH THE CARBURETOR HEAT SYSTEM. ALSO, A MECHANIC REPORTED THAT THE CARBURETOR HEAT DOOR WAS IN THE OPEN POSITION. THE ACFT WAS ESTIMATED TO BE NEAR ITS MAXIMUM GROSS WEIGHT.

Brief of Accident (Continued)

File No. - 741

5/27/84

HUNTSVILLE,AL

A/C Reg. No. N6362P

Time (Lcl) - 1200 CDT

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

Finding(s)

1. CARBURETOR HEAT - INADVERTENT USE - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

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

Finding(s)

4. OBJECT - AIRPORT FACILITY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 610 4/13/84 MONETTE, AR A/C Reg. No. N8522V Time (Lcl) - 0845 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
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 - ROCKWELL INTL S-2R
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6000
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 - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/002 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

WHITED
Runway Ident - 18
Runway Lth/Wid - 2800/ 120
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3220 Last 24 Hrs - 8
Make/Model- 1025 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- 75
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER/PLT REPORTED THAT JUST AFTER LIFT-OFF, HE HEARD A LOUD SQUEAL & THE ENG LOST POWER. HE DUMPED HIS LOAD TO CLEAR TREES THEN LANDED HARD IN A WHEAT FIELD JUST BEYOND THE TREES. A DISSASSEMBLY OF THE ENG REVEALED THAT A SUPERCHARGER BEARING HAD FAILED AFTER 1679 FLT HRS.

Brief of Accident (Continued)

File No. - 610

4/13/84

MONETTE, AR

A/C Reg. No. N8522V

Time (Lcl) - 0845 CST

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

Finding(s)

1. ENGINE ASSEMBLY, BLOWER/IMPELLER - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. FLARE - NOT POSSIBLE -

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 798 5/30/84 STUTTGART, AR A/C Reg. No. N937X Time (Lcl) - 1045 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
Type of Operation	-AERIAL APPLICATION	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	Fire	Crew 0	0	0	1
Accident Occurred During	-MANEUVERING	NONE	Pass 0	0	0	0

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

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P&W R-985-AN-1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3725	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 450 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- 350/008 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 STUTTGART, AR</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 - PRECAUTIONARY 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 - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 9</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 436</p> <p>Make/Model- 170</p> <p>Instrument- 16</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 20</p>
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Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE PLT WAS SPRAYING RICE, THE LEFT MAIN GEAR OF THE ACFT STRUCK A LEVEE OF A RICE FIELD & SEPARATED. THE PLT THEN PROCEEDED TO A NEARBY FIELD FOR A LANDING. AFTER A SLIGHT LANDING ROLL ON SOFT TERRAIN, THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 798

5/30/84

STUTTGART, AR

A/C Reg. No. N937X

Time (Lc1) - 1045 CDT

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

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
2. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 668 6/11/84 HARRISBURG, AR A/C Reg. No. N8491K Time (Lcl) - 1000 CDT

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

Type Operating Certificate	AGRICULTURAL AIRCRAFT	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	-MANEUVERING			0	0	0	1
							0

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

Make/Model	- SCHWIEZER G-164B	Eng Make/Model	- P & W R-1340	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES	
Max Gross Wt	- 4500	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			
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Ident	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING	Runway Status	- N/A
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 5500	Last 24 Hrs - 7
SE LAND	Months Since - 17	Make/Model - 2960	Last 30 Days - UNK/NR
	Aircraft Type - C-172	Instrument - 32	Last 90 Days - 100
		Multi-Eng - 400	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT'S LANDING GEAR COLLIDED WITH A LEVEE DURING A SWATH RUN. THE ACFT THEN SLOWED & HIT OTHER LEVEES. THE PLT DUMPED HIS LOAD, BUT THE PLANE CRASH LANDED & NOSED OVER.

Brief of Accident (Continued)

File No. - 668

6/11/84

HARRISBURG, AR

A/C Reg. No. N8491K

Time (Lc1) - 1000 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

3. CLIMB - NOT POSSIBLE -
 4. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 699 6/15/84 GOULD, AR A/C Reg. No. N9431G Time (Lcl) - 1200 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
Type of Operation	-AERIAL APPLICATION	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	Fire	Crew 0	0	1	0
Accident Occurred During	-TAKEOFF	NONE	Pass 0	0	0	0

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

Make/Model	- CESSNA A188B	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	- 4200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 300 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</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1689
SE LAND	Months Since - 4	Make/Model- 1340
	Aircraft Type - 185	Instrument- 14
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 130

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED WITH A HEAVY LOAD, & DURING A TURN AFTER TAKEOFF, THE ACFT BEGAN TO SETTLE. THE LOAD WAS DUMPED & THE PLT SAID HE WAS APPLYING FULL POWER, BUT THE ACFT CONTINUED TO MUSH & CRASHED ABOUT ONE MILE FROM THE AIRSTRIP.

Brief of Accident (Continued)

File No. - 699

6/15/84

GOULD, AR

A/C Reg. No. N9431G

Time (Lc1) - 1200 CDT

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

Finding(s)

1. MANEUVER - INITIATED - PILOT IN COMMAND
2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
4. LOAD JETTISON - INITIATED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 719 12/23/84 NEWPORT,AR

A/C Reg. No. N94257

Time (Lcl) - 2130 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Fire Crew 0
NONE Pass 0

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

Make/Model - CESSNA 210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-L
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
Wind Dir/Speed- CALM
Visibility - 9.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
BATESVILLE,AR
Destination
NEWPORT,AR

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,COMMERCIAL
SE LAND,ME LAND
HELICOPTER

Age - 53

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 20100	Last 24 Hrs	- UNK/NR
Make/Model-	50	Last 30 Days-	UNK/NR
Instrument-	842	Last 90 Days-	70
Multi-Eng -	2010	Rotorcraft -	1150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING AN EMERGENCY LANDING FOLLOWING A LOSS OF PWR EN ROUTE. THE ENG AND PROP SEPARATED DURING THE ACCIDENT AND WERE SUBMERGED IN WATER WHICH PREVENTED AN EXAMINATION TO DETERMINE CAUSE OF THE PWR LOSS.

Brief of Accident (Continued)

File No. - 719

12/23/84

NEWPORT, AR

A/C Reg. No. N94257

Time (Lc1) - 2130 CST

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. LIGHT CONDITION - DARK NIGHT
3. OBJECT - TREE(S)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 720 2/09/84 LK HAVASU CITY,AZ A/C Reg. No. N771WN Time (Lcl) - 1645 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	NONE	0	0	0	2
Accident Occurred During	-LANDING					

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

Make/Model	- BEECH 95-B55	Eng Make/Model	- CONTINENTAL IO-470-L	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5100	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 260 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 50.0 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 PHOENIX,AZ</p> <p>Destination LK HAVASU CITY,AZ</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 LAKE HAVASU</p> <p>Runway Ident - 23</p> <p>Runway Lth/Wid - 6434/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND,ME LAND</p> <p>GLIDER</p>	<p>Age - 73</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 20</p> <p>Aircraft Type - B55</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>- 9668</td> <td>Last 24 Hrs</td> <td>- 2</td> </tr> <tr> <td>Make/Model</td> <td>- 1702</td> <td>Last 30 Days</td> <td>- 11</td> </tr> <tr> <td>Instrument</td> <td>- 186</td> <td>Last 90 Days</td> <td>- 81</td> </tr> <tr> <td>Multi-Eng</td> <td>- 1722</td> <td></td> <td></td> </tr> </table>	Total	- 9668	Last 24 Hrs	- 2	Make/Model	- 1702	Last 30 Days	- 11	Instrument	- 186	Last 90 Days	- 81	Multi-Eng	- 1722		
Total	- 9668	Last 24 Hrs	- 2															
Make/Model	- 1702	Last 30 Days	- 11															
Instrument	- 186	Last 90 Days	- 81															
Multi-Eng	- 1722																	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT THE ACFT ENCOUNTERED A FLOCK OF "LARGE WATER BIRDS" ON SHORT FINAL. WHILE ABRUPTLY MANEUVERING THE ACFT TO AVOID THE BIRDS, THE ACFT IMPACTED HARD ON THE RWY. THE PLT ALSO STATED THAT HIS LANDING WAS DIRECTLY INTO THE CLEAR SETTING SUN.

Brief of Accident (Continued)

File No. - 720

2/09/84

LK HAVASU CITY, AZ

A/C Reg. No. N771WN

Time (Lcl) - 1645 MST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - SUNGLARE
 2. OBJECT - BIRD(S)
 3. MANEUVER - PERFORMED - PILOT IN COMMAND
 4. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
 5. 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) 5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 728 2/19/84 TUCSON,AZ A/C Reg. No. N667R Time (Lcl) - 1830 MST

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

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

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

Make/Model - CESSNA 310	Eng Make/Model - LYCOMING IO-540-A1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 290 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	RYAN FIELD
Wind Dir/Speed- 310/005 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5500 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 362
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 80
		Last 30 Days- UNK/NR
		Instrument- 7
		Last 90 Days- 6
		Multi-Eng - 80

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS FOR SALE & THE PLT, WHO REPRESENTED HIMSELF AS BEING QUALIFIED TO FLY IT, WAS PERFORMING A PRE-PURCHASE FLT. HE REPORTED THAT HE INITIALLY FELT UNCOMFORTABLE FLYING THIS ACFT ALTHOUGH HE HAD PREVIOUSLY OWNED A CESSNA 310. HE WAS UNFAMILIAR WITH THE LOCATION OF SOME OF THE ACFT'S SWITCHES & MADE THE STATEMENT THAT IT WAS DARK INSIDE THE COCKPIT. DURING A STEEP TURN TO BASE, THE ENGS SPUTTERED. RWY 24 WAS NOTAMED CLOSED & THE RWY LITES WERE INOP. THE PLT STATED THAT WHEN HE HEARD THE ENGS SPUTTER, HE BECAME CONFUSED & ANXIOUS. HE STATED "I GOT ANTSY PANTS, DID A 360 DEGREE TURN, AND CRASHED." THE ACFT IMPACTED HARD ON THE UNLIGHTED TAXIWAY PARLLELING RWY 24 IN A NEAR WINGS LEVEL ATTITUDE. THE LANDING GEAR WAS FOUND IN THE FULLY RETRACTED POSITION. THE STUDENT HAD NOT BEEN ENDORSED TO SOLO IN A CESSNA 310. NO PREIMPACT PART FAILURE ON MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 728

2/19/84

TUCSON,AZ

A/C Reg. No. N667R

Time (Lcl) - 1830 MST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. UNDETERMINED
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. IMPROPER DECISION,QUALIFICATION - PILOT IN COMMAND
4. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
5. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. LIGHT CONDITION - DUSK

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

Finding(s)

7. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
8. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,ANXIETY/APPREHENSION - PILOT IN COMMAND
10. AIRPORT FACILITIES,RUNWAY EDGE LIGHTS - NOT OPERATING
11. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
12. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
13. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,11,13

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,9,10,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 725 3/28/84 TEMPLE BAR, AZ A/C Reg. No. N8801R Time (Lcl) - 1556 MST

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

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

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

Make/Model - BELLANCA 14-19-3	Eng Make/Model - CONTINENTAL IO-470-F	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2700	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point	
Method - UNK/NR	SANTA PAULA, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	GRAND CANYON, AZ	TEMPLE BAR
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 36
Visibility - 75.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3500/ 50
Lowest Sky/Clouds - 16000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 90
SE LAND	Months Since - 5	Make/Model- 16
	Aircraft Type - 14-19	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE LOST DIRECTIONAL CONTROL DURING THE LANDING & THE ACFT ZIG-SAGGED DOWN THE RWY. HE DID NOT USE BRAKES FOR FEAR OF A NOSE OVER. ON THE LAST 30% OF THE RWY, HE ATTEMPTED A GO-AROUND; HOWEVER, THE ACFT VEERED OFF THE RWY & CRASHED IN ROUGH TERRAIN. THE RWY HAD A 3.4% DOWNHILL GRADE TO THE NORTH & THE WIND WAS CALM.

Brief of Accident (Continued)

File No. - 725

3/28/84

TEMPLE BAR, AZ

A/C Reg. No. N8801R

Time (Lcl) - 1556 MST

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

Finding(s)

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

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

Finding(s)

4. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND
5. GO-AROUND - DELAYED - PILOT IN COMMAND
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) 2,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 614 4/15/84 GLENDALE, AZ A/C Reg. No. N5717H Time (Lcl) - 0800 MST

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

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

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

Make/Model - RAVEN S-55A-707	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 - 1435	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 225/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 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 - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 67	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 309
NONE	Months Since - 12	Make/Model- 309
FREE BALLOON	Aircraft Type - S-55A	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SIGHT-SEEING FLT, THE WINDS, OUTSIDE AIR TEMP & PROPANE GAS BURNER TEMP BEGAN INCREASING, SO THE PLT ELECTED TO LAND. HE NOTIFIED THE CHASE CREW, STARTED A DESCENT & ANTICIPATED MAKING A "DROP LINE" LANDING. AS THE BALLOON BEGAN CROSSING OVER A DRY RIVER AT ABOUT 200 FT AGL, IT WAS DESCENDING AT APRX 75 FT/MIN. THE PLT STATED THAT AT ABOUT THAT TIME, A DOWNDRAFT FORCED THE BALLOON TO THE RIVER BED, THEN THE WIND DRAGGED IT INTO THE RIVER BANK. OBSERVERS SAID THE TOP OF THE BALLOON WAS SUDDENLY DISTORTED FROM DOWNDRAFT. THE PLT STATED EVERYTHING WAS NORMAL, THEN "THE WIND HIT THE BALLOON" & THERE WERE "NO TREES, FLAGS, SMOKE OR DUST TO ANTICIPATE THE WIND SHEAR."

Brief of Accident (Continued)

File No. - 614

4/15/84

GLENDAL, AZ

A/C Reg. No. N5717H

Time (Lc1) - 0800 MST

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

Finding(s)

1. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - DOWNDRAFT
 3. WEATHER CONDITION - WINDSHEAR
-

Occurrence #2 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) 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. - 775 4/16/84 SKULL VALLEY, AZ A/C Reg. No. N85034 Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire Crew Pass
NONE 1 1

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

Make/Model - BELLANCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-75-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 75 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 - 65.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PRESCOTT, AZ
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

QUARTER CIRCLE J
Runway Ident - 02
Runway Lth/Wid - 2900/ 50
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 22
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 260 Last 24 Hrs - 1
Make/Model- 19 Last 30 Days- 5
Instrument- 41 Last 90 Days- 17
Multi-Eng - 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD BEEN FLOWN ON SEVERAL LOCAL FLTS, EARLIER THAT DAY. THE LAST KNOWN FLT ORIGINATED AT THE ERNEST J LOVE ARPT, PRESCOTT, AZ, AT 1600 MST. SUBSEQUENTLY, IT CRASHED NEAR THE DEPARTURE END OF RWY 02 AT THE QUARTER CIRCLE "J" ARPT, WHICH WAS IN THE LOCAL AREA AT SKULL VALLEY, AZ. THERE WERE NO WITNESSES TO THE ACCIDENT. AN EXAM OF THE WRECKAGE REVEALED THAT THE ACFT HAD IMPACTED IN A NEAR VERITCLE, NOSE DOWN ATTITUDE. THE AFT PART OF THE EMPENNAGE WAS BENT & TWISTED TO THE RIGHT. THE PROP BLADES HAD NUMEROUS CHORDWISE SCUFFING & "S" TWISTING SIGNATURES. NO EVIDENCE OF A PREIMPACT PART MALFUNCTION OR FAILURE WAS FOUND. RWY 2 HAS A 2% UPHILL GRADIENT & HIGH TERRAIN IS LOCATED NORTH OF THE ARPT.

Brief of Accident (Continued)

File No. - 775

4/16/84

SKULL VALLEY, AZ

A/C Reg. No. N85034

Time (Lc1) - UNK/NR

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 723 5/18/84 LAKESIDE, AZ A/C Reg. No. N9700B Time (Lcl) - 1540 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

1

0

Minor

0

1

None

0

0

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

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F1A6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

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

Wind Dir/Speed- 230/008 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
SHOW LOW, AZ
Destination
LAKESIDE, AZ

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - 172RG

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

Total - 456 Last 24 Hrs - 3
Make/Model- 3 Last 30 Days- UNK/NR
Instrument- 149 Last 90 Days- UNK/NR
Multi-Eng - 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS UNABLE TO CLEAR RISING TERRAIN AFTER A LOW PASS FOR A PHOTO. THE DENSITY ALT WAS ABOUT 8700 FT.

Brief of Accident (Continued)

File No. - 723

5/18/84

LAKESIDE, AZ

A/C Reg. No. N9700B

Time (Lcl) - 1540 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. TERRAIN CONDITION - RISING
3. LOW PASS - PERFORMED - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, 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) 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. - 716 7/02/84 STANFIELD,AZ A/C Reg. No. N8430V Time (Lcl) - 0700 MST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage						
	DESTROYED						
Type of Operation	-AERIAL APPLICATION	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-MANEUVERING			0	0	1	0
						0	0

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

Make/Model	- ROCKWELL INTERNATIONAL S-2R	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	- 2200	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
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- CALM	ATC/Airspace
Visibility	- 25.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- CLEAR	- NONE
Lowest Ceiling	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- NONE
		Runway Ident
		- N/A
		Runway Lth/Wid
		- N/A
		Runway Surface
		- N/A
		Runway Status
		- N/A

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

Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 14800	Last 24 Hrs - 5
SE LAND	Months Since - 2	Make/Model- 7000	Last 30 Days- UNK/NR
	Aircraft Type - S-2R	Instrument- 20	Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS MANEUVERING TO START ANOTHER FIELD WHEN THE ACFT'S LEFT WING HIT THE ROOF OF THE GROUND FLAGGING VEHICLE.
THE ACFT THEN COLLIDED WITH THE GROUND.

Brief of Accident (Continued)

File No. - 716

7/02/84

STANFIELD, AZ

A/C Reg. No. N8430V

Time (Lc1) - 0700 MST

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

Finding(s)

1. OBJECT - VEHICLE
 2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 715 7/03/84 EL MIRAGE,AZ A/C Reg. No. N7202 Time (Lcl) - 0900 MST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries				
	SUBSTANTIAL	Fatal	Serious	Minor	None	
Type of Operation -AERIAL APPLICATION	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 137	ON GROUND	Pass	0	0	0	0
Accident Occurred During -APPROACH						

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

Make/Model - GRUMMAN G-164A	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 - 3000	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	Runway Ident - N/A
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 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 - FORCED 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)	
COMMERCIAL	Current - YES	Total - 720	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 4	Make/Model- 40	Last 30 Days- 15
	Aircraft Type - J-3	Instrument- 0	Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING TAKEOFFS & LANDINGS WITH ABOUT 800 LBS OF WATER ON BOARD. AFTER TURNING DOWNWIND FOR HIS SECOND LANDING, HE EXPERIENCED A LOSS OF AIRSPEED & THE ACFT STARTED TO SINK INTO POWER LINES. HE RELEASED THE EMERGENCY DUMP GATE, AT WHICH TIME, THE TAIL WHEEL SNAGGED A POWER LINE. THE ACFT THEN STALLED INTO THE GROUND.

Brief of Accident (Continued)

File No. - 715

7/03/84

EL MIRAGE,AZ

A/C Reg. No. N7202

Time (Lc1) - 0900 MST

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

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
3. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
4. OBJECT - WIRE,TRANSMISSION

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 636 1/04/84 WATSONVILLE,CA A/C Reg. No. N10194 Time (Lcl) - 1230 PST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

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

Make/Model - BELL 47G-2	Eng Make/Model - LYCOMING VO-435-A1D	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- 090/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 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 - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 18248
SE LAND,ME LAND,ME SEA	Months Since - 13	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 5670
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 112
		Multi-Eng - 120
		Rotorcraft - 7538

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE WAS MAKING A SWATH RUN AT THE EDGE OF THE FIELD WHEN HE APCHD A STANDPIPE. HE APPLIED CONTROL PRESSURE TO AVOID THE OBSTRUCTION, BUT THE OUTER 3 INCHES OF THE ROTOR BLADES STRUCK THE STANDPIPE. THE HELICOPTER CONTACTED THE GROUND ABOUT 25 FT BEYOND THE STANDPIPE & WAS FURTHER DAMAGED. THE PLT STATED THAT HE WAS ACCUSTOMED TO FLYING A HELICOPTER WITH LONGER SPRAY BOOMS & THAT THE SHORT BOOMS ON THIS ACFT WERE NOT AS GOOD FOR REFERENCE.

Brief of Accident (Continued)

File No. - 636

1/04/84

WATSONVILLE, CA

A/C Reg. No. N10194

Time (Lc1) - 1230 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 652 1/04/84 REDDING, CA A/C Reg. No. N2645X Time (Lcl) - 1850 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - CESSNA P206
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3300
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed - 170/006 KTS
Visibility - .500 SM
Lowest Sky/Clouds - 300 FT
Lowest Ceiling - 300 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

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

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BENTON
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 45
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - P206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1000
Last 24 Hrs - UNK/NR
Make/Model- UNK/NR
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- UNK/NR
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE, THE PLT CONTACTED A FSS & WAS ADVISED THAT THE REDDING ARPT WAS BELOW MINIMUMS DUE TO FOG. HE THEN CONTACTED THE BENTON UNICOM (7 MI NW OF REDDING MUNI) & REPORTED THAT HE COULD NOT SEE THE RWY LIGHTS AT THE BENTON ARPT, BUT THAT HE WOULD ATTEMPT TO LOCATE ENTERPRISE ARPT WHICH WAS 5 MI EAST OF BENTON. ALSO, HE STATED THAT HE WAS LOW ON FUEL, & SINCE HE COULD SEE THE LIGHTS ON EUREKA WAY (CALIFORNIA STATE HIGHWAY 299W), HE WOULD USE IT IF NECESSARY. A SHORT TIME LATER, THE ACFT COLLIDED WITH 2 OVERHEAD GROUND LINES WHICH WERE ASSOCIATED WITH THE SHASTA TRACY 230 KV TRANSMISSION LINE. THE CABLES WERE 1/2 INCH IN DIAMETER & LOCATED NEAR EUREKA WAY, 120 FT AGL, & APRX 1-1/2 MI FROM THE BENTON ARPT. AFTER HITTING THE CABLES THE ACFT IMPACTED ON EUREKA WAY. AN EXAM OF THE WRECKAGE REVEALED NO EVIDENCE OF A PREIMPACT/MECHANICAL PROBLEM.

Brief of Accident (Continued)

File No. - 652

1/04/84

REDDING,CA

A/C Reg. No. N2645X

Time (Lc1) - 1850 PST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - FOG
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
4. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND

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

Finding(s)

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 675 1/20/84 MENDOTA,CA A/C Reg. No. N2492P Time (Lcl) - 1530 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -MANEUVERING

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

Make/Model - PIPER PA-38-112

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 - 112 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 6.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- ICE FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MENDOTA,CA

Destination

FRESNO,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 - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 22

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 102 Last 24 Hrs - 1

Make/Model- 1 Last 30 Days- 1

Instrument- UNK/NR Last 90 Days- 1

Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TRACTOR WHILE THE PLT WAS MAKING A LOW PASS OVER SOME WORKERS IN A TOMATO FIELD. THE PLT SAID HE WAS RETURNING THE RENTED ACFT WHEN HE DECIDED TO MAKE A FINAL CHECK ON THE FIELD WORKERS BEFORE DEPARTING FOR THE DAY. NO EVIDENCE OF ANY MALFUNCTION OF THE ACFT PRIOR TO THE ACCIDENT WAS FOUND DURING THE INVESTIGATION NOR COULD THE PLT RECALL ANY.

Brief of Accident (Continued)

File No. - 675

1/20/84

MENDOTA, CA

A/C Reg. No. N2492P

Time (Lc1) - 1530 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s).

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 8. OBJECT - VEHICLE
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 753 1/21/84 SANTA PAULA, CA A/C Reg. No. N42CW Time (Lcl) - 0940 PST

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

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

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

Make/Model - WELLS/RAND KR-2	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1200	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	SANTA PAULA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 040/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	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-----

WHILE FLYING IN AN EASTERLY DIRECTION, THE ACFT COLLIDED WITH A 1/2 INCH POWER LINE/GROUND CABLE, APRX 300 FT ABOVE THE TERRAIN. THE IMPACT OCCURRED AT MID-SPAN. AFTER COLLIDING WITH THE CABLE, THE ACFT CRASHED & CAME TO REST IN AN ORCHARD. THE SUN WAS AT AN ANGLE OF ABOUT 41 DEG ABOVE THE HORIZON.

Brief of Accident (Continued)

File No. - 753

1/21/84

SANTA PAULA, CA

A/C Reg. No. N42CW

Time (Lc1) - 0940 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation UNKNOWN

Finding(s)

1. LIGHT CONDITION - SUNGLARE
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) 2,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 721 1/24/84 HEALDSBURG, CA A/C Reg. No. N5026S Time (Lcl) - 1400 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 -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

Crew

Pass

NONE

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

Make/Model - BELLANCA 7ECA

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1350

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 - 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- 330/010 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

SONOMA, CA

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

HEALDSBURG MUNI

Runway Ident - 31

Runway Lth/Wid - 2707/ 45

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 39

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 57

Make/Model- 57

Instrument- 1

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 46

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT A GUST OF WIND PUSHED UP THE LEFT WING & THE ACFT VEERED OFF THE RWY. THE ACFT THEN WENT DOWN A SHALLOW GRADE & IMPACTED BUSHES. HE REPORTED THE WIND WAS FROM 330 DEG AT 10 GUSTING 18 KTS.

Brief of Accident (Continued)

File No. - 721

1/24/84

HEALDSBURG, CA

A/C Reg. No. N5026S

Time (Lcl) - 1400 PST

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

Finding(s)

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

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this 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. - 674 1/25/84 LAKE CASITAS, CA A/C Reg. No. N300SF Time (Lcl) - 1600 PST

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

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

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

Make/Model	- BEECH 60	Eng Make/Model	- LYCOMING TIO-541-E1C4	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6775	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 380 HP		

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

<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- CALM</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SANTA MARIA, CA</p> <p>Destination</p> <p>VAN NUYS, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, ATP, CFI</p> <p>SE LAND, ME LAND</p>	<p>Age - 46</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 5800</p> <p>Make/Model- 200</p> <p>Instrument- 430</p> <p>Multi-Eng - 2400</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- 83</p> <p>Last 90 Days- 194</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS TOLD BY HIS COMPANY TO DELIVER THE RECENTLY SOLD ACFT TO ITS NEW OWNER. DURING THE FLT, AN INTERMEDIATE STOP WAS MADE, BUT NO FUEL WAS ADDED BECAUSE THE PLT BELIEVED HE HAD ENOUGH FUEL. FUEL EXHAUSTION OCCURRED ABOUT 20 MINUTES AFTER DEPARTURE. ONLY A COUPLE OF OUNCES OF FUEL WAS FOUND ABOARD THE ACFT AND NO FUEL STAINS OR LEAKS WERE NOTED AFTER THE ACCIDENT. ACCORDING TO THE PLT, THE FUEL GAGES INDICATED THAT THERE WAS APRX 50 GAL ON EACH SIDE JUST BEFORE THE ENGS STARTED SURGING & LOSING POWER. DURING A FORCED LANDING IN A MUDDY FIELD, THE ACFT NOSED OVER AS IT CAME TO REST IN A RAVINE.

Brief of Accident (Continued)

File No. - 674

1/25/84

LAKE CASITAS, CA

A/C Reg. No. N300SF

Time (Lc1) - 1600 PST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT
7. TERRAIN CONDITION - WET
8. TERRAIN CONDITION - DITCH

-----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) 3,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 730 1/26/84 SANTA ANA,CA A/C Reg. No. N7571F Time (Lcl) - 1034 PST

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

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

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

Make/Model - BELLANCA CHAMPION 7KCAB	Eng Make/Model - LYCOMING IO-320-E2A	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2052	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	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	SANTA ANA,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ORANGE CO
Wind Dir/Speed- 030/030 KTS	ATC/Airspace	Runway Ident - 01L
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5700/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 3000
SE LAND,ME LAND	Months Since - 11	Make/Model- 1900
	Aircraft Type - PA-44	Instrument- 248
		Multi-Eng - 1500
		Last 24 Hrs - UNK/NR
		Last 30 Days- 85
		Last 90 Days- 245

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING AFTER LANDING, A GUST OF WIND OVERTURNED THE ACFT. THE WINDS WERE GUSTING TO 40 KTS.

Brief of Accident (Continued)

File No. - 730

1/26/84

SANTA ANA, CA

A/C Reg. No. N7571F

Time (Lcl) - 1034 PST

Occurrence

NOSE OVER

Phase of Operation

TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER CONDITION - GUSTS
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE -
-

-----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. - 735 1/29/84 COALINGA, CA A/C Reg. No. N8299D Time (Lcl) - 1500 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

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

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

Make/Model - BEECH J35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3050
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC

Wind Dir/Speed- 030/001 KTS

Visibility - 4.000 SM

Lowest Sky/Clouds - 20000 FT THIN OVC

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PALM SPRINGS, CA

Destination

HAYWARD, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HARRIS RANCH

Runway Ident - 32

Runway Lth/Wid - 2820/ 30

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 - 13

Aircraft Type - J35

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1668

Make/Model- 397

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 15

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CRUISING AT 8,500 FT MSL, THE PLT NOTICED A LOSS OF ALL OIL PRESSURE. HE SECURED THE ENG, LOWERED THE LANDING GEAR & WING FLAPS, & DECLARED AN EMERGENCY STATING HE WOULD ATTEMPT AN ENG OUT LANDING AT HARRIS RANCH ARPT. WHILE DESCENDING THROUGH 1,000 FT MSL, HE REPORTED THAT HE COULD NOT REACH THE ARPT & RETRACTED THE FLAPS. THE ACFT NOSED OVER IN A SOFT PLOWED FIELD 1/4 MI SHORT OF THE RWY. THERE WAS EVIDENCE OF AN OIL LEAK IN THE ENG & THE BOTTOM OF THE ACFT WAS COVERED WITH OIL. THERE WAS NO OIL IN THE ENG & THERE WAS A HOLE IN THE CRANKCASE CAUSED BY THE FAILURE OF THE #6 CONROD. THE OTHER CONRODS WERE OVERHEATED. THE OIL FILTER ADAPTER WAS SAFETIED BUT VERY LOOSE. THE INTERNAL & EXTERNAL THREADS WERE BADLY WORN.

Brief of Accident (Continued)

File No. - 735

1/29/84

COALINGA, CA

A/C Reg. No. N8299D

Time (Lc1) - 1500 PST

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

Finding(s)

1. LUBRICATING SYSTEM - WORN
2. LUBRICATING SYSTEM - LOOSE
3. FLUID,OIL - LEAK
4. FLUID,OIL - EXHAUSTION
5. ENGINE ASSEMBLY,CONNECTING ROD - OVERTEMPERATURE
6. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

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

Finding(s)

7. GEAR EXTENSION - PREMATURE - PILOT IN COMMAND
8. LOWERING OF FLAPS - PREMATURE - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. TERRAIN CONDITION - ROUGH/UNEVEN
10. TERRAIN CONDITION - SOFT

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

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

Factor(s) relating to this accident is/are finding(s) 7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 729 1/30/84 SANTA NELLA,CA A/C Reg. No. N731WR Time (Lcl) - 1520 PST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
1
0

Minor
0
0

None
0
0

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

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

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 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- UNK/NR
Visibility - 3.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GUSTINE,CA
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
SE LAND
HELICOPTER

Age - 50
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 188AG

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

Total - 12000
Make/Model- 1000
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-----

DURING A LOW LEVEL AG TURN, THE ACFT'S LEFT WING IMPACTED AN 8-FT HIGH STAND PIPE. THE ACFT THEN CARTWHEELED & CRASHED. A FEW WEEKS BEFORE THE ACCIDENT, THE PLT HAD PERSONALLY INSPECTED THE FIELD. HOWEVER, JUST DAYS BEFORE THE ACCIDENT, THE STANDPIPE HAD BEEN ERECTED.

Brief of Accident (Continued)

File No. - 729

1/30/84

SANTA NELLA, CA

A/C Reg. No. N731WR

Time (Lc1) - 1520 PST

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

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 752 2/04/84 HAYWARD, CA

A/C Reg. No. N52034

Time (Lcl) - 2310 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

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

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

Make/Model - CESSNA 180J
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2800
No. of Seats - 6

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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 054/004 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SANTA ROSA, CA
Destination
PALO ALTO, CA

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)
COMMERCIAL
SE LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-180J

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1390
Make/Model- 79
Instrument- 179
Last 24 Hrs - 3
Last 30 Days- 8
Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PLT HAD DESCENDED TO STAY BELOW THE TCA & WAS APPROACHING HIS DESTINATION WHEN THE ENG LOST POWER. HE TURNED BACK TOWARD THE HAYWARD ARPT, BUT WAS UNABLE TO REACH IT OR RESTART THE ENG. DURING A FORCED LANDING AT NIGHT, THE ACFT WAS DAMAGED. THE ACFT WAS EQUIPPED WITH LONG RANGE FUEL TANKS. ABOUT 5 GAL OF FUEL WAS REMAINING IN THE LEFT TANK & BETWEEN 2 & 3 GAL WAS IN THE RIGHT TANK. UNUSABLE WAS 2.5 GAL FOR EACH TANK. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 752

2/04/84

HAYWARD, CA

A/C Reg. No. N52034

Time (Lc1) - 2310 PST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

2. LIGHT CONDITION - DARK NIGHT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 751 2/18/84 SANTA MONICA, CA A/C Reg. No. N9876T Time (Lcl) - 1844 PST

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

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

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

Make/Model	- BEECH A36	Eng Make/Model	- CONTINENTAL IO-520-BA10B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3611	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	OXNARD, CA		SANTA MONICA	
Wind Dir/Speed	- 240/004 KTS	ATC/Airspace		Runway Ident	- 21
Visibility	- 40.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 4987/ 150
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- VFR	Runway Surface	- CONCRETE
Lowest Ceiling	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN	Runway Status	- DRY
Obstructions to Vision	- NONE		FORCED LANDING		
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 292	Last 24 Hrs - 1
SE LAND	Months Since - 4	Make/Model - 292	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AFTER TAKEOFF, THE ELECTRICAL SYS FAILED AS HE RETRACTED THE GEAR. HE ELECTED TO RETURN TO THE ARPT & LAND. SHORTLY THEREAFTER, THE ENG LOST POWER. HE FURTHER STATED THAT HE HAND CRANKED THE GEAR TO THE DOWN POSITION & RECEIVED A LIGHT FROM THE TOWER TO LAND. HOWEVER, WHEN HE LANDED, THE GEAR WAS NOT EXTENDED. AN EXAM OF THE ACFT REVEALED THAT THE P-LEAD ON A MAGNETO HAD BECOME DISCONNECTED. NO OTHER PREACCIDENT/MECHANICAL DISCREPANCIES WERE FOUND.

Brief of Accident (Continued)

File No. - 751

2/18/84

SANTA MONICA, CA

A/C Reg. No. N9876T

Time (Lcl) - 1844 PST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH

Finding(s)

1. UNDETERMINED
 2. IGNITION SYSTEM, IGNITION LEAD - DISCONNECTED
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
 4. WHEELS UP LANDING - PERFORMED -
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 750 2/19/84 SANTA ANA, CA

A/C Reg. No. N280AA

Time (Lcl) - 1025 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - BEECH M35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/022 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
PALM SPRINGS, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

JOHN WYANE
Runway Ident - 01R
Runway Lth/Wid - 2888/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 25
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 320 Last 24 Hrs - UNK/NR
Make/Model- 211 Last 30 Days- UNK/NR
Instrument- 28 Last 90 Days- 125

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE HAD AN ELECTRICAL FAILURE AFTER TAKEOFF. HE REMAINED IN THE TRAFFIC PATTERN & LOWERED THE LANDING GEAR ON THE DOWNWIND LEG. DURING THE LANDING ROLL, ALL THREE GEAR COLLAPSED. THE PLT DID NOT MANUALLY CRANK THE LANDING GEAR DOWN. THE BATTERY WIRE TO THE GENERATOR WAS FOUND DISCONNECTED.

Brief of Accident (Continued)

File No. - 750

2/19/84

SANTA ANA, CA

A/C Reg. No. N280AA

Time (Lc1) - 1025 PST

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

Finding(s)

1. ELECTRICAL SYSTEM, ELECTRIC WIRING - DISCONNECTED
2. ELECTRICAL SYSTEM, BATTERY - OTHER
3. ELECTRICAL SYSTEM - INOPERATIVE

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
6. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 774 2/20/84 LIVERMORE, CA A/C Reg. No. N91227 Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	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-S1B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - UNK/NR
Wind Dir/Speed - UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision - UNK/NR
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
GROVELAND, CA
Destination
SAN JOSE, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 216
Make/Model- 24
Instrument- 4
Last 24 Hrs - 2
Last 30 Days- 7
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A NIGHT X-COUNTRY FLT, THE ACFT COLLIDED WITH THE GROUND NEAR THE TOP OF HILLY TERRAIN AT AN ELEVATION OF ABOUT 1840 FT. THE TIME OF THE ACCIDENT WAS NOT KNOWN, BUT THE ACFT HAD DEPARTED GROVELAND, CA AT SOMETIME BETWEEN 1900 & 1930 PST. WITNESSES IN THE AREA AT THE PRESUMED TIME OF THE ACCIDENT STATED THAT A SUDDEN RAIN SQUALL HAD MOVED THRU THE LIVERMORE, CA VICINITY AT ABOUT 1900 PST. AN EXAM OF THE WRECKAGE REVEALED NO INDICATION OF ANY PREIMPACT MECHANICAL FAILURE OR MALFUNCTION. APRX 5 MI NORTHWEST AT LIVERMORE, CA, THE 1945 PST WX WAS, IN PART: 3000 FT SCATTERED, 7000 FT BROKEN. THE ELEVATION AT LIVERMORE IS 397 FT.

Brief of Accident (Continued)

File No. - 774 2/20/84 LIVERMORE, CA

A/C Reg. No. N91227

Time (Lcl) - UNK/NR

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. LIGHT CONDITION - DARK NIGHT
 3. TERRAIN CONDITION - HIGH TERRAIN
 4. WEATHER CONDITION - CLOUDS
 5. WEATHER CONDITION - LOW CEILING
-

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

Finding(s)

6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 749 2/20/84 LUCERNE, CA A/C Reg. No. N34849 Time (Lcl) - 1230 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - CESSNA 177B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1F6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- VARIABLE
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHICO, CA
Destination
LOWER LAKE, 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 - NONE

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

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

Age - 60
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - 177B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	1100	Last 24 Hrs - UNK/NR
Make/Model-	700	Last 30 Days- 1
Instrument-	262	Last 90 Days- 4
Multi-Eng -	2	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON REACHING HIS DESTINATION, THE PLT WAS UNABLE TO SEE THE ARPT BECAUSE OF THE PRESENCE OF A SOLID LOWER LAYER OF CLOUDS. WHILE LOOKING FOR A BREAK IN THE CLOUD LAYER FOR A VFR DESCENT, THE PLT "INADVERTENTLY FLEW INTO IFR CONDITIONS," & IMPACTED TREES. THERE WAS NO INSTRUMENT APPROACH PROCEDURE AT THE DESTINATION ARPT.

Brief of Accident (Continued)

File No. - 749

2/20/84

LUCERNE,CA

A/C Reg. No. N34849

Time (Lc1) - 1230 PST

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

Finding(s)

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

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

Finding(s)

3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 4. OBJECT - TREE(S)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 727 2/24/84 YUCCA VALLEY, CA A/C Reg. No. N1318J Time (Lcl) - 1222 PST

-----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 - ROCKWELL INTL 112A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1D6
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 225/012 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
CORONA, CA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

YUCCA VALLEY
Runway Ident - 06
Runway Lth/Wid - 3686/ 90
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

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

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

Total	- 807	Last 24 Hrs	- UNK/NR
Make/Model-	26	Last 30 Days-	UNK/NR
Instrument-	69	Last 90 Days-	204
Multi-Eng -	3	Rotorcraft -	2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON ARRIVAL AT THE UNCONTROLLED ARPT, NEITHER THE INSTRUCTOR (CFI) NOR THE STUDENT OBSERVED THE ARPT'S WIND SOCK. THE ACFT WAS OBSERVED TO TOUCH DOWN MIDWAY DOWN THE RWY & BOUNCE ONCE DURING THE LANDING. AS THE ACFT NEARED THE END OF THE RWY, THE CFI REALIZED THAT THERE WAS INSUFFICIENT REMAINING RWY TO STOP, SO SHE TOOK OVER THE CONTROLS. THE STUDENT STATED THAT THE CFI DID NOT INSTRUCT HIM TO RELINQUISH CONTROL, & THE CFI STATED SHE DID NOT DIRECT HER STUDENT TO RELEASE ALL THE CONTROLS. THE ACFT VEERED OFF THE RWY & SUBSEQUENTLY IMPACTED A 3-FT HIGH EMBANKMENT.

Brief of Accident (Continued)

File No. - 727

2/24/84

YUCCA VALLEY, CA

A/C Reg. No. N1318J

Time (Lcl) - 1222 PST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND(CFI)
2. WEATHER CONDITION - TAILWIND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND(CFI)
4. AIRSPEED - MISJUDGED - DUAL STUDENT
5. DISTANCE - MISJUDGED - DUAL STUDENT
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND(CFI)
7. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND(CFI)
8. RELINQUISHING OF CONTROL - DELAYED - DUAL STUDENT
9. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
10. GROUND LOOP/SWERVE - UNCONTROLLED -

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

Finding(s)

11. TERRAIN CONDITION - DIRT BANK

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

12. LANDING GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 773 2/27/84 EMIGRANT GAP, CA A/C Reg. No. N25592 Time (Lc1) - 1530 PST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	SACRAMENTO, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SACRAMENTO, CA	BLUE CANYON-NYACK
Wind Dir/Speed- 200/005 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 75.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 50
Lowest Sky/Clouds - 20000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT OVERCAST	Type Apch/Lndg - TOUCH AND GO	Runway Status - SNOW - CRUSTED
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 2353
SE LAND, ME LAND	Months Since - 13	Last 24 Hrs - 3
	Aircraft Type - PA-30	Make/Model- 1700
		Last 30 Days- UNK/NR
		Instrument- 260
		Last 90 Days- 104
		Multi-Eng - 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT & INSTRUCTOR PLT (CFI) WERE ON A DUAL X-COUNTRY FLT. THEY PROCEEDED TO FLY TO AN UNATTENDED ARPT AT EMIGRANT GAP, CA, WHICH WAS AT AN ELEVATION OF 5284 FT. AFTER ARRIVING, THEY CIRCLED THE ARPT & MADE A LOW PASS OVER THE RWY. THEY SAW TRACKS ON THE RWY & ASSUMED THAT ACFT HAD BEEN OPERATING FROM THE ARPT. (LATER, THEY LEARNED THAT THE TRACKS HAD BEEN MADE BY SNOW MOBILE TYPE VEHICLES.) THE CFI ASKED THE STUDENT TO MAKE A SOFT FIELD APCH & LANDING, THEN IMMEDIATELY GO AROUND WITHOUT LOWERING THE NOSE. HOWEVER, WHEN THE MAIN GEAR TOUCHED DOWN, THE WET, UNPACKED SNOW CREATED SUFFICIENT DRAG TO CAUSE THE NOSE TO DROP. SUBSEQUENTLY, THE NOSE GEAR COLLAPSED & THE ACFT NOSED OVER. THE ARPT/FACILITY DIRECTORY STATED THAT THE ARPT WAS UNATTENDED & WAS CLOSED IN WINTER. THE INSTRUCTOR HAD NOT CHECKED THIS DIRECTORY, BUT HAD CHECKED 2 PRIVATE PUBLICATIONS.

Brief of Accident (Continued)

File No. - 773

2/27/84

EMIGRANT GAP, CA

A/C Reg. No. N25592

Time (Lc1) - 1530 PST

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND(CFI)
 3. TOUCH-AND-GO LANDING - INITIATED - DUAL STUDENT
 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

Occurrence #2 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) 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. - 726 2/28/84 SAN JOSE, CA A/C Reg. No. N7168T Time (Lcl) - 1543 PST

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

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

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

Make/Model - CESSNA 172A	Eng Make/Model - CONTINENTAL D-300-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TV/RADIO	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	RIO VISTA, CA	SAN JOSE MUNI
Wind Dir/Speed- 320/011 KTS	ATC/Airspace	Runway Ident - 30R
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4418/ 150
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2858
SE LAND	Months Since - 16	Make/Model- 1407
	Aircraft Type - 172A	Instrument- 47
		Multi-Eng - 22
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF THE CESSNA 172 REQUESTED CLEARANCE TO RWY 30R & WAS CLEARED AS REQUESTED. WHILE TAXIING, HE WAS CAUTIONED ABOUT TURBULENCE BEHIND A DC-9. THE DC-9 PLTS WERE WAITING TO TAKEOFF ON RWY 30L. THE CESSNA PLT STARTED TO PASS AS THE DC-9 WAS CLEARED ONTO RWY 30L TO HOLD. THE CESSNA ENCOUNTERED JET BLAST FROM THE DC-9 & NOSED OVER.

Brief of Accident (Continued)

File No. - 726

2/28/84

SAN JOSE, CA

A/C Reg. No. N7168T

Time (Lcl) - 1543 PST

Occurrence #1 PROPELLER BLAST OR JET EXHAUST/SUCTION
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 611 3/11/84 SONOMA, CA A/C Reg. No. N23882 Time (Lcl) - 1415 PST

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

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

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

Make/Model - PIPER PA-38-112	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 - 112 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	SONOMA SKYPARK
Wind Dir/Speed- 260/010 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 50
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	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 30
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 30
		Last 30 Days- 7
		Instrument- 0
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT HAD PREVIOUSLY SOLOED ON 12/4/83 & HAD ACCUMULATED ABOUT 30 HRS OF TOTAL TIME OF WHICH 3.7 HRS WERE SOLO. JUST PRIOR TO THE ACCIDENT FLT, THE STUDENT'S INSTRUCTOR HAD FLOWN WITH HIM & HE HAD COMPLETED 4 LANDINGS ON THAT FLT. THE STUDENT THEN WENT ON A SOLO FLT TO MAKE 3 MORE LANDINGS. AFTER THE LAST LANDING (A TOUCH-&-GO), HE RETRACTED THE FLAPS & ADDED POWER TO TAKEOFF AGAIN. AT ABOUT THE SAME TIME, THE ACFT VEERED LEFT, WENT OFF THE RWY & SUBSEQUENTLY HIT A DITCH & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 611

3/11/84

SONOMA, CA

A/C Reg. No. N23882

Time (Lc1) - 1415 PST

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

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
2. GO-AROUND - INITIATED - 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 TERRAIN
Phase of Operation TAKEOFF

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) 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. - 612 3/30/84 HAPPY CAMP, CA A/C Reg. No. N9254U Time (Lcl) - 0655 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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 -TAKEOFF

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 D-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 - IMC
Wind Dir/Speed- CALM
Visibility - .750 SM
Lowest Sky/Clouds - 100 FT
Lowest Ceiling - 100 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HAPPY CAMP
Runway Ident - 04
Runway Lth/Wid - 3000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-150M

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 279
Make/Model- 250
Instrument- 4
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

WHILE WAITING FOR FOG TO "BURN OFF," THE PLT PREFLIGHTED THE ACFT & THEN WAITED FOR ABOUT 45 MIN AT THE END OF THE RWY. HE THEN DECIDED TO TAKEOFF WHILE THE WX WAS STILL IMC. SHORTLY AFTER LIFT-OFF, THE ACFT ENTERED INSTRUMENT CONDITIONS & BEGAN TURNING TO THE LEFT. THE PLT STATED, "ABOUT THE TIME I WAS STARTING TO GET THINGS SORTED OUT, THE TREES APPEARED OUT OF THE FOG." HE PULLED BACK ON THE YOKE, BUT THE ACFT HIT TREES & CRASHED. THE PLT STATED THAT HIS DECISION TO TAKEOFF IN IMC WAS INFLUENCED BY HIS WIFE'S FAILING ABILITY TO COPE WITH THEIR SEPARATION DURING HIS NEW JOB & HIS BOSS'S EXPLICIT INSTRUCTIONS THAT HE DIDN'T WANT ANYONE LATE OR OFF ON THAT DAY. ALSO, THE PLT FELT A NEED TO PROVE TO EVERYONE THAT AN ACFT COULD BE DEPENDABLE TRANSPORTATION.

Brief of Accident (Continued)

File No. - 612

3/30/84

HAPPY CAMP, CA

A/C Reg. No. N9254U

Time (Lc1) - 0655 PST

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. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - OBSCURATION
6. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
7. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
8. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
9. IMPROPER DECISION, PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND

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

Finding(s)

10. OBJECT - TREE(S)
11. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
12. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7,8,9,10,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 772 3/30/84 TULELAKE, CA A/C Reg. No. N70060 Time (Lcl) - 1530 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - CESSNA A185E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3300
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/015 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FALL RIVER MILL, CA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TULELAKE
Runway Ident - 29
Runway Lth/Wid - 3577/ 44
Runway Surface - GRAVEL
Runway Status - DRY

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

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE 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 - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT A GUSTY LEFT X-WIND EXISTED. AFTER TOUCHDOWN, THE ACFT GROUND LOOPED, WENT OFF THE LEFT SIDE OF THE RWY & NOSED OVER. HE ESTIMATED THAT THE WIND WAS FROM 200 DEG AT 15 KTS.

Brief of Accident (Continued)

File No. - 772

3/30/84

TULELAKE,CA

A/C Reg. No. N70060

Time (Lc1) - 1530 PST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 771 4/06/84 CHICO, CA A/C Reg. No. N8334M Time (Lcl) - 1215 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA A150K
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- 300/016 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
SAN CARLOS, CA
Destination
CHICO, CA

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)
PRIVATE
SE LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-150

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

Total	- 155	Last 24 Hrs	- UNK/NR
Make/Model-	51	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	25

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE ACFT WAS ABOUT 7 MI FROM ITS DESTINATION, THE ENG LOST POWER & THE PLT ELECTED TO LAND ON AN ACCESS ROAD. DURING THE LANDING ROLL, THE LEFT WING HIT THE TOP OF A FENCE & THE ACFT VEERED LEFT. THE NOSEWHEEL THEN STRUCK A CURB & THE ACFT NOSED OVER. ABOUT 11 GAL OF FUEL WAS REMAINING IN THE ACFT. NO DISCREPANCIES WERE FOUND THAT WOULD HAVE PREVENTED OPERATION OF THE ENG.

Brief of Accident (Continued)

File No. - 771

4/06/84

CHICO, CA

A/C Reg. No. N8334M

Time (Lc1) - 1215 PST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

2. OBJECT - FENCE

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. - 616 4/13/84 MCKINLEYVILLE, CA A/C Reg. No. N42273 Time (Lc1) - 1332 PST

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

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

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

Make/Model - STURGES BD-5B	Eng Make/Model - HONDA CIVIC EB3	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 890	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 70 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MCKINLEYVILLE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ARCATA
Wind Dir/Speed- 250/006 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5998/ 150
Lowest Sky/Clouds - 25000 FT THIN OVC	Type of Clearance - TRAFFIC ADVISORY	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 507
SE LAND	Months Since - 7	Make/Model- 58
	Aircraft Type - PA-28	Instrument- 90
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER THE ACFT TOOK OFF, WITNESSES OBSERVED IT ENTER A LEFT TURN, PITCH NOSE UP, THEN ENTER A ROLLING/VERTICAL DESCENT & IMPACT AT THE EDGE OF A SURF. AN EXAM OF THE WRECKAGE & ENG REVEALED NO EVIDENCE OF A PREIMPACT/PART FAILURE OR MALFUNCTION. A TEST PLT REPORTED THAT IN SPIN TESTS AT 10,000 FT, THE ACFT REQUIRED UP TO 2000 FT FOR RECOVERY.

Brief of Accident (Continued)

File No. - 616

4/13/84

MCKINLEYVILLE, CA

A/C Reg. No. N42273

Time (Lcl) - 1332 PST

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

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 734 4/15/84 EL MIRAGE,CA A/C Reg. No. N222PK Time (Lcl) - 1415 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - MOLINO OY PIK-20B
Landing Gear - UNK/NR
Max Gross Wt - 880
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 30.0 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 - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

EL MIRAGE SKY RANCH
Runway Ident - 07
Runway Lth/Wid - 3200/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 55

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1835	Last 24 Hrs	- 3
Make/Model-	22	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	18
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHEN HE WAS 1/2 MI FROM THE RWY AT 835 FT AGL, HIS AIRSPEED WAS 70 KTS. WHILE DESCENDING THROUGH 400 FT AGL, HIS AIRSPEED FLICKERED 3 TIMES TO ZERO. THE 3RD TIME, IT STAYED AT ZERO & THE GLIDER DROPPED TO THE GROUND. THE REPORTED WIND 11 MI EAST WAS 160 DEG AT 10 KTS GUSTING 18 KTS. THE REPORTED WIND 22 MI NW WAS 160 DEG AT 1 KT. THE P LT REPORTED THAT AT THE ARPT, THE WINDSOCK ON TOP OF A LARGEHANGER INDICATED THE WIND WAS FROM 070 DEG.

Brief of Accident (Continued)

File No. - 734

4/15/84

EL MIRAGE,CA

A/C Reg. No. N222PK

Time (Lc1) - 1415 PST

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

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
 2. AIRSPEED - NOT MAINTAINED -
-

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

Finding(s)

3. STALL - UNCONTROLLED -
-

Occurrence #3 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. - 783 4/18/84 BAKERSFIELD, CA A/C Reg. No. N38916 Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE
Pass

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

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

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 060/007 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - RAIN SHOWERS
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
IMPERIAL, CA
Destination
BAKERSFIELD, 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 - UNK/NR

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

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

Age - 72
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - PA-28

Medical Certificate - EXPIRED
Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PLT DEPARTED IMPERIAL, CA ON 4/18/84 AT ABOUT 1845 PST. TWO PEOPLE REPORTED THAT AT 2100 TO 2200 PST, THEY SAW AN ACFT CIRCLING IN THE AREA OF CUMMINGS MOUNTAIN, ABOUT 10 MI SOUTH OF THE ACCIDENT SITE, BUT BECAUSE THE MOUNTAIN TOPS WERE OBSCURED WITH CLOUDS & RAIN, THE ACFT DISAPPEARED. WHEN THE ACFT DID NOT ARRIVE AT ITS DESTINATION, A SEARCH WAS BEGUN WHICH LASTED 9 DAYS, BUT THE ACFT WAS NOT FOUND AT THAT TIME. HOWEVER, THE WRECKAGE WAS DISCOVERED ON 8/28/84 WHERE IT HAD CRASHED AT AN ELEVATION OF 3300 FT MSL. ON THE DATE OF THE ACCIDENT, THE AREA FORECAST FOR THE VICINITY OF THE CRASH SITE WAS FOR BROKEN TO OVERCAST CLOUDS AT 2000 TO 3000 FT MSL WITH TOPS AT 16,000 FT. AN EXAM OF THE CRASH SITE REVEALED THAT THE ACFT HAD IMPACTED IN A STEEP RIGHT BANK, SLIGHTLY NOSE LOW ATTITUDE. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 783

4/18/84

BAKERSFIELD,CA

A/C Reg. No. N38916

Time (Lc1) - UNK/NR

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. TERRAIN CONDITION - HIGH TERRAIN
4. WEATHER CONDITION - CLOUDS
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - RAIN
7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

8. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE, 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) 7,9

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. - 654 4/22/84 QUINCY,CA A/C Reg. No. N9218P Time (Lc1) - 1300 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - PIPER PA-24-260
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-D4A5
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- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
QUINCY,CA
Destination
RENO,NV

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GANSNER FIELD
Runway Ident - 24
Runway Lth/Wid - 4100/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 72
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total	- 853	Last 24 Hrs	- UNK/NR
Make/Model-	628	Last 30 Days-	UNK/NR
Instrument-	6	Last 90 Days-	9
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS UNABLE TO START THE ENG & OBTAINED THE SERVICE OF A MECHANIC. THE MECHANIC DECIDED THAT THE PROBLEM WAS IN THE IGNITION SWITCH & DISCONNECTED THE P-LEADS WITH THE BELIEF THAT THIS WOULD MAKE THE MAGS CONTINUALLY "HOT." HOWEVER, WITH THE P-LEADS DISCONNECTED, THE MAGS SHOULD HAVE BEEN CONTINUALLY GROUNDED BY LEAF SPRING CONNECTORS. NEVER-THE-LESS, THE ENG STARTED WITH THE P-LEADS DISCONNECTED. AFTER TAKEOFF, WITH NO MAG CHECK, THE ENG BEGAN TO VIBRATE & MISFIRE & THE PLT TRIED TO RETURN TO THE ARPT. HOWEVER, THE ENG LOST ALL POWER & THE GEAR COLLAPSED DURING A FORCED LANDING, SHORT OF THE RWY. AN EXAM REVEALED THAT WITH THE P-LEADS DISCONNECTED, THE RGT LEAF SPRING CONNECTOR EFFECTIVELY GROUNDED THE RGT MAG, BUT THE LEFT MAG REMAINED UNGROUNDED FOR A TIME. THERE WAS EVIDENCE OF ARCING BETWEEN THE LEFT LEAF SPRING CONNECTOR & THE MAGNETO CASE. ALSO, THE SPARK VIBRATOR WAS FOUND TO BE WEAK. NO OTHER PREIMPACT MECHANICAL PROBLEM WAS FOUND.

Brief of Accident (Continued)

File No. - 654

4/22/84

QUINCY, CA

A/C Reg. No. N9218P

Time (Lcl) - 1300 PST

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. IGNITION SYSTEM - OTHER
2. MAINTENANCE - NOT UNDERSTOOD - OTHER MAINTENANCE PSNL
3. IGNITION SYSTEM - DISABLED
4. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
6. IGNITION SYSTEM - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN
8. LANDING GEAR - OVERLOAD

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

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

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 778 4/29/84 VACAVILLE, CA A/C Reg. No. N7562 Time (Lc1) - 1808 PDT

-----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 - SCHWEIZER SGS 1-26D	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 600	Engine Type - N/A	
No. of Seats - 1	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	VACAVILLE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 225/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 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 - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 20	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 18
	Months Since - N/A	Last 24 Hrs - UNK/NR
GLIDER	Aircraft Type - N/A	Make/Model- 5
		Last 30 Days- 6
		Instrument- 0
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT, GLIDER PLT STATED THAT HE ENCOUNTERED A LOSS OF LIFT WHILE ON THE DOWNWIND SIDE OF A HILL. SUBSEQUENTLY, HE SELECTED A FIELD FOR AN OFF-ARPT LANDING. ON FINAL APCH, THE PLT NOTICED A FENCE IN THE MIDDLE OF THE FIELD & WAS UNABLE TO AVOID IT. HE REPORTED THE WIND WAS FROM THE SOUTHWEST AT 15 GUSTING 25 KTS.

Brief of Accident (Continued)

File No. - 778

4/29/84

VACAVILLE,CA

A/C Reg. No. N7562

Time (Lc1) - 1808 PDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. WEATHER CONDITION - DOWNDRAFT
 3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 5. OBJECT - FENCE
 6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 779 4/29/84 SALINAS, CA A/C Reg. No. N57HP Time (Lcl) - 0744 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage		Injuries			
Type of Operation	-AERIAL APPLICATION	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	Fire	Crew	0	0	1	0
Accident Occurred During	-MANEUVERING	NONE	Pass	0	0	0	0

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

Make/Model	- BELL UH-1B	Eng Make/Model	- LYCOMING T5311	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 7200	Engine Type	- TURBOHAFT		
No. of Seats	- UNK/NR	Rated Power	- 1100 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SALINAS, CA	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- N/A
Obstructions to Vision	Type of Clearance	- N/A
Precipitation	- NONE	Runway Status
Condition of Light	Type Apch/Lndg	- N/A

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

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 6130
SE LAND	Months Since - 10	Make/Model	- 131
HELICOPTER	Aircraft Type - UNK/NR	Instrument	- 11
		Multi-Eng	- 19
		Last 24 Hrs	- 2
		Last 30 Days	- 52
		Last 90 Days	- 115
		Rotorcraft	- 5189

Instrument Rating(s) - NONE

-----Narrative-----

WHILE SPRAYING A FIELD OF ARTICHOKEs, THE PLT HAD MADE 1 PASS SOUTHBOUND & STARTED ANOTHER NORTHBOUND. HE BEGAN THE SWATH RUN BY DESCENDING OVER POWER LINES, THEN TRIED TO CLIMB & CLEAR RISING TERRAIN BEYOND THE LINES. HOWEVER, THE HELICOPTER CONTINUED SETTLING & IMPACTED THE RISING TERRAIN.

Brief of Accident (Continued)

File No. - 779

4/29/84

SALINAS, CA

A/C Reg. No. N57HP

Time (Lc1) - 0744 PDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. TERRAIN CONDITION - RISING
3. 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) 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. - 655 5/05/84 SAN MIGUEL IS,CA A/C Reg. No. N66597 Time (Lcl) - 1030 PDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-ROBERT R. BREDIN	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-TAKEOFF			0	0	0	2

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

Make/Model	- CESSNA 180K	Eng Make/Model	- CONTINENTAL O-470-U	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 230 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - TV WX	Last Departure Point	ON AIRSTRIP
Method - TV/RADIO	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	OXNARD,CA	LESTER RANCH HOUSE STRIP
Wind Dir/Speed- 300/035 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 40.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 1000 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
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 - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3020
SE LAND,ME LAND,SE SEA	Months Since - 11	Make/Model- 600
	Aircraft Type - 180K	Instrument- 100
		Multi-Eng - 500
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 155
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS TAKING OFF IN A 35 KT WIND WITH THE FLAPS EXTENDED. THE ACFT BECAME AIRBORNE IN A 3 POINT ATTITUDE, & WHEN 2 TO 3 FT IN THE AIR, IT BEGAN A LEFT TURN. SUBSEQUENTLY, THE WING DRAGGED THE GROUND & THE ACFT NOSED OVER. THE PLT SAID HE SHOULD HAVE RAISED THE ACFT'S TAIL EARLIER & NOT USED FLAPS. THE WIND WAS GUSTING TO 40 KTS.

Brief of Accident (Continued)

File No. - 655

5/05/84

SAN MIGUEL IS,CA

A/C Reg. No. N66597

Time (Lc1) - 1030 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - GUSTS
3. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
4. LIFT-OFF - PREMATURE - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF

Occurrence #3 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) 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. - 656

5/05/84

VISALIA,CA

A/C Reg. No. N5597P

Time (Lcl) - 1620 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 - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/012 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VANCOUVER,WA
Destination
UPLAND,CA

Airport Proximity
ON AIRPORT

Airport Data

VISALIA
Runway Ident - 30
Runway Lth/Wid - 6559/ 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 - 52
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 1165	Last 24 Hrs -	5
Make/Model-	800	Last 30 Days-	UNK/NR
Instrument-	20	Last 90 Days-	22
Multi-Eng -	10		

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PLT ARRIVED AT HIS DESTINATION, HE WAS UNABLE TO FULLY EXTEND THE GEAR. HE DIVERTED TO VISALIA, CA. AFTER REDUCING THE FUEL LOAD, HE MADE AN INTENTIONAL, POWER-OFF, WHEELS-UP LANDING. AN EXAM REVEALED THAT NOSE GEAR BELLCRANK ASSY HAD CAUGHT ON THE EDGE OF A BOX PLATE AS THE GEAR WAS BEING EXTENDED. SINCE ALL 3 GEAR WORKED TOGETHER, THIS ALSO PREVENTED THE MAIN GEAR FROM FULLY EXTENDING.

Brief of Accident (Continued)

File No. - 656

5/05/84

VISALIA,CA

A/C Reg. No. N5597P

Time (Lc1) - 1620 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)
1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - BINDING(MECHANICAL)
2. LANDING GEAR - INOPERATIVE

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

Finding(s)
3. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
4. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 644 5/07/84 WEST COVINA, CA A/C Reg. No. N9718D Time (Lcl) - 1320 PDT

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

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

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

Make/Model - PIPER PA-22	Eng Make/Model - LYCOMING O-320-B2A	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1840	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	OFF AIRPORT/STRIP
Method - N/A	CHINO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 100/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 627
SE LAND	Months Since - 13	Make/Model- 52
GLIDER	Aircraft Type - UNK/NR	Instrument- 60
		Last 24 Hrs - 2
		Last 30 Days- 39
		Last 90 Days- 62
		Rotorcraft - 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE RETURNING TO THE ARPT & TOWING A BANNER, SMOKE ENTERED THE COCKPIT & A SMALL FIRE BEGAN BURING, FORWARD OF THE LEFT/LOWER PART OF THE FIREWALL. THE PLT TURNED THE ACFT TO LAND IN A FIELD. HE OPENED THE RIGHT CABING DOOR, ALL AIR VENTS & THE WINDOW ON THE LEFT SIDE, BUT THE FIRE & SMOKE BECAME WORSE. HE RELEASED THE BANNER IN AN OPEN FIELD & SLIPPED THE ACFT TO IMPROVE HIS ABILITY TO SEE DURING THE LANDING. AFTER TOUCHDOWN, THE NOSE GEAR FAILED & THE ACFT NOSED OVER & BURNED. THE PLT EXITED THE ACFT WITHOUT INJURIES, BUT WAS TREATED FOR SMOKE INHALATION. EVIDENCE OF AN INFLT FIRE WAS FOUND WHERE THE FUEL LINE WAS ROUTED IN THE AREA JUST FORWARD OF THE FIREWALL & THE PLT'S LEFT RUDDER PEDAL. THE FUEL STRAINER & SOME FUEL LINE CONNECTORS WERE LOCATED IN THIS AREA. THEY WERE NOT BURNED, BUT THEY HAD BEEN EXPOSED TO HEAT.

Brief of Accident (Continued)

File No. - 644

5/07/84

WEST COVINA, CA

A/C Reg. No. N9718D

Time (Lc1) - 1320 PDT

Occurrence #1 FIRE
Phase of Operation CRUISE

Finding(s)

1. FUEL SYSTEM, LINE FITTING - LOOSE
 2. FLUID, FUEL - LEAK
 3. FUSELAGE, CREW COMPARTMENT - SMOKE
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

4. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 657 5/10/84 HAYWARD, CA A/C Reg. No. N589H Time (Lcl) - 1802 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - ENSTROM F-28C
Landing Gear - SKID
Max Gross Wt - 1950
No. of Seats - 3

Eng Make/Model - LYCOMING H10-360
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 - VMC

Wind Dir/Speed- 290/012 KTS
Visibility - 20.0 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 - UNK/NR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data
HAYWARD

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND
HELICOPTER

Age - 49

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 646	Last 24 Hrs	- UNK/NR
Make/Model-	440	Last 30 Days-	UNK/NR
Instrument-	8	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO A PLT/OPERATOR STATEMENT, THE PRIVATE PLT (PIC) WAS ON AN INSTRUCTION FLT. THE OTHER OCCUPANT, WAS A PERSON WHOSE COMMERCIAL PLT CERTIFICATE HAD BEEN SUSPENDED. THE PIC REPORTED THAT THE HELICOPTER HAD JUST RECEIVED AN ANNUAL INSPECTION & HAD JUST BEEN REFUELED PRIOR TO TAKEOFF. AFTER BRINGING THE HELICOPTER TO A HOVER, CLEARANCE WAS OBTAINED TO CROSS THE ACTIVE RWYS TO THE SOUTH SIDE OF THE ARPT WHERE POWER WAS REDUCED FOR A PRACTICE AUTOROTATION. THE AIRCREW HAD INTENDED TO MAKE A POWER RECOVERY. HOWEVER, THEY REPORTED THAT DURING THE PRACTICE AUTOROTATION THE ENG LOST POWER. SUBSEQUENTLY, THE HELICOPTER WAS EXTENSIVELY DAMAGED DURING A RUN-ON LANDING. NO PART FAILURE OR MALFUNCTION WAS FOUND THAT WOULD HAVE CAUSED A LOSS OF POWER.

Brief of Accident (Continued)

File No. - 657

5/10/84

HAYWARD, CA

A/C Reg. No. N589H

Time (Lc1) - 1802 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH

Finding(s)

1. UNDETERMINED
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
5. PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

6. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 724 5/10/84 DELANO, CA A/C Reg. No. N90461 Time (Lcl) - 1100 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	1
Accident Occurred During -LANDING			0	0	0
					None

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

Make/Model - HILLER UH-12E (SOLOY)	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 8700	Engine Type - TURBOSHAFT	
No. of Seats - 4	Rated Power - 305 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DELANO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	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 - UNK/NR	
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)
COMMERCIAL	Current - YES	Total - 7000
SE LAND	Months Since - 6	Make/Model- 623
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 162
		Rotorcraft - 2701

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER EXPERIENCED AN INFLT FAILURE OF AN ENG MOUNT, PN 63181-5, WHICH BENT THE COLLECTIVE CONTROL ROD & FORCED THE THE COLLECTIVE PITCH INTO THE UP POSITION. THE HELICOPTER THEN SETTLED INTO THE GRAPES IT WAS SPRAYING & MADE A HARD LANDING. AN INVESTIGATION REVEALED THAT THE GUSSET WELD BEADS, JUST BELOW THE OUTER GIMBAL FORWARD ATTACH POINT, HAD FAILED IN FATIGUE.

Brief of Accident (Continued)

File No. - 724

5/10/84

DELANO, CA

A/C Reg. No. N90461

Time (Lcl) - 1100 PDT

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

Finding(s)

1. ENGINE ASSEMBLY, MOUNT - FATIGUE
 2. ENGINE ASSEMBLY, MOUNT - FAILURE, TOTAL
 3. ROTORCRAFT FLIGHT CONTROL - DISABLED
-

Occurrence #2 HARD LANDING
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. - 658 5/17/84 LANCASTER, CA A/C Reg. No. N11HG Time (Lcl) - 0945 PDT

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

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

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

Make/Model - GINN THORP T-18	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1200	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	LANCASTER, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 240/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 20000 FT	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 - DAWN		

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

Pilot-In-Command	Age - 45	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 425
SE LAND	Months Since - 4	Make/Model- 406
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LOST POWER AND NOSED OVER DURING A FORCED LANDING ON DESERT TERRAIN. AN INSPECTION OF THE ENGINE SHOWED THAT THE AUTOMOTIVE TYPE FILTER HAD DISINTEGRATED AND HAD BEEN INGESTED IN THE CARBURETOR. THE FILTER WAS 4 YEARS OLD. AFTER THE FILTER WAS REMOVED THE ENGINE RAN SUCCESSFULLY.

Brief of Accident (Continued)

File No. - 658

5/17/84

LANCASTER, CA

A/C Reg. No. N11HG

Time (Lc1) - 0945 PDT

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

Finding(s)

1. FUEL SYSTEM, RAM AIR - DETERIORATED
2. FUEL SYSTEM, CARBURETOR - DISABLED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 777

5/19/84

KERNVILLE, CA

A/C Reg. No. N63357

Time (Lcl) - 1430 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
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	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-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- UNK/NR
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KERNVILLE, CA
Destination
MOJAVE, CA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 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 - 43

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 169	Last 24 Hrs	- UNK/NR
Make/Model-	115	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF, THE PLT TOOK A DIRECT ROUTE (HEADING 150 DEG) & BEGAN CLIMBING TO 7500 FT TO CROSS OVER A 6300 FT PASS. HE ENCOUNTERED STRONG WINDS FROM THE NORTHEAST & STATED THAT HE "EXPERIENCED SEVERE DOWNDRAFTS CAUSED BY MOUNTAIN WAVES." THE PLT INITIATED A LEFT TURN, BUT THE ACFT'S LEFT WING STRUCK A TREETOP & THE PLANE CRASHED. THE ELEVATION OF THE CRASH SITE WAS ABOUT 6200 FT. THE PLT ESTIMATED THE WIND WAS GUSTING TO 50 KTS FROM THE NORTHEAST.

Brief of Accident (Continued)

File No. - 777

5/19/84

KERNVILLE, CA

A/C Reg. No. N63357

Time (Lc1) - 1430 PDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH TERRAIN
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. WEATHER CONDITION - MOUNTAIN WAVE
5. WEATHER CONDITION - GUSTS
6. WEATHER CONDITION - DOWNDRAFT

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

Finding(s)

7. OBJECT - TREE(S)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 666 5/19/84 TRUCKEE, CA A/C Reg. No. N9764B Time (Lc1) - 1520 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CESSNA 180A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-K
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 - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SIERRAVILLE, CA
Destination
TRUCKEE-TAHOE, NV

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TRUCKEE-TAHOE
Runway Ident - 28
Runway Lth/Wid - 6401/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 30
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 160
Last 24 Hrs - 70
Make/Model- 53
Last 30 Days- 102
Instrument- 18
Last 90 Days- 19
Multi-Eng - 11

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO TAKEOFF, THE PLT HAD TO PUSH THE ACFT OUT OF MUD WHERE THE RIGHT LANDING GEAR HAD SUNK INTO THE GROUND. HE TOOK OFF AND FLEW FOR 1/2 AN HOUR. THE PLT REPORTED THAT DURING THE LANDING, THE RIGHT BRAKE SEEMED TO BE FROZEN AND THE ACFT SWERVED TO THE RIGHT. AS THE ACFT SWERVED INTO SNOW BESIDE THE RWY, THE LEFT WING DIPPED, AND THE LEFT GEAR STRUT & THE ELEVATOR WERE DAMAGED.

Brief of Accident (Continued)

File No. - 666

5/19/84

TRUCKEE, CA

A/C Reg. No. N9764B

Time (Lc1) - 1520 PST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. LANDING GEAR, NORMAL BRAKE SYSTEM - FROZEN
3. DIRECTIONAL CONTROL - NOT POSSIBLE -
4. GROUND LOOP/SWERVE - UNCONTROLLED -

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

Finding(s)

5. TERRAIN CONDITION - SNOW COVERED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 659 5/20/84 SAN JOSE, CA A/C Reg. No. N82009 Time (Lcl) - 1520 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	NONE	0	0	0	1
Accident Occurred During	-LANDING		0	0	0	5

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

Make/Model	- PIPER PA-32-301	Eng Make/Model	- LYCOMING IO-540-K1G5	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	- 6	Rated Power	- 300 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	VACAVILLE, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	SAN JOSE MUNICIPAL
Wind Dir/Speed	- 330/012 KTS	ATC/Airspace	Runway Ident
Visibility	- 25.0 SM	Type of Flight Plan	- 30R
Lowest Sky/Clouds	- UNK/NR SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 8901/ 150
Obstructions to Vision	- NONE	Type Apch/Lndg	- ASPHALT
Precipitation	- NONE		Runway Status
Condition of Light	- DAYLIGHT		- DRY

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

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 202
SE LAND	Months Since - 11	Make/Model	- 9
	Aircraft Type - UNK/NR	Instrument	- 69
		Last 24 Hrs	- 6
		Last 30 Days	- UNK/NR
		Last 90 Days	- 36

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSE GEAR COLLAPSED DURING LANDING. WITNESSES DESCRIBED THE BOUNCED LANDING AS A "PORPOISE".

Brief of Accident (Continued)

File No. - 659

5/20/84

SAN JOSE, CA

A/C Reg. No. N82009

Time (Lc1) - 1520 PDT

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

3. 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 776 5/23/84 WILLIAMS,CA A/C Reg. No. N5368 Time (Lcl) - 1330 PDT

-----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	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	0

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

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P & W R-1340-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 3725	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	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed		- N/A
Visibility	ATC/Airspace	Runway Lth/Wid
- 40.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Surface
- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Runway Status
- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- FORCED LANDING	
- 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	Current - YES	Total - 2165
SE LAND	Months Since - 7	Make/Model- 1644
	Aircraft Type - PA-18	Instrument- 11
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER DEPARTING THE AIRFIELD, THE ENG LOST POWER & THE PLT WAS UNABLE TO RESTART IT. HE LANDED IN A SOFT, FRESHLY PLOWED FIELD. AFTER ROLLING ABOUT 50 FT, THE ACFT NOSED OVER. AN EXAM REVEALED THAT THE SHAFT WHICH HOLDS THE FLOAT ASSEMBLY IN THE CARBURETOR CAME LOOSE. THE SAFETY WIRE THAT HELD THE SHAFT IN PLACE WAS BROKEN.

Brief of Accident (Continued)

File No. - 776

5/23/84

WILLIAMS, CA

A/C Reg. No. N5368

Time (Lc1) - 1330 PDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - LOOSE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - SOFT

-----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. - 782 6/02/84 BAKER, CA A/C Reg. No. N6GW Time (Lc1) - UNK/NR

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

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

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

Make/Model	- PIPER PA-31-350	Eng Make/Model	- LYCOMING TIO-540-J2BD	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 350 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	UNK/NR	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- UNK/NR	UNK/NR	
Wind Dir/Speed	- UNK/NR	ATC/Airspace	Runway Ident
Visibility	- UNK/NR	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- N/A
Lowest Ceiling	- UNK/NR	Type Apch/Lndg	- UNK/NR
Obstructions to Vision	- UNK/NR		
Precipitation	- UNK/NR		
Condition of Light	- UNK/NR		

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

Pilot-In-Command	Age - 45	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	Total	- 2400
SE LAND, ME LAND	Months Since	Make/Model	- UNK/NR
	Aircraft Type	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS FOUND WHERE IT HAD CRASHED & BURNED ON A ROUGH LAVA BED. THE CRASH SITE WAS ABOUT 1 MI NORTHEAST OF A ROAD WHERE DRUG SMUGGLING ACFT HAD BEEN KNOWN TO LAND IN THE PAST. THERE WAS EVIDENCE THAT COCAINE HAD BEEN REMOVED FROM THE ACCIDENT SITE. THE WRECKAGE HAD BEEN CAMOUFLAGED BY PLACING LAVA ROCKS ON THE SHINY PIECES OF METAL. THERE WAS EVIDENCE THAT THE PLANE HAD CRASHED IN A LEFT WING LOW ATTITUDE WHILE IN A LANDING CONFIGURATION. NO PREIMPACT/MECHANICAL PART FAILURE OR MALFUNCTION WAS FOUND. THE ELEVATION OF THE CRASH SITE WAS ABOUT 2930 FT. THE ACFT WRECKAGE WAS DISCOVERED ON 6/2/84. THE ACTUAL TIME OF THE ACCIDENT WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 782

6/02/84

BAKER,CA

A/C Reg. No. N6GW

Time (Lcl) - UNK/NR

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 781 6/02/84 ALLEGHENY, CA A/C Reg. No. N9722R Time (Lcl) - 1220 PDT

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

Type Operating Certificate-EXTERNAL LOAD

Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 133
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - BELL 206
Landing Gear - SKID
Max Gross Wt - 3350
No. of Seats - UNK/NR

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 317 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- 110/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND
HELICOPTER

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 11000	Last 24 Hrs	- 2
Make/Model-	1400	Last 30 Days-	UNK/NR
Instrument-	115	Last 90 Days-	100
Multi-Eng -	1000	Rotorcraft -	1500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS DELIVERING SUPPLIES FROM A MOUNTAIN SITE TO A RIVER WORK SITE. HE STATED THAT ON HIS 10TH & LAST FLT, THE WIND CAUSED THE HELICOPTER & EXTERNAL LOAD COMBINATION TO SHIFT Laterally. AT THAT TIME, THE LOAD/LINE BECAME ENTANGLED IN A TREE. THE HELICOPTER BEGAN MOVING IN AN ARC & SUBSEQUENTLY CRASHED IN THE RIVER. THE PLT STATED THAT HE WAS UNABLE TO RELEASE THE LOAD; ALTHO, HE HAD PREVIOUSLY CHECKED THE ELECTRICAL & MANUAL RELEASE MECHANISMS & THEY OPERATED NORMALLY. HE ESTIMATED THAT THE WIND WAS FROM 050 DEG AT 5 GUSTING 7 KTS. THE ELEVATION OF THE CRASH SITE WAS ABOUT 3100 FT.

Brief of Accident (Continued)

File No. - 781

6/02/84

ALLEGHENY, CA

A/C Reg. No. N9722R

Time (Lc1) - 1220 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation HOVER

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. OBJECT - TREE(S)
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 731 6/03/84 REDLANDS, CA A/C Reg. No. N80053 Time (Lcl) - 1207 PDT

-----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	0
Other	0	0	1	0

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

Make/Model - PITTS S2A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-360
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 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 - 5.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - 4000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

REDLANDS MUNICIPAL
Runway Ident - 26
Runway Lth/Wid - 4500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 50
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 10150
Last 24 Hrs - 2
Make/Model- 1005
Last 30 Days- UNK/NR
Instrument- 2050
Last 90 Days- 80
Multi-Eng - 3020

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WERE TO PERFORM & THE TWO PLTS AGREED TO A STAGGERED TAKEOFF WITH THE 2ND PLT COUNTING TO 5 PRIOR TO COMMENCING HIS TAKEOFF. THEY POSITIONED THEMSELVES ABREAST OF EACH OTHER ON THE RWY. THE PLT OF N65P COMMENCED HER TAKEOFF FROM THE RIGHT SIDE OF THE 75 FT WIDE RWY. UPON REACHING FULL THROTTLE, SHE EXPERIENCED A MOMENTARY LOSS OF POWER. SHE RETARDED HER THROTTLE & THE ENG BEGAN TO OPERATE PROPERLY. AS SHE WAS ABOUT TO REAPPLY FULL POWER, HER ACFT WAS STRUCK BY N80053. THE PLT OF N80053 HAD COUNTED TO 5 AFTER N65P BEGAN ITS TAKEOFF ROLL. AFTER ABOUT 50 FT OF THE TAKEOFF GROUND RUN, IN A 3-POINT ATTITUDE, N80053 COLLIDED WITH N65P. THE COLLISION WAS ON THE LEFT SIDE OF THE RWY. THERE IS NO FORWARD VISIBILITY IN A PITTS S2A WHEN THE TAIL WHEEL IS ON THE GROUND.

Brief of Accident (Continued)

File No. - 731

6/03/84

REDLANDS, CA

A/C Reg. No. N80053

Time (Lcl) - 1207 PDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. PLANNING-DECISION - IMPROPER - PILOT OF OTHER AIRCRAFT
 3. OBJECT - AIRCRAFT MOVING ON GROUND
 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
 5. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 733 6/03/84 PERRIS, CA A/C Reg. No. N6493K Time (Lcl) - 1520 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

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	1	0	0
Pass	0	1	0	0	0
Other	0	1	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- 310/008 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
FULLERTON, CA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PERRIS VALLEY
Runway Ident - 33
Runway Lth/Wid - 2700/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 31
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 81
Last 24 Hrs - 0
Make/Model- 77
Last 30 Days- 0
Instrument- 2
Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING, THE PLT ELECTED TO GO AROUND. POWER WAS APPLIED, BUT THE ACFT SETTLED & TOUCHED DOWN IN A YAW TO THE LEFT. SUBSEQUENTLY, THE ACFT DEPARTED THE RWY & COLLIDED WITH A PARKED DC-3. THREE PERSONS WERE STANDING BY THE DC-3 WAITING TO BOARD IT FOR FLT. ONE WAS SERIOUSLY INJURED. THE PLT HAD FLOWN A TOTAL OF 8.2 HRS IN 1983 & 2.6 HRS IN 1984 PRIOR TO THE ACCIDENT, BUT HAD NOT FLOWN IN THE PREVIOUS 90 DAYS.

Brief of Accident (Continued)

File No. - 733

6/03/84

PERRIS, CA

A/C Reg. No. N6493K

Time (Lcl) - 1520 PDT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
 3. ABORTED LANDING - INITIATED - PILOT IN COMMAND
 4. GO-AROUND - DELAYED - 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 OBJECT
Phase of Operation LANDING

Finding(s)

7. OBJECT - AIRCRAFT PARKED
-

-----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) 2,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 731 6/03/84 REDLANDS, CA A/C Reg. No. N65P Time (Lc1) - 1207 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	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	-TAKEOFF			0	0	0	1

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

Make/Model	- PITTS S2A	Eng Make/Model	- LYCOMING AEIO-360	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 200 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	REDLANDS MUNICIPAL	
Wind Dir/Speed	- CALM		Runway Ident	- 26
Visibility	- 2.000 SM	ATC/Airspace	Runway Lth/Wid	- 4500/ 75
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- 4000 FT OVERCAST	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- HAZE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 2250
SE LAND	Months Since - 12	Make/Model	- 360
	Aircraft Type - UNK/NR	Instrument	- 113
		Last 24 Hrs	- 2
		Last 30 Days	- UNK/NR
		Last 90 Days	- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WERE TO PERFORM & THE TWO PLTS AGREED TO A STAGGERED TAKEOFF WITH THE SECOND PLT COUNTING TO 5 PRIOR TO COMMENCING HIS TAKEOFF. THEY POSITIONED THEMSELVES ABREAST OF EACH OTHER ON THE RWY. THE PLT OF N65P COMMENCED HER TAKEOFF FROM THE RIGHT SIDE OF THE 75 FT WIDE RWY. UPON REACHING FULL THROTTLE, SHE EXPERIENCED A MOMENTARY LOSS OF POWER. SHE RETARDED THE THROTTLE & THE ENG BEGAN TO OPERATE PROPERLY. AS SHE WAS ABOUT TO APPLY FULL POWER, HER ACFT WAS STRUCK BY N80053. THE PLT OF N80053 HAD COUNTED TO 5 AFTER N65P BEGAN ITS TAKEOFF ROLL. AFTER ABOUT 50 FT OF THE TAKEOFF GROUND RUN, IN A 3-POINT ATTITUDE, N80053 COLLIDED WITH N65P. THE COLLISION WAS ON THE LEFT SIDE OF THE RWY. THERE IS NO FORWARD VISIBILITY IN A PITTS S2A WHEN THE TAIL WHEEL IS ON THE GROUND.

Brief of Accident (Continued)

File No. - 731

6/03/84

REDLANDS, CA

A/C Reg. No. N65P

Time (Lc1) - 1207 PDT

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

Finding(s)

1. UNDETERMINED

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
3. PLANNING-DECISION - IMPROPER - PILOT OF OTHER AIRCRAFT
4. OBJECT - AIRCRAFT MOVING ON GROUND
5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
6. VISUAL LOOKOUT - NOT POSSIBLE - PILOT OF OTHER AIRCRAFT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 732 6/07/84 TRACY, CA

A/C Reg. No. N6708K

Time (Lcl) - 0540 PDT

-----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

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

Make/Model - GRUMMAN G-164B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6075
No. of Seats - 1

Eng Make/Model - P & W R-1340-AN-1
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 - 270/003 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PARADISE STRIP
Runway Ident - 27
Runway Lth/Wid - 1800 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND
GLIDER

Age - 33

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model	- 2846	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LOST POWER DURING TAKEOFF & NOSED OVER IN A WHEAT FIELD. AN EXAM REVEALED THAT THE #7 CYLINDER HEAD WAS CRACKED FROM THE REAR SPARK PLUG HOLE, 3/4 OF THE CIRCUMFERENCE AROUND THE EXHAUST VALVE.

Brief of Accident (Continued)

File No. - 732

6/07/84

TRACY, CA

A/C Reg. No. N6708K

Time (Lc1) - 0540 PDT

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - CRACKED

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

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

Finding(s)

2. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #4 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 660 6/11/84 CALIFORNIA CITY, CA A/C Reg. No. N4850C Time (Lcl) - 1630 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
						3

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

Make/Model	- CESSNA T210	Eng Make/Model	- CONTINENTAL TS10-520-R	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	BURBANK, CA	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	CALIFORNIA CITY
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	Type of Clearance	- N/A
Lowest Ceiling	Type Apch/Lndg	- N/A
Obstructions to Vision	- TRAFFIC PATTERN	Runway Status
Precipitation		- N/A
Condition of Light		

-----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	Current	- YES	Total
SE LAND, ME LAND	Months Since	- 3	6553
HELICOPTER ,FREE BALLOON	Aircraft Type	- UNK/NR	Last 24 Hrs
			- 2
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- 49
			Rotorcraft
			- 2370

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT FELT A VIBRATION AS HE CIRCLED A LAKE BED, SO HE DECIDED TO MAKE A PRECAUTIONARY LANDING. DURING THE LANDING, THE NOSE GEAR DUG INTO A SOFT SPOT AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 660

6/11/84

CALIFORNIA CITY, CA

A/C Reg. No. N4850C

Time (Lc1) - 1630 PDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. FUSELAGE - VIBRATION
2. UNDETERMINED
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - WET

-----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) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 780 6/17/84 SACRAMENTO, CA A/C Reg. No. N74200 Time (Lcl) - 1400 PDT

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

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

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

Make/Model - BELLANCA 14-13	Eng Make/Model - FRANKLIN 6A4-150-B3	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GRASS VALLEY, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SACRAMENTO, CA	Runway Ident - N/A
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 200
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE FUEL PUMP FAILED IN FLT & HE MADE AN EMERGENCY LANDING ON A PRIVATE STRIP. HE SAID THAT HE LANDED HARD & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 780

6/17/84

SACRAMENTO, CA

A/C Reg. No. N74200

Time (Lc1) - 1400 PDT

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

Finding(s)

1. FUEL SYSTEM, PUMP - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

2. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

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

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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 634 6/17/84 COALINGA, CA A/C Reg. No. N74431 Time (Lcl) - 1130 PDT

-----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 -LANDING

Crew
Pass
NONE

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

Make/Model - BELLANCA 14-13
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - FRANKLIN UNKNOWN
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Itinerary

Last Departure Point
DAVIS, CA
Destination
COALINGA, CA

Airport Proximity
ON AIRPORT

Basic Weather - VMC
Wind Dir/Speed- 320/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

Airport Data

HARRIS RANCH
Runway Ident - 32
Runway Lth/Wid - 2800/ 30
Runway Surface - ASPHALT
Runway Status - UNK/NR

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

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

Age - 61
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - 14-13

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	- 410	Last 24 Hrs -	2
Make/Model-	249	Last 30 Days-	6
Instrument-	7	Last 90 Days-	7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS #2 BEHIND ANOTHER ACFT. HE REPORTED THAT HE WAS SO INTENT ON THE ACFT AHEAD (TAXIING OFF THE RWY) THAT HE HAD DECIDED TO GO AROUND. HE THEN CHANGED HIS MIND & DECIDED TO LAND INSTEAD. THE ACFT TOUCHED DOWN SHORT OF THE RWY. HE REPORTED THAT DURING TOUCHDOWN, THE RIGHT MAIN GEAR HIT AN IRRIGATION PIPE & FAILED. AFTER TOUCHING DOWN, THE ACFT BEGAN VEERING RIGHT & THE LEFT MAIN GEAR ALSO FAILED.

Brief of Accident (Continued)

File No. - 634

6/17/84

COALINGA,CA

A/C Reg. No. N74431

Time (Lc1) - 1130 PDT

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

Finding(s)

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

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
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

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. - 722 6/23/84 CORONA, CA A/C Reg. No. N3770J Time (Lcl) - 1150 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 150G
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 - 080/003 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LOMPOC, CA
Destination
LAKE ELSINORE, CA

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, ATP
SE LAND, ME LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - 150G

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)
Total	1385
Make/Model	850
Instrument	115
Multi-Eng	145
Last 24 Hrs	3
Last 30 Days	UNK/NR
Last 90 Days	12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG QUIT & A FORCED LANDING WAS MADE IN AN OPEN FIELD. DURING THE FLARE FOR TOUCHDOWN, THE ENG RESTARTED AND THE LANDING ROLL WAS INCREASED. THE PLT WAS UNABLE TO STOP THE ACFT BEFORE COLLIDING WITH A CONCRETE ABUTMENT. LESS THAN 2 GAL OF FUEL WAS FOUND IN EACH OF THE 2 WING TANKS. FUEL CAPACITY OF THE ACFT WAS 26 GAL, OF WHICH, 3.5 GAL WAS UNUSABLE.

Brief of Accident (Continued)

File No. - 722

6/23/84

CORONA, CA

A/C Reg. No. N3770J

Time (Lc1) - 1150 PDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

-+---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. - 718 6/30/84 MARYSVILLE, CA A/C Reg. No. N4666F Time (Lcl) - 1420 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
						5

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	EL MONTE, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MARYSVILLE, CA	MARYSVILLE
Wind Dir/Speed- 260/005 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000 -UNK/NR
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 - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 217
SE LAND	Months Since - 17	Make/Model- 116
	Aircraft Type - C-206	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 8
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE LOST CONTROL OF THE ACFT & IT VEERED OFF THE RWY. THE LEFT WING HIT THE GROUND & THE PLANE WAS DAMAGED.

Brief of Accident (Continued)

File No. - 718

6/30/84

MARYSVILLE, CA

A/C Reg. No. N4666F

Time (Lc1) - 1420 PDT

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 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 717 7/01/84 LANCASTER, CA A/C Reg. No. N3161T Time (Lcl) - 1245 PDT

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

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

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

Make/Model - CESSNA 177	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 - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 040/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - 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)
ATP	Current - YES	Total - 8000
SE LAND, ME LAND	Months Since - 1	Make/Model- 770
	Aircraft Type - C-177	Instrument- 500
		Multi-Eng - 750
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STRUCK TREES DURING A GO-AROUND FROM A SIMULATED FORCED LANDING TO A DIRT ROAD. THE INSTRUCTOR PLT STATED THAT THE ACFT WOULD NOT CLIMB AS RAPIDLY AS IT SHOULD, PERHAPS DUE TO THE DENSITY ALT. THE DENSITY ALT WAS APRX 6000 FT.

Brief of Accident (Continued)

File No. - 717

7/01/84

LANCASTER, CA

A/C Reg. No. N3161T

Time (Lc1) - 1245 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. GO-AROUND - DELAYED - PILOT IN COMMAND
4. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 702 4/15/84 AURORA,CO

A/C Reg. No. N89984

Time (Lcl) - 0700 MST

-----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

1

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

Make/Model - CESSNA 140

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1450

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 - 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- CALM

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

AURORA

Runway Ident - 14

Runway Lth/Wid - 5000/ 40

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 38

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE ACFT SUDDENLY GROUND LOOPED DURING THE LANDING & DEPARTED THE RWY. AN INVESTIGATION REVEALED THAT THE LEFT GEAR LEG HAD COLLAPSED AT SOME TIME DURING THE ACCIDENT SEQUENCE. THE LEFT GEAR LEG PIN, WHICH WAS FOUND SHEARED, HAD A DARK DISCOLORATION IN THE OUTER 1/3 DIAMETER OF THE PIN WHERE IT HAD EVENTUALLY FAILED.

Brief of Accident (Continued)

File No. - 702

4/15/84

AURORA, CO

A/C Reg. No. N89984

Time (Lc1) - 0700 MST

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR - FATIGUE
-

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

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE -
 3. GROUND LOOP/SWERVE - 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. - 794 5/18/84 WIGGINS,CO A/C Reg. No. N9822 Time (Lcl) - 0640 MDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire

Crew

Pass

NONE

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

Make/Model - GRUMMAN G-164A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4500

No. of Seats - 1

Eng Make/Model - P&W R-1340-AN1

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- 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

GREELEY,CO

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

SE LAND,ME LAND

Age - 58

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 11700

Make/Model- 3900

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 37

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE TO A FIELD FOR AERIAL APPLICATION, AN OIL MIST APPEARED ON THE WINDSHIELD OF THE ACFT. SHORTLY AFTER THAT, THE ENG PROGRESSIVELY LOST POWER & THE PLT MADE A FORCED LANDING IN A PASTURE. DURING THE LANDING ROLL, THE ACFT HIT A HOLE IN THE GROUND & NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THE EXHAUST ROCKER BOX ON THE #1 CYLINDER HAD CRACKED & SEPARATED WHERE THE OIL LINES WERE ATTACHED. THERE WERE 2 PRATT & WHITNEY SERVICE BULLETINS CONCERNING R-1340-AN1 CYLINDERS THAT WERE NOT COMPLIED WITH. SB-1720 RECOMMENDED AN INSPECTION OF THE CYLINDER HEADS DURING OVERHAUL. SB-1743 CALLED FOR REPLACEMENT OF ALL CYLINDERS WITH IMPROVED CYLINDERS HAVING A 5/8 INCH REENFORCEMENT WEB ON THE EXHAUST ROCKER BOX. THE OLD CYLINDERS HAD 1/2 INCH WEB. THE ACFT HAD FLOWN 360 HRS SINCE THE LAST MAJOR OVERHAUL.

Brief of Accident (Continued)

File No. - 794

5/18/84

WIGGINS,CO

A/C Reg. No. N9822

Time (Lc1) - 0640 MDT

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

Finding(s)

1. MAINTENANCE,SERVICE BULLETINS - NOT FOLLOWED - OTHER MAINTENANCE PSNL
 2. ENGINE ASSEMBLY,CYLINDER - FATIGUE
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 701 5/24/84 BOULDER, CO A/C Reg. No. N80040 Time (Lcl) - 1500 MDT

-----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	- PITTS S-2A	Eng Make/Model	- LYCOMING IO-360-A1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 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 - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data BOULDER MUNI</p> <p>Runway Ident - 08</p> <p>Runway Lth/Wid - 4100/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 128
SE LAND	Months Since - 9	Make/Model- 33
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 4
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED IN A HIGH, POWER-ON APCH. ACCORDING TO A PROFESSIONAL PLT, WHO WAS A WITNESS, THE ACFT APPEARED AS IF IT WOULD LAND LONG. HE REPORTED THAT POWER WAS REDUCED AT ABOUT 50 FT AGL & THE ACFT STALLED, THEN IT LANDED HARD, BOUNCED HIGH & CONTINUED TO PROPOISE A NUMBER OF TIMES. AFTER ABOUT THE 6TH BOUNCE, THE PLT INITIATED A GO-AROUND. THE ACFT LIFTED OFF NEAR THE END OF THE RWY, BUT THE PLANE HAD INSUFFICIENT THRUST TO ATTAIN ALT. THE PLT MADE A FORCED LANDING IN A DIRT FIELD ABOUT 3/4 MI FROM THE ARPT. THE GEAR COLLAPSED DURING IMPACT & THE PROP WAS SPINNING. ABOUT 10 PROP STRIKES WERE FOUND ON THE RWY BEGINNING ABOUT 1300 FT FROM THE APCH END. THE PROP WAS CURLED BACK & 1 BLADE TIP WAS GOUND DOWN ABOUT 1 INCH.

Brief of Accident (Continued)

File No. - 701

5/24/84

BOULDER,CO

A/C Reg. No. N80040

Time (Lcl) - 1500 MDT

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

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. FLARE - IMPROPER - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
6. PROPELLER SYSTEM/ACCESSORIES, BLADE - OVERLOAD

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

Finding(s)

7. ABORTED LANDING - INITIATED - PILOT IN COMMAND
8. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
9. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - DETERIORATED
10. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

11. 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) 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. - 795 6/09/84 ENGLEWOOD, CO A/C Reg. No. N5420P Time (Lcl) - 1400 MDT

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

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

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

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1700	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/010 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">ARAPAHOE CO</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 29
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RECEIVING CLEARANCE TO RWY 16L, THE PLT BEGAN TAXIING THRU A CONGESTED AREA WHERE THE TAXIWAY & AN ARPT ROAD WERE ROUTED THRU A HANGAR/PARKING AREA. IN THAT AREA, THE ROADWAY WAS ADJACENT TO THE TAXIWAY & TO THE RIGHT OF THE PLT AS HE WAS TAXIING. THE DRIVER OF A FUEL TRUCK HAD TEMPORARILY PARKED IN THE ROAD WHILE DELIVERING A FUEL SLIP INSIDE A BUILDING. THE PLT STOPPED TO BE SURE THE TRUCK WAS NOT ABOUT TO BE BACKED UP INTO THE TAXIWAY, THEN HE STARTED TO PASS. AT THE SAME TIME, SOMEONE DRIVING A CAR CAME OUT BETWEEN 2 HANGARS ON THE LEFT. THE CAR TURNED LEFT, & ACCORDING TO THE PLT, "CAME UP & UNDER THE LEFT WING. IN ORDER TO AVOID A COLLISION, THE PLT STEERED BACK TO THE RIGHT & THE RIGHT WING TIP HIT THE FUEL TRUCK. THE DRIVER OF THE CAR CONTINUED & WAS NOT IDENTIFIED.

Brief of Accident (Continued)

File No. - 795

6/09/84

ENGLEWOOD, CO

A/C Reg. No. N5420P

Time (Lc1) - 1400 MDT

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

Finding(s)

1. AIRPORT FACILITIES, TAXIWAY CONDITION - CONGESTED
2. EQUIPMENT, OTHER - INATTENTIVE - FBO PERSONNEL
3. OBJECT - VEHICLE
4. CLEARANCE - DISREGARDED - DRIVER OF VEHICLE
5. MANEUVER - INITIATED - PILOT IN COMMAND
6. CLEARANCE - MISJUDGED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 768 6/11/84 GRANBY,CO A/C Reg. No. N504HA Time (Lcl) - 0700 MDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - HILLER UH-12E
Landing Gear - SKID
Max Gross Wt - 2800
No. of Seats - 3

Eng Make/Model - LYCOMING VO-540-C2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 305 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC

Wind Dir/Speed- 210/015 KTS
Visibility - 40.0 SM

Lowest Sky/Clouds - 14000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GRANBY,CO
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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,CFI
SE LAND,ME LAND
HELICOPTER

Age - 25

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4100	Last 24 Hrs	- 4
Make/Model-	150	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	200
Multi-Eng	- 200	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER PLT WAS ON A RECONNAISSANCE FLT TO SURVEY A HILLTOP LANDING SITE IN MOUNTAINOUS TERRAIN. WHEN HE ARRIVED, HE MADE A HIGH RECONNAISSANCE PASS, THEN BEGAN A LOW RECONNAISSANCE APCH. HE ESTIMATED THE WIND WAS FROM 210 DEG AT 10 TO 15 KTS WITH LIGHT TURBULENCE. HIS APCH WAS MADE ON A HEADING OF 200 DEG. HE BEGAN HIS APCH AT APRX 40 KTS & WITH A DESCENT RATE OF 200 FT/MIN. WHEN THE HELICOPTER WAS ABOUT 150 FT FROM THE HILLTOP & APRX 50 FT ABOVE IT, THE AIRSPEED DROPPED TO ZERO & THE RATE OF DESCENT INCREASED. THE PLT APPLIED FULL POWER & TURNED DOWN A VALLEY TO THE RIGHT, BUT COULD NOT STOP THE DESCENT. THE HELICOPTER THEN HIT A TREE, TOUCHED DOWN ON SLOPING TERRAIN & ROLLED OVER. THE ELEVATION & DENSITY ALT WERE ABOUT 9200 & 10,040 FT, RESPECTIVELY. THE HELICOPTER'S HOVER CEILING OUT OF GROUND EFFECT WAS ABOUT 8500 FT; IN GROUND EFFECT, THE HOVER CEILING WAS APRX 11,800 FT.

Brief of Accident (Continued)

File No. - 768

6/11/84

GRANBY, CO

A/C Reg. No. N504HA

Time (Lc1) - 0700 MDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. WEATHER CONDITION - UNFAVORABLE WIND
5. AIRSPEED - REDUCED - PILOT IN COMMAND
6. LEVEL OFF - NOT POSSIBLE -
7. DESCENT - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - TREE(S)

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

Finding(s)

9. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4 ROLL 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) 2,3,4,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 680 4/01/84 SIMSBURY,CT

A/C Reg. No. N18871

Time (Lcl) - 1245 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - BEECH B19
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - 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 - DAYLIGHT

Itinerary

Last Departure Point
PLAINVILLE,CT
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
SIMSBURY

Runway Ident - 03
Runway Lth/Wid - 2205/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 48

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1199	Last 24 Hrs	- 6
Make/Model-	254	Last 30 Days-	UNK/NR
Instrument-	170	Last 90 Days-	93
Multi-Eng	- 16		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN INSTRUCTIONAL FLT, A LANDING WAS MADE DURING WHICH CONTROL OF THE ACFT WAS LOST AND THE ACFT COLLIDED WITH A SNOW BANK HARD ENOUGH TO SHEAR OFF ONE OF THE MAIN LANDING GEAR. THE OTHER MAIN GEAR COLLAPSED BUT THE NOSE GEAR DID NOT. THE INSTRUCTOR (CFI) SAID HE FELT A SEVERE SHIMMY IN THE ACFT, BUT HE DID NOT REMEMBER WHETHER IT STARTED BEFORE OR AFTER THE NOSEWHEEL TOUCHED DOWN. NO PREEXISTING MECHANICAL PROBLEM WAS FOUND.

Brief of Accident (Continued)

File No. - 680

4/01/84

SIMSBURY,CT

A/C Reg. No. N18871

Time (Lcl) - 1245 EST

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. DIRECTIONAL CONTROL - NOT MAINTAINED -
3. GROUND LOOP/SWERVE - UNCONTROLLED -

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

Finding(s)
4. TERRAIN CONDITION - SNOWBANK

Occurrence #4 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) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 677 4/07/84 DANBURY, CT A/C Reg. No. N8817F Time (Lcl) - 1505 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 - HUGHES 269A
Landing Gear - SKID
Max Gross Wt - 1575
No. of Seats - 2

Eng Make/Model - LYCOMING HIO-360-B1B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/011 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NORWALK, CT
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
NONE
HELICOPTER

Age - 40
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1737
Make/Model- 38
Instrument- 114
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 40
Rotorcraft - 1182

Instrument Rating(s) - UNK/NR

-----Narrative-----

WHILE IN FLT, THE HELICOPTER YAWED & THE ENG RPM INCREASED. THE PLT RETARDED THE THROTTLE TO IDLE, LOWERED THE COLLECTIVE & INITIATE AN AUTOROTATION. WHILE ATTEMPTING TO REACH A SUITABLE LANDING AREA, THE PLT KEPT HIS SPEED UP TO AVOID BUILDINGS. HOWEVER, DURING THE LANDING, THE HELICOPTER HIT A FENCE & ROLLED OVER. AN EXAM REVEALED THE SHORT SHAFT, PN 269A-5559, HAD FAILED.

Brief of Accident (Continued)

File No. - 677

4/07/84

DANBURY,CT

A/C Reg. No. N8817F

Time (Lc1) - 1505 EST

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

Finding(s)

1. ROTOR DRIVE SYSTEM,ENGINE TO TRANSMISSION DRIVE - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. FLARE - DELAYED - PILOT IN COMMAND
5. OBJECT - FENCE

Occurrence #4 ROLL 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) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 743 2/15/84 WALDO, FL A/C Reg. No. N19MP Time (Lcl) - 1215 EST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage
DESTROYED
Fire
IN FLIGHT

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

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

Make/Model - HILLER UH-12E
Landing Gear - SKID
Max Gross Wt - 2750
No. of Seats - 2

Eng Make/Model - LYCOMING VO-540
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 305 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- 140/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

COMMERCIAL
SE LAND
HELICOPTER

Age - 41

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 9250	Last 24 Hrs	- 2
Make/Model-	1500	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	75
		Rotorcraft	- 9050

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS BEING USED TO DISPENSE AERIAL INCENDIARY DEVICES (AIDS) TO CONTROL FOREST BURNING. THE AIDS WERE 1.25 INCH DIAMETER POLYSTYRENE BALLS CONTAINING POTASSIUM PERMANGANATE. THEY WERE INJECTED WITH ETHYLENE GLYCOL PRIOR TO BEING DROPPED OUT OF THE ACFT BY A DISPENSING MACHINE. THE MACHINE WAS INSTALLED ON THE CABIN FLOOR IN FRONT OF THE RGT DOOR OPENING. FIRE ERUPTED IN AN EXTRA SUPPLY OF AID BALLS LOCATED IN THE CANOPY BUBBLE FORWARD OF THE SEATS. THE EXTRA AIDS WERE STORED IN PLASTIC BAGS. AFTER THE FIRE ERUPTED, THE PLT ATTEMPTED TO LAND ON A NEARBY ROAD , BUT LOST CONTROL BECAUSE OF THE FIRE. THE CREWMEMBER DID NOT JETTISON THE AID DISPENSER BECAUSE THE FIRE WAS IN THE CANOPY BUBBLE. THE AID BALLS HAD BEEN SHIPPED IN BLACK PLASTIC BAGS & PACKED IN CORRUGATED PAPER CARTONS. THE EXTRA SUPPLIES OF AIDS IN THE ACFT WERE IN THE PLASTIC BAGS THAT HAD BEEN REMOVED FROM THE CORRUGATED CARTONS. OPERATING INSTRUCTIONS ALLOWED FOR EXTRA CARTONS OF AIDS TO BE CARRIED IN THE CABIN OF THE ACFT, IF THEY WERE SECURELY FASTENED.

Brief of Accident (Continued)

File No. - 743

2/15/84

WALDO, FL

A/C Reg. No. N19MP

Time (Lc1) - 1215 EST

Occurrence #1 FIRE
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. AERIAL APPLICATION EQUIPMENT - FIRE
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 608 2/17/84 MIAMI, FL A/C Reg. No. N34PB Time (Lcl) - 1257 EST

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-PROVINCETOWN BOSTON AIRLI	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	3
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	2
Accident Occurred During	-TAKEOFF						

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

Make/Model	- DOUGLAS DC-3	Eng Make/Model	- P & W R-1830-92	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 26200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 33	Rated Power	- 1200 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- COMPANY	Last Departure Point	ON AIRPORT
Method	- IN PERSON	SAME AS ACC/INC	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	MIAMI INT'L
Wind Dir/Speed	- 040/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- 3500 FT SCATTERED	Type of Clearance	- UNK/NR
Lowest Ceiling	- NONE	Type Apch/Lndg	- UNK/NR
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- UNK/NR
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 6000
SE LAND, ME LAND	Months Since - 4	Make/Model	- 400
	Aircraft Type - DC-3	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING FOR TAKEOFF, THE COPLT ATTEMPTED TO INCREASE THE PRESSURE IN THE LANDING GEAR DOWNLINE BY PLACING THE LANDING GEAR HYDRAULIC HANDLE IN THE DOWN POSITION. THE COPLT BELIEVED THAT HE CONFUSED THE PROCEDURE & PULLED UP ON THE LANDING GEAR LOCK HANDLE, RATHER THAN PUSHING THE GEAR HYDRAULIC HANDLE DOWN. THIS WOULD HAVE RELEASED THE GEAR MECHANICAL LOCKS. SHORTLY AFTER THAT, THE LEFT GEAR COLLAPSED. AT THE SAME TIME, HYDRAULIC FLUID & FUMES ENTERED THE COCKPIT. AN INVESTIGATION REVEALED THAT A HYDRAULIC LINE TO THE PRESSURE GAGE HAD FAILED FROM OVER PRESSURE. AFTER REPAIRING THE LINE, THE SYS WAS TESTED & OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 608

2/17/84

MIAMI, FL

A/C Reg. No. N34PB

Time (Lcl) - 1257 EST

Occurrence MAIN GEAR COLLAPSED

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - UNLOCKED
2. LANDING GEAR - IMPROPER USE OF - COPILOT

-----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. - 642 2/18/84 DAYTONA BEACH, FL A/C Reg. No. N738SN 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
SUBSTANTIAL
Fire - NONE

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

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

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1620
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-F1A6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 330/012 KTS
Visibility - 13.0 SM
Lowest Sky/Clouds - 1300 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PALM BEACH, FL
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRSTRIPE

Airport Data

DAYTONA BEACH
Runway Ident - 24L
Runway Lth/Wid - 3197/ 100
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 - 25
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- UNK/NR
Last 24 Hrs	- UNK/NR
Last 30 Days	- UNK/NR
Last 90 Days	- UNK/NR
Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHEN HE ARRIVED AT THE ARPT TO LAND, THE WIND WAS FROM 330 DEG GUSTING TO ABOUT 15 TO 17 KTS. ON FINAL APCH TO LAND ON RWY 27L, HE DECIDED TO SLIP THE ACFT & USE A FASTER THAN NORMAL SPEED TO COMPENSATE FOR THE WIND & EXTRA WEIGHT OF THE PASSENGERS. AFTER LANDING, HE WAS "RUNNING OUT OF RWY" & DECIDED TO "LET THE PLANE GO THRU THE GRASS TO SLOW DOWN." HOWEVER, THE WING TIP OF THE ACFT HIT A WIND SOCK POLE & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 642

2/18/84

DAYTONA BEACH, FL

A/C Reg. No. N738SN

Time (Lc1) - 1100 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 647 3/12/84 SANFORD, FL A/C Reg. No. N3154A Time (Lc1) - 0815 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 0	0	0	0
Accident Occurred During -DESCENT					

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

Make/Model - GROSS BENSON B-8M	Eng Make/Model - MCCOLLOCH 4318-A	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - UNK/NR		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SANFORD, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 070/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 800 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 30000 FT BROKEN	Type Apch/Lndg - NONE	
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)
STUDENT	Current - N/A	Total - 22
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 22
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT & THE PLTS OF 2 OTHER BENSON GYROCOPTERS TOOK OFF FROM A PRIVATE STRIP & PROCEEDED TO FLY IN A LOOSE FORMATION. THE PLTS OF THE OTHER 2 GYROCOPTERS DID NOT WITNESS THE ACCIDENT, BUT NOTICED THAT 1 OF THE 3 WAS MISSING. WITNESSES ON THE GROUND STATED THAT THEY NOTICED THE GYROCOPTER OSCILLATED UP & DOWN AND FORE & AFT PRIOR TO IT IMPACTING WITH TREE TOPS. THE STUDENT PLT WAS NOT INDORSED FOR FLT IN ANY ACFT. HIS WIFE STATED THAT HE HAD RECEIVED INSTRUCTION BY USING A TRAINING DEVICE THAT WAS TOWED BEHIND A VEHICLE. NO SIGNS OR EVIDENCE OF PREEXISTING STRUCTURAL FAILURE WERE NOTED.

Brief of Accident (Continued)

File No. - 647

3/12/84

SANFORD, FL

A/C Reg. No. N3154A

Time (Lc1) - 0815 EST

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - TREE(S)

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 633 3/12/84 SANIBEL ISLAND, FL A/C Reg. No. N39677 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

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

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

Make/Model - PIPER PA-28-235
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-B4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 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 - 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
KEY WEST, FL
Destination
CLEARWATER, 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 - 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 - 300
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT FAILED TO ARRIVE AT ITS DESTINATION. A SATELLITE PHOTO OF THE AREA SHOWED WX & CLOUD COVER BETWEEN THE DEPARTURE & DESTINATION ARPTS. RADAR DATA SHOWED THAT AN ACFT HAD LEFT KEY WEST, FL, AT ABOUT 1700, WENT NORTHBOUND AT 4500 UNTIL IT ENCOUNTERED BAD WX. IT THEN TURNED SOUTHWEST FOR ABOUT 7 MI, THEN TURNED NORTH & CLIMBED TO 4900 FT. SHORTLY AFTER THAT, IT LOST 1700 FT IN 24 SECONDS, THEN RADAR CONTACT WAS LOST. HOWEVER, POSITIVE IDENTIFICATION OF THE ACFT WAS NOT MADE. THE BODIES OF 2 OF THE OCCUPANTS WERE RECOVERED, THE OTHER 2 WERE PRESUMED TO HAVE BEEN FATALLY INJURED. THE ACFT WAS PRESUMED TO HAVE BEEN DESTROYED DURING A CRASH IN THAT VICINITY.

Brief of Accident (Continued)

File No. - 633

3/12/84

SANIBEL ISLAND, FL

A/C Reg. No. N39677

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. - 617 3/13/84 TAMPA, FL

A/C Reg. No. N4197Q

Time (Lcl) - 1620 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 310N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-V
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

Itinerary

Last Departure Point
GAINESVILLE, FL
Destination
TAMPA, FL

Airport Proximity
ON AIRPORT

Airport Data

Runway Ident - 36R
Runway Lth/Wid - 8300/ 150
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 320/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - 22000 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 - FULL STOP

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

Pilot-In-Command

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

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 - 1600
Last 24 Hrs - 2
Make/Model- 300
Last 30 Days- UNK/NR
Instrument- 20
Last 90 Days- 210
Multi-Eng - 300

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AFTER ARRIVAL, HE WAS CLEARED TO LAND & MADE A LANDING CHECK, BUT "APPARENTLY MADE GEAR-UP LANDING." DURING AN INVESTIGATION, THE GEAR OPERATED NORMALLY. A WITNESS STATED THAT HE SAW THE ACFT WITH THE GEAR RETRACTED.

Brief of Accident (Continued)

File No. - 617

3/13/84

TAMPA, FL

A/C Reg. No. N4197Q

Time (Lcl) - 1620 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 643 3/15/84 LAKELAND, FL A/C Reg. No. N19FH Time (Lcl) - 1435 EST

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

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

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

Make/Model - SOUTHERN COMFORT	Eng Make/Model - CONTINENTAL W-670	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2256	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 220 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- 050/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 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 - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 6760
SE LAND,ME LAND,SE SEA	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 2
		Instrument- 2200
		Multi-Eng - 3050
		Last 30 Days- UNK/NR
		Last 90 Days- 104

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PERFORMING AEROBATICS AT AN AIRSHOW, THE FABRIC ON TOP OF THE UPPER WING STARTED SEPARATING FROM THE WING. THE PLT CONTINUED FLYING THE ACFT & TRIED TO RETURN TO THE ARPT. HOWEVER, WHEN FLT COULD NOT BE MAINTAINED WITH FULL POWER, DUE TO LOSS OF AIRSPEED & ALT, THE PLT PARACHUTED FROM THE ACFT. THE ACFT CRASHED IN AN OPEN FIELD & BURNED. THE PLT'S PARACHUTE OPENED JUST SECONDS BEFORE HE IMPACTED THE GROUND. HE RECEIVED SERIOUS INJURIES DURING GROUND CONTACT AFTER INITIATING HIS BAIL-OUT AT APRX 500 FT. THE OWNER/BUILDER STATED THAT HE REALIZED THAT FABRIC OF AEROBATIC ACFT NORMALLY HAVE STICHES 1 INCH APART, BUT HE BUILT HIS WITH STICHES 2 INCHES APART. HE STATED THAT WHEN HE BUILT THE ACFT, HE DID NOT PLAN TO ALLOW AEROBATICS TO BE DONE WITH THE ACFT.

Brief of Accident (Continued)

File No. - 643

3/15/84

LAKELAND, FL

A/C Reg. No. N19FH

Time (Lcl) - 1435 EST

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

Finding(s)

1. WING,SKIN - INCORRECT
2. SUPERVISION - INADEQUATE - COMPANY/OPERATOR MGMT
3. MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) - OTHER MAINTENANCE PSNL
4. DESIGN STRESS LIMITS OF AIRCRAFT - REDUCED - OTHER MAINTENANCE PSNL
5. WING,SKIN - FAILURE,TOTAL
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

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

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

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

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. - 630 3/19/84 KEY WEST, FL A/C Reg. No. N12T Time (Lc1) - 1453 EST

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

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

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

Make/Model - CESSNA 310C	Eng Make/Model - CONTINENTAL IO-470-D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4830	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	GRAND CAYMAN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MIAMI, FL	
Wind Dir/Speed- 130/013 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - IFR	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 - 46	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND, ME LAND	Months Since - 4	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 42
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE, THE PLT HAD SWITCHED FROM THE MAIN TANKS TO THE AUX TANKS, THEN BACK TO THE MAIN TANKS. ABOUT 10 MIN LATER, BOTH ENGS LOST POWER. HE WAS ABLE TO RESTART THE RIGHT ENG, BUT IT LOST POWER AGAIN. SUBSEQUENTLY, HE DITCHED THE ACFT AT SEA. BOTH OCCUPANTS WERE RESCUED BY A NAVY VESSEL, BUT THE ACFT SANK & WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 630

3/19/84

KEY WEST, FL

A/C Reg. No. N12T

Time (Lc1) - 1453 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. - 665 3/26/84 MINERAL SPRINGS, FL A/C Reg. No. N620AC Time (Lcl) - 2123 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 3	0	0	0
Accident Occurred During -MANEUVERING					

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

Make/Model - CESSNA 402C	Eng Make/Model - CONTINENTAL TS10-520-VB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6850	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 325 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. MYERS, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SARASOTA, FL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES AND THE GROUND DURING FLT IN ADVERSE WEATHER. THERE IS NO RECORD OF THE PLT RECEIVING A PRE-FLT BRIEFING AND NO FLT PLAN WAS FILED. WITNESSES HEARD AN ACFT FLYING LOW FOLLOWED BY A LOUD THUD. ABOUT 16 MI NORTH AT SARASOTA, FL, THE 2128 EST WX WAS: 200 FT PARTIAL OBSCURATION, VIBILITY 3 MI WITH FOG. PERSONS IN THE VICINITY OF THE ACCIDENT STATED THAT THE AREA HAD HEAVY, PATCHY GROUND FOG.

Brief of Accident (Continued)

File No. - 665

3/26/84

MINERAL SPRINGS, FL

A/C Reg. No. N620AC

Time (Lc1) - 2123 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - OBSCURATION
5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
6. IMPROPER DECISION, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
7. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - TREE(S)
9. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 615 3/29/84 MARATHON, FL A/C Reg. No. N761PF Time (Lcl) - 1500 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	1
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 210M	Eng Make/Model - CONTINENTAL IO-520-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point AUGUSTA, GA	Airport Data MARATHON FLIGHT
Method - TELEPHONE	Destination SAME AS ACC/INC	Runway Ident - 25
Completeness - FULL	ATC/Airspace	Runway Lth/Wid - 5000/ 150
Basic Weather - VMC	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Wind Dir/Speed- 310/020 KTS	Type of Clearance - IFR	Runway Status - DRY
Visibility - 7.0 SM	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Sky/Clouds - 2000 FT SCATTERED		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 450
SE LAND	Months Since - 11	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model- 250
		Last 30 Days- UNK/NR
		Instrument- 120
		Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT WHILE HE WAS LANDING IN GUSTY X-WIND CONDITIONS, THE ACFT LANDED HARD ON ITS NOSE GEAR & THE NOSE GEAR COLLAPSED. HE REPORTED THAT THE WIND WAS FROM 300 DEG GUSTING TO 32 KTS. ABOUT 40 MI WSW AT KEY WEST, FL, THE WIND WAS FROM 310 DEG AT 20 GUSTING 27 KTS.

Brief of Accident (Continued)

File No. - 615

3/29/84

MARATHON, FL

A/C Reg. No. N761PF

Time (Lc1) - 1500 EST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - CROSSWIND
5. WEATHER CONDITION - GUSTS
6. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 670 4/13/84 DELAND, FL A/C Reg. No. N78ER Time (Lc1) - 1120 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
Other 0	0	0	1

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

Fire
NONE

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

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/011 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 2000 FT
Lowest Ceiling - 2000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

DELAND MUNICIPAL
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-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 23
Make/Model- 23
Instrument- 1
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

AS A STUDENT PLT IN A CESSNA 172P, N92ER, WAS TAXIING TO TAKEOFF ON A SUPERVISED SOLO FLT, ANOTHER STUDENT IN A CESSNA 172P, N78ER, WAS TAXIING FROM LANDING. WHILE PASSING, IN OPPOSITE DIRECTIONS ON A TAXIWAY, THE WING TIPS OF THE ACFT COLLIDED & BOTH ACFT WERE SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 670

4/13/84

DELAND, FL

A/C Reg. No. N78ER

Time (Lc1) - 1120 EST

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

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 3. CLEARANCE - MISJUDGED - PILOT OF OTHER AIRCRAFT
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 670 4/13/84 DELAND, FL

A/C Reg. No. N92ER

Time (Lcl) - 1120 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
Other 0	0	0	1

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAXI

Fire

NONE

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

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/011 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 2000 FT
Lowest Ceiling - 2000 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 - NONE

Airport Proximity
ON AIRPORT

Airport Data

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

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 15
Make/Model- 15
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

AS A STUDENT PLT IN A CESSNA 172P, N92ER, WAS TAXIING TO TAKEOFF ON A SUPERVISED SOLO FLT, ANOTHER STUDENT IN A CESSNA 172P, N78ER, WAS TAXIING FROM LANDING. WHILE PASSING, IN OPPOSITE DIRECTIONS ON A TAXIWAY, THE WING TIPS OF THE ACFT COLLIDED & BOTH ACFT WERE SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 670

4/13/84

DELAND, FL

A/C Reg. No. N92ER

Time (Lc1) - 1120 EST

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

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 3. CLEARANCE - MISJUDGED - PILOT OF OTHER AIRCRAFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 604 4/14/84 CLEWISTON, FL A/C Reg. No. N4858M Time (Lcl) - 1630 EST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MIAMI, FL	CLEWISTON MUNICIPAL
Wind Dir/Speed- 190/008 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3000/ 60
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 9000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 375
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- 25
		Instrument- UNK/NR
		Last 90 Days- 25
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PLT (CFI) STATED THAT DUE TO BAD WX TO THE NORTH, THEY ELECTED TO TAKEOFF TOWARD THE SOUTH ON RWY 14. HE STATED THE WIND WAS FROM 230 DEG. THE STUDENT STARTED THE TAKEOFF WITH A SLIGHT X-WIND. SHORTLY AFTER LIFT-OFF, THE CFI TOOK THE CONTROLS & ELECTED TO ABORT THE TAKEOFF DUE TO AN INCREASE IN GROUND SPEED & A DETERIORATION OF CLIMB PERFORMANCE. THERE WERE OBSTACLES TO CLEAR NEAR THE DEPARTURE END OF THE RWY. THE ACFT OVERRAN THE RWY & CAME TO REST UPSIDE DOWN IN A CANAL.

Brief of Accident (Continued)

File No. - 604

4/14/84

CLEWISTON, FL

A/C Reg. No. N4858M

Time (Lc1) - 1630 EST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND(CFI)
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND(CFI)
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

4. TERRAIN CONDITION - DITCH
-

Occurrence #3 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) 1,3

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. - 663 4/21/84 DAYTONA BEACH, FL A/C Reg. No. N738JA Time (Lcl) - 1430 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	3
Accident Occurred During	-LANDING					

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

Make/Model	- CESSNA TR182	Eng Make/Model	- LYCOMING O-540-L3C5D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3100	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 235 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	DAYTONA BEACH, FL	
Completeness	Destination	Airport Data
Basic Weather	BUNNELL, FL	DAYTONA BEACH
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	Type of Clearance	- UNK/NR
Lowest Ceiling	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- PRECAUTIONARY LANDING	Runway Status
Precipitation		- DRY
Condition of Light		

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

Pilot-In-Command	Age - 62	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	Total	- 974
SE LAND, ME LAND	Months Since	Make/Model	- 974
	Aircraft Type	Instrument	- 16
		Multi-Eng	- 241
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS UNABLE TO LOWER THE LANDING GEAR AND MADE A WHEELS-UP LANDING. AN EXAM REVEALED THAT A ROD END, PN S02321-3, ON THE NOSE GEAR DOOR HAD FAILED. THE FAILURE WAS IN TENSION BENDING WITH NO SIGNS OF PREEXISTING FATIGUE OR CORROSION.

Brief of Accident (Continued)

File No. - 663

4/21/84

DAYTONA BEACH, FL

A/C Reg. No. N738JA

Time (Lc1) - 1430 EST

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

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - OVERTORQUE
2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
3. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, TOTAL
4. LANDING GEAR - JAMMED

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

Finding(s)

5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 671 4/22/84 PAHOKEE,FL A/C Reg. No. N37967 Time (Lcl) - 1800 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

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

Fire
NONE

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

Make/Model - PIPER J3C-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 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- 140/011 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DELAND,FL

Destination

MIAMI,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)

ATP,CFI,MILITARY

SE LAND,ME LAND,SE SEA

Age - 33

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3900

Make/Model- 70

Instrument- 430

Multi-Eng - 1800

Last 24 Hrs - UNK/NR

Last 30 Days- 10

Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS CRUISING AT 1000 FT MSL WHEN THE ENG LOST POWER. SUBSEQUENTLY, THE ACFT WAS DITCHED IN LAKE OKEECHOBEE. THE PLT STATED THAT AFTER THE ACFT WAS RECOVERED FROM THE LAKE, FUEL WAS FOUND IN THE FUEL TANK. ALSO, HE STATED "APPEARS VENT ON FUEL TANK CAP WAS NOT PROPERLY VENTED. ENGINE STARVED FOR FUEL."

Brief of Accident (Continued)

File No. - 671

4/22/84

PAHOKEE, FL

A/C Reg. No. N37967

Time (Lc1) - 1800 EST

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

Finding(s)

1. FUEL SYSTEM,CAP - IMPROPER
 2. MAINTENANCE,INSTALLATION - IMPROPER -
 3. FUEL SYSTEM,VENT - INADEQUATE
-

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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 737 4/23/84 MIAMI, FL A/C Reg. No. N940JW Time (Lcl) - 1415 EST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-INTERNATIONAL AIR LEASES	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire					
Flight Conducted Under	-14 CFR 121	NONE	Crew	0	0	1	11
Accident Occurred During	-DESCENT		Pass	0	1	2	177

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

Make/Model	- DOUGLAS DC-8-63	Eng Make/Model	- P & W JT3D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 350000	Engine Type	- TURBOJET		
No. of Seats	- 250	Rated Power	- 19000 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	NEW YORK, NY	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MIAMI, FL	
Wind Dir/Speed- 160/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 8000 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 - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 10000
ME LAND	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT ENCOUNTERED INFLIGHT TURBULENCE WHILE DESCENDING INTO MIAMI. FOUR PEOPLE WERE TAKEN TO LOCAL HOSPITALS. A FLT ATTENDANT & TWO PAX WERE TREATED & RELEASE. ONE PAX REMAINED IN THE HOSPITAL FOR 12 DAYS DUE TO BACK INJURIES. THE FLT ATTENDANTS INDICATED THAT ALL PAX HAD THEIR SEAT BELTS ON. THE INJURED PAX STATED HE WAS PULLED BACK DOWN BY HIS SEAT BELT AFTER IMPACTING THE OVERHEAD. THE SEAT BELT SIGN WAS ON. THE AREA NORTH & SOUTH OF MIAMI ARPT WAS EXPERIENCING PRE-FRONTAL THUNDERSTORMS WITH TOPS TO 40,000 FT.

Brief of Accident (Continued)

File No. - 737

4/23/84

MIAMI, FL

A/C Reg. No. N940JW

Time (Lc1) - 1415 EST

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
 2. SEAT BELT SIGN - SELECTED - PILOT IN COMMAND
 3. SEAT BELT - IMPROPER USE OF - PASSENGER
 4. SEAT BELT - IMPROPER USE OF - FLIGHT ATTENDANT
 5. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
-

----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. - 672 4/24/84 VENICE, FL A/C Reg. No. N1931H Time (Lcl) - 1845 EST

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

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

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

Make/Model - PIPER PA-32R-300	Eng Make/Model - LYCOMING IO-540-K1G5D	ELT Installed/Activated - 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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	
Wind Dir/Speed- 290/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 4500
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DITCHED IN THE GULF OF MEXICO AFTER BEING FOLLOWED BY U.S. CUSTOMS. THE PLT WAS PICKED UP, BUT WOULD NOT STATE HIS DEPARTURE POINT OR DESTINATION, NOR DID HE SUBMIT A PLT/OPERATIONAL ACFT ACCIDENT REPORT AS REQUESTED BY THE NTSB.

Brief of Accident (Continued)

File No. - 672

4/24/84

VENICE, FL

A/C Reg. No. N1931H

Time (Lcl) - 1845 EST

Occurrence

DITCHING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

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. - 605 4/26/84 VALDOSTA, FL A/C Reg. No. N7059P Time (Lcl) - 1022 EST

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

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

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

Make/Model - PIPER PA-24-180	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	VALDOSTA MUNICIPAL
Wind Dir/Speed- 180/009 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - 6302/ 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 - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 929
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 541
	Aircraft Type - PA-24	Instrument- UNK/NR
		Multi-Eng - 11
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 12
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE INSTRUCTOR PLT (CFI) STATED THAT HE WAS GIVING A PRIVATE PLT A BIENNIAL FLT REVIEW & THAT THE PRIVATE PLT WAS THE PLT-IN-COMMAND (PIC). WHILE IN THE TRAFFIC PATTERN FOR THEIR 2ND LANDING, THEY HEARD ANOTHER ACFT ENTERING THE PATTERN, BUT THEY WERE NOT SURE OF ITS LOCATION. THEY WERE LOOKING FOR THE OTHER ACFT AS THEY CONTINUED THE APCH & SUBSEQUENTLY LANDED WITH THE GEAR RETRACTED.

Brief of Accident (Continued)

File No. - 605

4/26/84

VALDOSTA, FL

A/C Reg. No. N7059P

Time (Lcl) - 1022 EST

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

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - CHECK PILOT
 5. WHEELS UP LANDING - INADVERTENT -
-

----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. - 748 4/27/84 MARCO, FL A/C Reg. No. N81701 Time (Lcl) - 0727 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - PIPER PA-32-301
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540-K1G5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 120/012 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KEY WEST, FL
Destination
FORT 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 - FORCED LANDING

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

Pilot-In-Command

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

Age - 39

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 632	Last 24 Hrs	- 1
Make/Model-	10	Last 30 Days-	UNK/NR
Instrument-	20	Last 90 Days-	124
Multi-Eng	- 5		

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT DEPARTED FORT MYERS, FL AT 0550 & ARRIVED AT KEY WEST, FL AT 0655. THE FLT THEN DEPARTED KEY WEST AT 0710 FOR THE RETURN FLT. AT 0722, THE PLT REPORTED TO ARTCC THAT HE WAS EXPERIENCING ENG FAILURE & COULD GET NO FUEL PRESSURE. THE ACFT WAS DITCHED 29 MI SOUTH OF MARCO, FL IN THE GULF MEXICO. THE PLT STATED THAT ON DEPARTURE FROM FORT MYERS, HE ESTIMATED HE HAD 40-50 GALS OF FUEL USING THE COCKPIT GAGES. HE DID NOT CHECK THE MECHANICAL GAGES IN THE WINGS, WHICH HAD JUST BEEN CHANGED & CALIBRATED ON 3/6/84. THE PLT, WHO HAD PREVIOUSLY FLOWN THE ACFT, ESTIMATED THERE WAS ABOUT 20 GALS OF FUEL ON BOARD WHEN HE PARKED THE ACFT. THE ACFT WAS NOT REFUEL PRIOR TO DEPARTING FORT MYERS OR AT KEY WEST.

Brief of Accident (Continued)

File No. - 748

4/27/84

MARCO, FL

A/C Reg. No. N81701

Time (Lcl) - 0727 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. 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

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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 764 5/05/84 SANFORD, FL A/C Reg. No. N2830V Time (Lcl) - 1437 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - BEECH 35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-11
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 205 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- 140/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3000 FT
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SANFORD
Runway Ident - 09
Runway Lth/Wid - 8000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - C-182

Medical Certificate - EXPIRED

Flight Time (Hours)	
Total	- 2200
Make/Model-	60
Instrument-	135
Multi-Eng -	50
Last 24 Hrs -	1
Last 30 Days-	6
Last 90 Days-	50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG LOST POWER WHEN THE ACFT WAS ON FINAL APCH TO LAND. THE PLT STATED THAT HE THEN SWITCHED FUEL TANKS, ACTIVATED THE ELECTRIC FUEL BOOST PUMP & WORKED THE RELATED WOBBLE PUMP AS FAST AS HE COULD, BUT WAS UNABLE TO RESTORE ENG POWER. SUBSEQUENTLY, THE ACFT CRASHED INTO A BUILDING AND CARTWHEELED INTO A PARKING LOT. AN EXAM OF THE WRECKAGE REVEALED THE LEFT FUEL TANK WAS EMPTY. ABOUT 10 GAL OF FUEL WAS REMAINING IN THE RIGHT TANK & AN UNDETERMINED AMOUNT OF FUEL WAS IN THE AUX TANK. THE WOBBLE PUMP/FUEL SELECTOR ASSEMBLY'S TANK SELECTOR VALVE, PN 35-924068, WAS MODIFIED, BUT WAS NOT INSTALLED IN ACCORDANCE WITH THE MANUFACTURE'S SPECIFICATION. THE SELECTOR'S DETENT BALL, PN35-921166, WAS MISSING & THE ASSEMBLY'S SPRING WAS RIDING ON THE VALVE. ALSO, THE ASSEMBLY'S HOUSING, PN 35-921185, WAS DAMAGED. IN THIS CONDITION, THE PLT COULD NOT DETERMINE THE EXACT POSITION OF THE SELECTOR VALVE. AN EXAM OF THE ACFT REVEALED IT HAD CRASHED IN A STEEP NOSE DOWN, LEFT WING LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 764

5/05/84

SANFORD, FL

A/C Reg. No. N2830V

Time (Lc1) - 1437 EDT

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

Finding(s)

1. FUEL SYSTEM, SELECTOR VALVE - INCORRECT
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. FLUID, FUEL - STARVATION
4. FUEL TANK SELECTOR POSITION - IMPROPER -

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Finding(s)

5. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

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

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

Finding(s)

8. OBJECT - RESIDENCE

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) 1,2,3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 736

5/06/84

EGLIN AFB, FL

A/C Reg. No. N3586W

Time (Lc1) - 2118 CDT

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

Type Operating Certificate-COMMUTER

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
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 - PIPER PA-31-325

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 6500

No. of Seats - 8

Eng Make/Model - LYCOMING TSIO-540-F213

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 310 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - UNK/NR

Method - TELEPHONE

Completeness - PARTIAL, LMTD BY FCSTR

Basic Weather - IMC

Wind Dir/Speed- 160/009 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 400 FT

Lowest Ceiling - 400 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

EGLIN AFB, FL

Destination

FT WALTON BCH, FL

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - ASR

Airport Proximity

ON AIRPORT

Airport Data

EGLIN AFB

Runway Ident - 30

Runway Lth/Wid - 13000/ 300

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP, CFI

SE LAND, ME LAND

Age - 40

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3600 Last 24 Hrs - 4

Make/Model- 600 Last 30 Days- UNK/NR

Instrument- 304 Last 90 Days- 150

Multi-Eng - 1700

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER ARRIVING AT EGLIN AFB, THE PLT DETERMINED HE WOULD NEED MORE FUEL TO COMPLETE THE NEXT LEG OF THE FLT. HOWEVER, THERE WAS NO AVGAS REFUELING AVAILABLE AT EGLIN. THE PLT DISEMBARKED THE PAX & FLEW IFR TO FT WALTON BEACH TO REFUEL. A MISSED APPROACH WAS EXECUTED AT FT WALTON BEACH & THE PLT DIVERTED BACK TO EGLIN AFB. APRX 3 MI FROM EGLIN, THE RGT ENG QUIT. ON SHORT FINAL, THE LEFT ENG SURGED & THE PLT FEATHERED THE LEFT PROP. THE PLT ATTEMPTED TO MANUALLY LOWER THE LANDING GEAR. THE NOSE GEAR DID NOT FULLY EXTEND & THE RIGHT MAIN LANDING GEAR DID NOT FULLY LOCK DOWN. AN INVESTIGATION REVEALED THAT ALL FOUR FUEL TANKS WERE VIRTUALLY EMPTY, EXCEPT THE LEFT AUX TANK HAD ABOUT 5.5 GALS REMAINING. THE PLT REPORTED THAT THE FUEL GAGES INDICATED THE TANKS WERE ABOUT 1/4 FULL JUST BEFORE THE ENGS LOST POWER.

Brief of Accident (Continued)

File No. - 736

5/06/84

EGLIN AFB, FL

A/C Reg. No. N3586W

Time (Lcl) - 2118 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
3. WEATHER CONDITION - BELOW APPROACH MINIMUMS
4. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
5. FLUID, FUEL - STARVATION
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
7. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

8. FLUID, FUEL - STARVATION
9. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE
10. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation LANDING

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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) 1,6,8

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 739 5/23/84 OPA LOCKA, FL A/C Reg. No. N2627Q Time (Lcl) - 1300 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRSTRIP

Airport Data

OPA-LOCKA WEST
Runway Ident - 09
Runway Lth/Wid - 3000/ 60
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 120/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 1500 FT THIN BKN
Lowest Ceiling - 15000 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 - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 78
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING TOUCH-&-GO LANDINGS. AFTER TOUCHING DOWN ON THE 2ND LANDING, HE SAW A PATROL VEHICLE CROSSING THE RWY. THE PLT DEVIATED TO THE LEFT TO AVOID THE VEHICLE, THEN HE ELECTED TO GO AROUND. HOWEVER, HE THEN REALIZED THAT THERE WAS INSUFFICIENT RWY REMAINING TO CONTINUE THE TAKEOFF, SO HE ABORTED THE GO-AROUND. SUBSEQUENTLY, THE ACFT WENT OFF THE END OF THE RWY & COLLIDED WITH BRUSH/TREES.

Brief of Accident (Continued)

File No. - 739

5/23/84

OPA LOCKA, FL

A/C Reg. No. N2627Q

Time (Lcl) - 1300 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
2. OBJECT - VEHICLE
3. UNSAFE/HAZARDOUS CONDITION - PERFORMED - DRIVER OF VEHICLE
4. MANEUVER - PERFORMED - PILOT IN COMMAND
5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
6. IMPROPER DECISION - PILOT IN COMMAND
7. ABORT - DELAYED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

8. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,7

Factor(s) relating to this accident is/are finding(s) 2,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 745 6/06/84 POMPANO BEACH, FL A/C Reg. No. N6145V Time (Lcl) - 1014 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F1A6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 110/010 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

POMPANO
Runway Ident - 10
Runway Lth/Wid - 3500/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	1145
Last 24 Hrs	1
Make/Model-	163
Instrument-	338
Multi-Eng -	49
Last 30 Days-	UNK/NR
Last 90 Days-	25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A LOCAL FLT THERE WAS A FAILURE OF THE ACFT'S ELECTRICAL CHARGING SYSTEM DUE TO A BROKEN ALTERNATOR DRIVE BELT. THE PLT SECURED ALL UNNECESSARY ELECT EQUIP'T & RETURNED TO THE ARPT. UPON ENTERING PATTERN HE HEARD TOWER ASK IF HE WAS 45V & IF SO TO ROCK HIS WINGS; HE DID SO & WAS CLEARED TO LAND. THIS WAS THE LAST RADIO TRANSMISSION RECEIVED BY THE PLT. THE PLT DID NOT GET A GEAR DOWN LIGHT WHEN GEAR WAS EXTENDED. REALIZING HIS APPROACH WAS HIGH & FAST, HE ELECTED TO GO AROUND. ON THE SECOND APPROACH THE TOWER CONTROLLER TRIED TO WARN THE PLT THAT HIS GEAR WAS NOT DOWN. THE PLT STATED HE CALLED THE TOWER TO ASK ABOUT HIS GEAR, & WHEN HE DID NOT RECEIVE A REPLY ASSUMED HIS GEAR WAS DOWN. THE GEAR COLLAPSED ON TOUCHDOWN & THE ACFT RAN OFF THE SIDE OF THE RWY. THE PLT STATED HE DID NOT USE THE EMERGENCY GEAR EXTENSION SYSTEM.

Brief of Accident (Continued)

File No. - 745

6/06/84

POMPANO BEACH, FL

A/C Reg. No. N6145V

Time (Lcl) - 1014 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - FAILURE, TOTAL
2. ELECTRICAL SYSTEM, BATTERY - OTHER
3. ELECTRICAL SYSTEM - INOPERATIVE

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
5. GEAR DOWN AND LOCKED - NOT PERFORMED - PILOT IN COMMAND
6. AIR/GROUND COMMUNICATIONS - NOT RECEIVED - PILOT IN COMMAND
7. UNSAFE/HAZARDOUS CONDITION WARNING - CONTINUED - ATC PSNL(LCL/GND/CLNC)

----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) 1,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 664 6/07/84 JUPITER, FL A/C Reg. No. N1201W Time (Lcl) - 0845 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- BELL 47G-5	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- TURBOPROP		
No. of Seats	- 1	Rated Power	- 320 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	JUPITER, FL	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 090/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- 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)	
COMMERCIAL	Current - YES	Total	- 18965
SE LAND, ME LAND	Months Since - 15	Make/Model	- 1254
HELICOPTER	Aircraft Type - UNK/NR	Instrument	- 58
		Multi-Eng	- 900
		Last 24 Hrs	- 3
		Last 30 Days	- UNK/NR
		Last 90 Days	- 46
		Rotorcraft	- 16124

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED LANDED AFTER A PARTIAL LOSS OF POWER. DURING AN EXAM OF THE ENG, THE COMPRESSOR BLEED CONTROL VALVE WAS FOUND STUCK OPEN CAUSING AN IMPROPER FUEL/AIR MIXTURE.

Brief of Accident (Continued)

File No. - 664

6/07/84

JUPITER, FL

A/C Reg. No. N1201W

Time (Lc1) - 0845 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. BLEED AIR SYSTEM, VALVE - FAILURE, PARTIAL
-

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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 667 6/14/84 KET LARGO, FL A/C Reg. No. N1400X Time (Lcl) - 1300 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
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	3

-----Aircraft Information-----

Make/Model - LAKE 250
Landing Gear - AMPHIBIAN
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-C4B5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NAPLES, FL
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND, SE SEA

Age - 50
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1984	Last 24 Hrs - 2
Make/Model- 94	Last 30 Days- UNK/NR
Instrument- 389	Last 90 Days- 85
Multi-Eng - 669	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE PLT WAS APPROACHING TO LAND IN THE OPEN OCEAN NEAR KEY LARGO, FL, A BIG WAVE APPEARED. THE PLT PULLED THE NOSE OF THE ACFT UP & ADDED POWER. HOWEVER, THE ACFT IMPACTED THE WAVE CREST & WAS CATAPULTED UPWARD IN A NOSE HIGH ATTITUDE. IT THEN CAME DOWN ON THE LEFT WING WHICH SEPARATED FROM THE ACFT. THE ACFT SANK IN 12 FT OF WATER AFTER FLOATING ABOUT 35 MINUTES. THE PLT REPORTED THAT THE WIND SEEMED TO BE LIGHT & VARIABLE. HE ESTIMATED THAT THE WAVES WERE 1 TO 1-1/2 FT HIGH, EXCEPT FOR THE WAVE OR SWELL THAT THE ACFT HIT.

Brief of Accident (Continued)

File No. - 667

6/14/84

KET LARGO, FL

A/C Reg. No. N1400X

Time (Lcl) - 1300 EDT

Occurrence DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - WATER, ROUGH
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 746 6/18/84 VERO BEACH, FL A/C Reg. No. N5463T Time (Lcl) - 1459 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

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass.	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 100/014 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PENSACOLA, FL
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan-- NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

VERO BEACH
Runway Ident - 11
Runway Lth/Wid - 6272/ 200
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 - 7
Aircraft Type - C-172E

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 300	Last 24 Hrs - 5
Make/Model-	125	Last 30 Days- UNK/NR
Instrument-	2	Last 90 Days- 27
Multi-Eng -	50	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ACFT RAN OUT OF FUEL & LANDED JUST SHORT OF THE RWY. HE SAID THAT THE ACFT IMPACTED PALMETTOS ON THE RWY EXTENSION & THE NOSE GEAR WAS TORN OFF.

Brief of Accident (Continued)

File No. - 746

6/18/84

VERO BEACH, FL

A/C Reg. No. N5463T

Time (Lcl) - 1459 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. FLUID - EXHAUSTION
 3. FUEL TANK SELECTOR POSITION - 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)

4. TERRAIN CONDITION - HIGH VEGETATION
-

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 744 6/19/84 CLEWISTON, FL A/C Reg. No. N7225Y Time (Lcl) - 0715 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 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-30	Eng Make/Model	- LYCOMING IO-320-B1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRSTRIP	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	CLEWISTON	
Wind Dir/Speed	- 090/003 KTS	Runway Ident	- 32
Visibility	- 6.0 SM	Runway Lth/Wid	- 3000/ 60
Lowest Sky/Clouds	- 20000 FT SCATTERED	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE, COMMERCIAL	Current	Total	- 818
SE LAND, ME LAND	Months Since	Make/Model	- 418
	Aircraft Type	Instrument	- 34
		Multi-Eng	- 418

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT BEFORE THE FLT, HE VISUALLY CHECKED THE MAIN TANKS & THE FUEL GAGES INDICATED 1/4 FULL ON EACH SIDE. BEFORE REACHING THE DESTINATION, AN ENG LOST POWER, & SHORTLY AFTER THAT, THE OTHER ENG LOST POWER, BOTH FROM FUEL EXHAUSTION. THE PLT HAD SUFFICIENT ALT TO REACH THE ARPT, BUT LANDED LONG & FAST & WENT OFF THE END OF THE RWY.

Brief of Accident (Continued)

File No. - 744

6/19/84

CLEWISTON, FL

A/C Reg. No. N7225Y

Time (Lcl) - 0715 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE
-

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 738

6/26/84

CEDAR KEY, FL

A/C Reg. No. N6208H

Time (Lcl) - 2240 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
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 - PIPER PA-28
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 6.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 3000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
CROSS CITY, FL

Destination
TAMPA, FL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

GEORGE T. LEWIS

Runway Ident - 23

Runway Lth/Wid - 2400/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 26

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 98

Make/Model- 13

Instrument- 0

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE TOUCHED DOWN ABOUT 1/3 DOWN THE 2,400 FT RWY, WAS UNABLE TO STOP THE ACFT & RAN OFF THE END.

Brief of Accident (Continued)

File No. - 738

6/26/84

CEDAR KEY, FL

A/C Reg. No. N6208H

Time (Lcl) - 2240 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this 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. - 645 1/08/84 LAWRENCEVILLE,GA A/C Reg. No. NONE Time (Lc1) - 1510 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire NONE	Crew 1	0	0	0
Flight Conducted Under -14 CFR 103		Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PTERODACTYL ASCENDER II	Eng Make/Model - CUYUNA 430D	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 465	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 30 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SNELLVILLE,GA	Runway Ident - N/A
Wind Dir/Speed- 310/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 350
	Months Since - N/A	Make/Model- 4
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF IN CONDITIONS OF TURBULENCE & GUSTY WINDS. WITNESSES REPORTED THE ULTRALIGHT VEHICLE PITCHED & ROLLED ERRATICALLY AFTER LIFT-OFF. THE PLT THEN MADE A RIGHT CLIMBING TURN TO A DOWNWIND HEADING & PROCEEDED OVER A TALL TREE LINE TOWARD A FIELD WHERE HE ULTIMATELY CRASHED. ONE WITNESS HEARD A "POP", THEN LOOKED & SAW THE ACFT DESCENDING WITH THE WINGS FOLDED. OTHERS SAID THE WINGS FLEXED UPWARD 1ST, THEN THE ACFT FLIPPED OVER & THE WINGS REVERSED & FOLDED AROUND THE AIRFRAME. AN EXAM REVEALED UPWARD DEFORMATION OF THE CARARD, BUT IT HAD NO SIGNIFICANT EVIDENCE OF GROUND IMPACT. THE WINGS HAD EVIDENCE OF BOTH UPWARD & DOWNWARD BENDING. THE KINGPOST WAS BENT REARWARD & ITS TOP CAP WAS FOUND 175 FT FROM THE MAIN WRECKAGE. NO AIRSPEED INDICATOR WAS INSTALLED. THE MANUFACTURER REPORTED THAT AN AIRSPEED INDICATOR WAS REQUIRED TO JUDGE THE SPEED WITH THE ENGINE RUNNING, THAT THE MAX SPEED (VNE) WAS EASILY EXCEEDED & THAT THE FLIGHT CONTROLS BECAME EXTREMELY SENSITIVE AT HIGHER AIRSPEEDS.

Brief of Accident (Continued)

File No. - 645

1/08/84

LAWRENCEVILLE,GA

A/C Reg. No. NONE

Time (Lcl) - 1510 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. FLIGHT/NAV INSTRUMENTS,AIRSPED INDICATOR - LACK OF
2. MAINTENANCE,INSTALLATION - NOT PERFORMED -
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - UNFAVORABLE WIND
5. WEATHER CONDITION - TURBULENCE
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
7. FLIGHT CONTROL SURFACES/ATTACHMENTS - OVERLOAD
8. WING - OVERLOAD

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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

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. - 789 3/05/84 MADISON,GA A/C Reg. No. N2912X Time (Lcl) - 0700 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	
Other 1	0	0	0	

-----Aircraft Information-----

Make/Model - PIPER PA-34-220T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4570
No. of Seats - 2

Eng Make/Model - CONTINENTAL TSIO-360-KB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 220 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 500 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
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
ON AIRSTRIP

Airport Data

KENNEDY AIRSTRIP
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET

-----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 ACFT COLLIDED WITH A CAR WHILE LANDING ON AN AIRSTRIP AT NIGHT. THE CAR HAD BEEN PARKED ON THE STRIP & AN OCCUPANT IN THE CAR WAS FATALLY INJURED. AN ILLICIT SUBSTANCE WAS FOUND ABOARD THE ACFT & IT WAS CONFISCATED BY LAW ENFORCEMENT OFFICIALS. RAIN & FOG EXISTED AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 789

3/05/84

MADISON,GA

A/C Reg. No. N2912X

Time (Lc1) - 0700 EST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - RAIN
7. WEATHER CONDITION - FOG
8. OBJECT - VEHICLE
9. JUDGEMENT - POOR - DRIVER OF VEHICLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,9

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 787 7/11/84 KENNESAW, GA A/C Reg. No. N72PJ Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -TEST/TAXI
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - HAXTON QUICKIE Q2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 580
No. of Seats - 2

Eng Make/Model - REVMASER 2100DQ
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- 290/007 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

MCCOLLUM

Runway Ident - 27

Runway Lth/Wid - 4580/ 75

Runway Surface - MACADAM

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 33

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 159

Make/Model- 3

Instrument- 6

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE HOME BUILT ACFT HAD JUST BEEN CONSTRUCTED & THE PLT WAS MAKING HI SPEED TAXI CHECKS. ON THE 3RD CHECK, HE APPLIED FULL POWER, INTENDING TO ACCELERATE TO A TARGET SPEED OF 60 MPH. HE REDUCED THE POWER BEFORE REACHING THAT SPEED; HOWEVER, THE ACFT INADVERTENTLY "BOLTED" INTO THE AIR TO AN ALT OF ABOUT 40 FT. THE PLT REDUCED POWER FURTHER & THE ACFT CONTACTED THE GROUND & BEGAN PORPOISING. IT THEN WENT TO THE LEFT & COLLIDED WITH A TRACTOR.

Brief of Accident (Continued)

File No. - 787

7/11/84

KENNESAW,GA

A/C Reg. No. N72PJ

Time (Lc1) - 1030 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. LIFT-OFF - INADVERTENT - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation OTHER

Finding(s)

5. 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) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 648

3/02/84

LEWISTON, ID

A/C Reg. No. N2868D

Time (Lcl) - 1900 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

4

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 180 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - UNK/NR
Wind Dir/Speed - UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - OBSCURED
Obstructions to Vision - UNK/NR
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

VANCOUVER, WA

Destination

LEWISTON, 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 - VFR

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 - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 110

Make/Model - UNK/NR

Instrument - UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days - 4

Last 90 Days - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN MOUNTAINOUS TERRAIN WHILE THE NON-INSTRUMENT RATED PLT WAS ON A FLT IN MARGINAL WX CONDITIONS. AN INVESTIGATION REVEALED THAT THE ACFT HAD IMPACTED IN A STEEP NOSE DOWN, HIGH SPEED DESCENT. NO PREIMPACT/MECHANICAL PROBLEM WAS FOUND. ABOUT 31 MI EAST AT LEWISTON, ID, THE WX WAS 2500 FT BROKEN, 4000 FT OVERCAST, VISIBILITY 15 MI. THE ELEVATION OF THE WX STATION WAS 1438 FT & THE ELEVATION OF THE CRASH SITE WAS ABOUT 4800 FT. ABOUT 3 MI WEST AT CAMP WOOTEN STATE PARK (ELEVATION 2000 FT), RAIN BEGAN BEFORE DARK (1700 PST) & CONTINUED THRU THE TIME OF THE ACCIDENT, CHANGING TO LARGE HAIL & SNOW AT ABOUT 2000 PST. MOUNTAIN TOPS WERE OBSCURED IN CLOUDS THRU-OUT THIS TIME.

Brief of Accident (Continued)

File No. - 648

3/02/84

LEWISTON, ID

A/C Reg. No. N2868D

Time (Lc1) - 1900 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. TERRAIN CONDITION - HIGH TERRAIN
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - RAIN
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - 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

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 786 4/15/84 DRIGGS, ID A/C Reg. No. N28291 Time (Lc1) - 0730 MST

-----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	Crew 0	0	1	0
Accident Occurred During	-LANDING		Pass 0	0	1	0

-----Aircraft Information-----

Make/Model	- GRUMMAN AMERICAN AA-5B	Eng Make/Model	- LYCOMING O-360-A4K	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

<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- CA.M</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 PROVO,UT</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data DRIGGS MUNI</p> <p>Runway Ident - 03</p> <p>Runway Lth/Wid - 5200/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 61
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - 150	Make/Model- 3
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 9
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING, THE PLT ENCOUNTERED A PORPOISE WHICH INCREASED IN SEVERITY. HE ADDED FULL POWER, RAISED THE NOSE & INITIATED A GO-AROUND, DURING WHICH, THE STALL WARNING HORN SOUNDED. THE PLT REPORTED THAT HE LEFT THE CARBURETOR HEAT ON & LEFT THE FLAPS IN A 2/3 EXTENDED POSITION. AS HE CONTINUED THE GO-AROUND, HE MANUEVERED THE ACFT TO AVOID HITTING A POLE. IMMEDIATELY THEREAFTER, THE LEFT WING TIP STRUCK SNOW COVERED GROUND & THE ACFT CARTWHEELED TO A STOP. THE ELEVATION OF THE ARPT WAS 6202 FT. THE PLT HAD RECENTLY RECEIVED HIS PRIVATE PLT CERTIFICATE & HAD JUST CHECKED OUT IN THIS MAKE & MODEL OF ACFT.

Brief of Accident (Continued)

File No. - 786

4/15/84

DRIGGS, ID

A/C Reg. No. N28291

Time (Lc1) - 0730 MST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

3. GO-AROUND - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
7. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
8. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
9. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
10. MANEUVER - PERFORMED - PILOT IN COMMAND
11. TERRAIN CONDITION - SNOW COVERED
12. 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) 3,12

Factor(s) relating to this accident is/are finding(s) 1,4,5,6,7,9,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 793 5/18/84 AMERICAN FALLS, ID A/C Reg. No. N4865X Time (Lcl) - 2000 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 137	NONE	Pass	1	0	0
Accident Occurred During -MANEUVERING			0	0	0

-----Aircraft Information-----

Make/Model - ROCKWELL INTL S-2R	Eng Make/Model - P & W R-1340-AN-L	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
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 - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - UNK/NR	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 260/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 200 FT PART OBS	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 3500
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 6
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LOAD/GROUND CREW REPORTED THAT THE PLT PLANNED TO MAKE 1 MORE SPRAY RUN BEFORE FLYING BACK TO THE HOME BASE. WHEN THE ACFT DID NOT RETURN TO THE LOADING AREA, THEY ASSUMED HE HAD RETURNED TO THE BASE. THEY DROVE 20 MI BACK TO THE BASE, BUT FOUND NEITHER THE ACFT NOR THE PLT, SO THEY RETURNED TO THE SPRAY AREA. THE ACFT WAS FOUND WHERE IT HAD CRASHED ON ROLLING/HILLY TERRAIN (AT DUSK). AN EXAM REVEALED THE PROPELLER HAD CONTACTED THE GROUND APPX 386 FT WEST OF THE PRINCIPAL IMPACT POINT. THERE WAS EVIDENCE THAT THE LEFT WING SPRAY BOOM HAD INTERMITTENTLY CONTACTED THE GROUND IN A 10 TO 15 DEG CIRCULAR ARC TO THE NORTH. THE LEFT MAIN GEAR THEN CONTACTED THE UNEVEN TERRAIN. BEYOND THAT, THE ACFT CROSSED A GULLY/DITCH, IMPACTED RISING TERRAIN & CAME TO REST IN AN INVERTED POSITION. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THIS WAS THE PLT'S 1ST SPRAY MISSION FOR THE OPERATOR. ABOUT 18 MI EAST AT BURLEY, ID, THE 1845 MDT WX WAS IN PART: 200 FT PARTIAL OBSCURED, 3000 FT BROKEN.

Brief of Accident (Continued)

File No. - 793

5/18/84

AMERICAN FALLS, ID

A/C Reg. No. N4865X

Time (Lc1) - 2000 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. LIGHT CONDITION - DUSK
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. 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) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 626 5/26/84 MOUNTAIN HOME, ID A/C Reg. No. N4611V Time (Lcl) - 1345 MDT

-----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	- VARGA KACHINA 2150-A	Eng Make/Model	- LYCOMING O-320-A2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1817	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	BURELY, ID	
Completeness	Destination	Airport Data
Basic Weather	MOUNTAIN HOME, ID	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Surface
Lowest Ceiling	- NONE	- N/A
Obstructions to Vision	Type Apch/Lndg	Runway Status
Precipitation	- FORCED LANDING	- N/A
Condition of Light		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current	- 77	Last 24 Hrs - UNK/NR
	Months Since	Make/Model-	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument-	Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT BECAME LOST ON THE LAST LEG OF HIS X-COUNTRY. SOLO FLT. HE FINAL DETERMINED THAT HIS POSITION WAS OVER BOISE, ID, ABOUT 35 MI FROM HIS DESTINATION. HE TURNED TO FOLLOW RAILROAD TRACKS. ABOUT 15 MIN LATER, THE ENG CEASED OPERATING DUE TO FUEL EXHAUSTION. BOTH FUEL GAGES INDICATED THE TANKS WERE EMPTY AT THAT TIME. THE PLT ATTEMPTED TO LAND ON A ROAD, BUT THE WIND DRIFTED THE ACFT INTO A POWER LINE POLE. THE LEFT WING STRUCK THE POLE & THE ACFT TURNED & CAUGHT THE POWER LINES BEFORE IMPACTING THE GROUND.

Brief of Accident (Continued)

File No. - 626

5/26/84

MOUNTAIN HOME, ID

A/C Reg. No. N4611V

Time (Lcl) - 1345 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. FLUID, FUEL - EXHAUSTION
6. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

7. WEATHER CONDITION - UNFAVORABLE WIND
8. WEATHER CONDITION - GUSTS
9. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
10. OBJECT - UTILITY POLE
11. OBJECT - WIRE, TRANSMISSION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,7,8,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 632 5/20/84 TOULON,IL A/C Reg. No. N9471F Time (Lcl) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - HUGHES 269B	Eng Make/Model - LYCOMING HIO-360-A1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 050/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 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 - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 120
	Months Since - N/A	Last 24 Hrs - 5
	Aircraft Type - N/A	Make/Model- 120
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED THE HELICOPTER IN A GRASSY AREA TO TALK TO A FRIEND. DURING DEPARTURE, HE FLEW OVER A CORN FIELD, & AT THAT TIME, AN EMPTY PAPER/PLASTIC CORN SEED SACK WAS DRAWN UP INTO THE MAIN ROTOR & A SEVERE VIBRATION BEGAN. HE THEN LANDED IN THE FIELD & SLID ABOUT 30 FT, THE SKIDS DUG INTO THE GROUND & THE HELICOPTER ROLLED OVER.

Brief of Accident (Continued)

File No. - 632

5/20/84

TOULON,IL

A/C Reg. No. N9471F

Time (Lc1) - 1800 CDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. ROTOR SYSTEM,MAIN ROTOR BLADE - FOREIGN OBJECT
3. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
4. ROTOR SYSTEM,MAIN ROTOR BLADE - VIBRATION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 ROLL OVER
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - CROP
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

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 619 3/02/84 CRAWFORDSVILLE, IN A/C Reg. No. N6076K Time (Lcl) - 1020 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 150	Eng Make/Model	- CONTINENTAL O-200	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing		Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	CRAWFORDSVILLE
Wind Dir/Speed	- 350/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 3.000 SM	Type of Flight Plan	- 04
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Clearance	- 4000/ 75
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- HAZE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----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	Total	- 539
SE LAND,ME LAND	Months Since	Make/Model	- 300
	Aircraft Type	Instrument	- 70
		Multi-Eng	- 39
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER RETURNING TO THE ARPT, THE STUDENT BEGAN PRACTICING TOUCH-&-GO LANDINGS. WHILE CLIMBING THRU ABOUT 150 FT AGL, AFTER THE 3RD LANDING, THE ENG SPUTTERED TWICE, THEN QUIT RUNNING. THE ACFT WAS LANDED STRAIGHT AHEAD ON SNOW COVERED TERRAIN. WHEN THE NOSEWHEEL SETTLED, IT DUG INTO MUD & THE PLANE NOSED OVER. AN EXAM OF THE ACFT REVEALED NO EVIDENCE OF A PREIMPACT MECHANICAL MALFUNCTION.

Brief of Accident (Continued)

File No. - 619

3/02/84

CRAWFORDSVILLE, IN

A/C Reg. No. N6076K

Time (Lc1) - 1020 CST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED
2. TOUCH-AND-GO LANDING

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - SNOW COVERED
4. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 797 2/09/84 LINCOLN,KS

A/C Reg. No. N714GT

Time (Lcl) - 2200 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	1	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - 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 - FSS
Method - IN PERSON
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- GROUND FOG
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
RUSSELL,KS
Destination
SALINA,KS

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Runway Ident - 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 - YES
Months Since - 8
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	100	Last 24 Hrs -	1
Make/Model	-	51	Last 30 Days-	UNK/NR
Instrument-	-	1	Last 90 Days-	5

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PLT DEPARTED THE RUSSELL CONTROL ZONE AT NIGHT IN IFR CONDITIONS BY OBTAINING A SPECIAL VFR CLEARANCE. AFTER HE REPORTED CLEAR OF THE CONTROL ZONE, THERE WAS NO FURTHER RADIO CONTACT WITH ATC FACILITIES. AT 0235 CST, THE ACFT WAS REPORTED AS OVERDUE. A SEARCH WAS INITIATED & IT WAS FOUND AT ABOUT 0700 THE NEXT MORNING. AN INVESTIGATION REVEALED THAT THE ACFT HAD IMPACTED IN A NEAR VERTICAL, NOSE DOWN ATTITUDE AT HIGH SPEED. NO PREIMPACT DISCREPANCIES OF THE ACFT WERE NOTED. RESIDENTS & AUTHORITIES NEAR THE CRASH SITE REPORTED GROUND FOG IN THE AREA AT THE ESTIMATED TIME OF THE ACCIDENT. LOW CEILINGS & FOG HAD BEEN FORCASTED FOR THE VICINITY.

Brief of Accident (Continued)

File No. - 797

2/09/84

LINCOLN,KS

A/C Reg. No. N714GT

Time (Lcl) - 2200 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. LIGHT CONDITION - DARK NIGHT
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
6. WEATHER CONDITION - LOW CEILING
7. WEATHER CONDITION - FOG
8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

9. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
10. 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) 8,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 747

3/09/84

OLATHE,KS

A/C Reg. No. N3TB

Time (Lc1) - 1650 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Fire
IN FLIGHT

-----Aircraft Information-----

Make/Model - PIPER PA-31P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 6

Eng Make/Model - LYCOMING TG10-541-E1A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 425 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC

Wind Dir/Speed- 090/011 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 4000 FT
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FAIRFIELD,IA
Destination
HOUSTON,TX

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - PRECAUTIONARY 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)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3390
Make/Model- 23
Instrument- 676
Multi-Eng - 205
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 180

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT FL240, A FIRE BROKE OUT IN THE RGT ENG COMPARTMENT. THE PLT INDICATED THAT THE ENG TURBO-CHARGER WAS MALFUNCTIONING. THE PLT SHUT DOWN THE ENG & ASKED FOR RADAR VECTORS TO JOHNSON COUNTY EXECUTIVE ARPT. THE FIRE WENT OUT AT 21,000 FT & THE ACFT LANDED WITHOUT FURTHER INCIDENT. THERE WAS SEVERE BUCKLING OF THE ENG FIREWALL DUE TO THE INTENSE HEAT GENERATED BY THE ENG FIRE. THE TURBO-CHARGER EXHAUST CONNECTING TUBE HAD SEPARATED FROM THE EXHAUST SYSTEM. THE TURBO/ EXHAUST TAILPIPE COUPLING, PN 78012, WAS OUT OF CENTERLINE ALIGNMENT BY 1.043 INCHES. INSTALLATION OF THIS COMPONENT WITHOUT PROPER ALIGNMENT WOULD PROHIBIT FULL DEPTH ENGAGEMENT OF THE TUBE WITH THE CONNECTING EXHAUST SYSTEM COMPONENTS.

Brief of Accident (Continued)

File No. - 747

3/09/84

OLATHE,KS

A/C Reg. No. N3TB

Time (Lc1) - 1650 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. EXHAUST SYSTEM,TURBOCHARGER - DISCONNECTED
2. MAINTENANCE,ALIGNMENT - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)

3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
4. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND
5. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
6. PRECAUTIONARY 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 800 3/31/84 GARDEN CITY,KS A/C Reg. No. N40846 Time (Lc1) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
	Fire	1	Serious	Minor	None
Type of Operation -PERSONAL	NONE	0	0	0	0
Flight Conducted Under -14 CFR 91		0	0	0	0
Accident Occurred During -UNKNOWN					

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TOPEKA,KS	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	PUEBLO,CO	Runway Ident - N/A
Wind Dir/Speed- 110/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 200 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 200 FT OBSCURED	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
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)
PRIVATE	Current - YES	Total - 238
SE LAND	Months Since - 14	Make/Model- 5
	Aircraft Type - PA-28	Instrument- 15
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED KENDALLVILLE, IN, AT ABOUT 1800 EST & MADE A REFUELING STOP AT TOPEKA, KS. AT TOPEKA, HE OBTAINED A WX BRIEFING FOR A FLT TO PUEBLO, CO, HIS INTENDED DESTINATION, & WAS ADVISED OF MARGINAL VFR TO IFR CONDITIONS ON HIS PROPOSED ROUTE. HE THEN ASKED ABOUT THE WX ON THE FOLLOWING DAY & WAS TOLD THAT IT WOULD BE MARGINAL VFR TO VFR AFTER 1500 HRS ON 3/31/84. AT THAT TIME, HE TOLD THE BRIEFER THAT HE WOULD "JUST SIT ON IT." HOWEVER, THE PLT TOOK OFF. LATER, HE CALLED SALINA RADIO & OBTAINED THE SALINA & PUEBLO CURRENT & FORCAST WX, WHICH WAS MARGINAL VFR TO IFR. AFTER THAT, THERE WAS NO FURTHER RADIO CONTACT WITH ATC. ON 4/2/84, THE ACFT WAS FOUND APRX 1-1/2 MI SOUTHEAST OF THE GARDEN CITY MUNI ARPT. AN EXAM REVEALED THAT IT HAD CRASHED ON A HEADING OF APRX 120 DEG WITH THE LANDING GEAR EXTENDED. IMPACT OCCURRED ON LEVEL TERRAIN WHILE THE ACFT WAS IN A RIGHT BANK. NO PREIMPACT FAILURES OR MALFUNCTIONS WERE FOUND. THE 0030 CST WX AT GARDEN CITY WAS: 200 FT OBSCURED, 1 MI VIS WITH LGT SNW, TEMP/DEW POINT 33/31, WIND 110 DEG AT 8 KTS.

Brief of Accident (Continued)

File No. - 800

3/31/84

GARDEN CITY,KS

A/C Reg. No. N40846

Time (Lc1) - UNK/NR

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - SNOW
6. WEATHER CONDITION - OBSCURATION
7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

9. 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) 7,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 628 5/05/84 KANSAS CITY, KS A/C Reg. No. N1355K Time (Lc1) - 1730 CDT

-----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	Pass	0	0	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- SONERIA II	Eng Make/Model	- VOLKSWAGON UNKNOWN	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 85 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- 100/011 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 4000 FT SCATTERED</p> <p>Lowest Ceiling - 10000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point KANSAS CITY, KS</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 - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>FAIRFAX MUNI</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 7301/ 150</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 27</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 10</p> <p>Aircraft Type - PA-28</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 367</p> <p>Make/Model- 31</p> <p>Instrument- 67</p> <p>Multi-Eng - 17</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 38</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF THE HOME BUILT ACFT WAS PRACTICING TOUCH-&-GO LANDINGS. WHILE CLIMBING OUT AFTER THE 5TH LANDING, THE PLT'S CANOPY UNLATCHED & OPENED. THE PLT ATTEMPTED TO CLOSE THE CANOPY & NOSED THE ACFT DOWN TO MAINTAIN A SAFE AIRSPEED. WHILE TRYING TO CLOSE THE CANOPY, THE ACFT DESCENDED & STRUCK THE RWY HARD & BOUNCED BACK IN THE AIR. THE PLT HELD THE CANOPY PARTLY CLOSED AND CIRCLE TO LAND ON RWY 4. JUST BEFORE LANDING, HE LET GO OF THE CANOPY & REDUCED THE POWER. AN INSPECTION OF THE ACFT REVEALED THE SUPPORT TUBING FOR THE LANDING GEAR & THE TAILWHEEL SUPPORT TUBE WERE BENT. ALSO, APRX 4 INCHES HAD SHEARED FROM THE TIPS OF BOTH PROP BLADES.

Brief of Accident (Continued)

File No. - 628

5/05/84

KANSAS CITY,KS

A/C Reg. No. N1355K

Time (Lc1) - 1730 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - UNLOCKED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

2. DESCENT - UNCONTROLLED - PILOT IN COMMAND
3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 637 3/31/84 GRAYSON,KY A/C Reg. No. N3065U Time (Lcl) - 0915 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
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Injuries				
Crew	0	1	0	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 172 E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
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- 045/005 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds -
Lowest Ceiling - 20000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MANASSAS,VA
Destination
LEBANON, KY

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
NONE

Age - 47
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE ENCOUNTERED WX WHILE ON A X-COUNTRY FLT, GOT LOW ON FUEL WHILE TRYING TO GET TO AN ALTERNATE ARPT & MADE A PRECAUTIONARY LANDING IN AN OPEN FIELD. LATER, HE STARTED TO TAKEOFF FROM A HIGHWAY BESIDE THE FIELD. DURING THE TAKEOFF ROLL, THE RIGHT WING HIT A TRAFFIC SIGN & THE ACFT WENT OFF THE ROAD & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 637

3/31/84

GRAYSON, KY

A/C Reg. No. N3065U

Time (Lc1) - 0915 EST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 683

3/24/84

LAWRENCE, MA

A/C Reg. No. N2080P

Time (Lcl) - 1130 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	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAXI

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-23
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 5

Eng Make/Model - LYCOMING O-340-A1A
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 130 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- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MANCHESTER, NH
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

LAWRENCE MUNICIPAL
Runway Ident - 32
Runway Lth/Wid - 3901/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 57
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1250
Make/Model- 200
Instrument- 5
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

AS THE PLT COMPLETED HIS LANDING, HE LET THE ACFT ROLL-OUT TO THE INTERSECTION OF RWYS 32 & 23 WHERE HE INTENDED TO TURN OFF THE ACTIVE RWY. HE REPORTED THAT WHEN HE CAME TO THE INTERSECTION, THE RIGHT GEAR "COLLAPSED" (RETRACTED) & THE ACFT SKIDDED TO THE RIGHT. HE STATED THAT THE ACFT CAME TO A STOP IN THE INTERSECTION, THEN THE LEFT GEAR ALSO "COLLAPSED." LATER, THE ACFT WAS PUT ON JACKS & THE LANDING GEAR WAS PUMPED DOWN. AN EXAM REVEALED NO EVIDENCE OF A MECHANICAL PROBLEM, EXCEPT SAND WAS FOUND IN THE HINGE AREA OF THE LANDING GEAR. REPORTEDLY, THE SAND WOULD HAVE PREVENTED THE LANDING GEAR FROM PROPERLY LOCKING IN THE DOWN POSITION.

Brief of Accident (Continued)

File No. - 683

3/24/84

LAWRENCE,MA

A/C Reg. No. N2080P

Time (Lc1) - 1130 EST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR,GEAR LOCKING MECHANISM - FOREIGN OBJECT
2. LANDING GEAR,GEAR LOCKING MECHANISM - NOT ENGAGED

-----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. - 684 4/01/84 STOW,MA

A/C Reg. No. N1141V

Time (Lcl) - 1308 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	2
Pass	0	0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER J3C-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NORTH HAMPTON,NH
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data
MINUTE MAN

Runway Ident - 03
Runway Lth/Wid - 2800/ 48
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI
SE LAND,ME LAND

Age - 22

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1437

Make/Model- 510

Instrument- 127

Multi-Eng - 130

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 207

Rotorcraft - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL, THE ACFT BEGAN DRIFTING TO THE LEFT & THE STUDENT PLT OVERCONTROLLED WITH THE RUDDER. SUBSEQUENTLY, THE ACFT DEPARTED THE RWY, COLLIDED WITH A SNOWBANK & NOSED OVER. THE INSTRUCTOR (CFI) TOOK CONTROL OF THE ACFT AS THE VEER WAS TAKING PLACE, BUT WAS UNABLE TO AVOID THE COLLISION & NOSED OVER.

Brief of Accident (Continued)

File No. - 684

4/01/84

STOW, MA

A/C Reg. No. N1141V

Time (Lc1) - 1308 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. RUDDER - IMPROPER USE OF - DUAL STUDENT
2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
3. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
4. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 635 2/06/84 LEONARDTOWN, MD A/C Reg. No. N50308 Time (Lcl) - 1700 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150H
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 - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LEONARDTOWN, MD
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

ST. MARY'S
Runway Ident - 29
Runway Lth/Wid - 3250/ 60
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 28

Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 12	Last 24 Hrs	- UNK/NR
Make/Model-	12	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	5

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HIS 1ST SUPERVISED SOLO FLT. DURING A LANDING, THE ACFT ENCOUNTERED A X-WIND & WAS BLOWN OFF THE CENTERLINE OF THE RWY. THE STUDENT ADDED POWER TO GO AROUND. HOWEVER, HE SAID THAT HE FAILED TO LOWER THE NOSE & THE ACFT STALLED. DURING IMPACT, THE NOSE GEAR COLLAPSED & THE PROP & WING TIPS WERE DAMAGED. THE STUDENT REPORTED THE WIND WAS FROM 330 DEG AT 10 GUSTING 20 KTS.

Brief of Accident (Continued)

File No. - 635

2/06/84

LEONARDTOWN, MD

A/C Reg. No. N50308

Time (Lc1) - 1700 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. GO-AROUND - INITIATED - PILOT IN COMMAND
4. PROPER CLIMB RATE - EXCEEDED - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 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) 4,5,7

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. - 707 6/06/84 IRON MOUNTAIN, MI A/C Reg. No. N1557W Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -SUPERIOR AVIATION, INC.	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -LANDING					None
					1
					4

-----Aircraft Information-----

Make/Model - BEECH 58	Eng Make/Model - CONTINENTAL IO-520-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MARQUETTE, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FORD
Wind Dir/Speed- 150/009 KTS		Runway Ident - 19
Visibility - 12.0 SM	ATC/Airspace	Runway Lth/Wid - 6500/ 150
Lowest Sky/Clouds - 6000 FT	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 6000 FT BROKEN	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - UNK/NR	Total - 3300
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 18
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 1400
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 134
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT AFTER HE MADE A NORMAL LANDING, HE RETRACTED THE GEAR INSTEAD OF THE FLAPS. HOWEVER, THERE WERE INDICATES THAT THE GEAR WAS NOT FULLY EXTENDED DURING TOUCHDOWN. THE LANDING GEAR CIRCUIT BREAKER WAS FOUND POPPED. THE LANDING GEAR SAFETY SWITCH WAS CHECKED & FOUND TO OPERATE PROPERLY. ALSO, THE GEAR WARNING HORN WAS TESTED & OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 707

6/06/84

IRON MOUNTAIN, MI

A/C Reg. No. N1557W

Time (Lcl) - 1530 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - DELAYED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 704 6/13/84 BOYD,MN A/C Reg. No. N9668F Time (Lc1) - 2055 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - HUGHES 269C
Landing Gear - SKID
Max Gross Wt - 1670
No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-D1A
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- 045/008 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
BOYD,MN
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
NONE
HELICOPTER

Age - 32

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3642	Last 24 Hrs	- 6
Make/Model-	195	Last 30 Days-	UNK/NR
Instrument-	328	Last 90 Days-	50
		Rotorcraft	- 3618

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHILE BEGINNING A GRADUAL PULL-UP AT THE END OF A SPRAY RUN, THE PLT WAS DISTRACTED BY A PERSON IN A DITCH & DID NOT SEE THE WIRE AT THE END OF THE FIELD. THE WIRE CONTACTED THE TAIL ROTOR & THE HELICOPTER BEGAN TO SPIN. THE PLT REDUCED POWER & WAS ABLE TO LEVEL THE HELICOPTER BEFORE IT COLLIDED WITH THE GROUND.

Brief of Accident (Continued)

File No. - 704

6/13/84

BOYD,MN

A/C Reg. No. N9668F

Time (Lc1) - 2055 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,STATIC
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 661 3/19/84 WEBB CITY,MO A/C Reg. No. N6665X Time (Lcl) - 1914 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - BEECH B36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3850
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-UB
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 - UNK/NR
Method - ACFT RADIO
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - IMC

Wind Dir/Speed- 310/012 KTS

Visibility - 2.500 SM

Lowest Sky/Clouds - 500 FT

Lowest Ceiling - 500 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - FREEZING RAIN

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SPRINGFIELD,MO

Destination
JOPLIN,MO

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - ILS-COMPLETE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

JOPLIN MUNI

Runway Ident - 31

Runway Lth/Wid - 6503/ 150

Runway Surface - ASPHALT

Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,ME LAND

Age - 42

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - B-55

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 600

Make/Model- UNK/NR

Instrument- 100

Multi-Eng - 50

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ADVISED BY SPRINGFIELD TOWER THAT ICING CONDITIONS EXISTED ALONG HIS PROPOSED ROUTE OF FLT. HOWEVER, HE ELECTED TO TAKEOFF, & ABOUT 4 MIN LATER, THE PLT ADVISED THAT HE HAD ENCOUNTERED RIME ICE. HE CONTINUED THE FLT TO JOPLIN, PICKING UP MORE ICE ALONG THE ROUTE. AT JOPLIN, THE PLT MADE AN ILS APCH TO RWY 13 WITH PLANS TO CIRCLE & LAND ON RWY 31. WITNESSES SAW THE ACFT PASS OVER THE FIELD, HEADING SOUTHEAST, ON THE RIGHT SIDE OF RWY 13. A SHORT TIME LATER, THE ACFT CRASHED WHILE THE PLT WAS MAKING A CIRCLING APCH. IMPACT OCCURRED IN A LEFT WING LOW, NOSE LOW ATTITUDE. ANOTHER PLT WHO LANDED A FEW MIN BEFORE THE ACCIDENT REPORTED THAT HIS WINDSHIELD WAS 3/4 OBSCURED WITH MIXED ICE & THE WINGS OF HIS ACFT HAD ACCUMULATED 1/4 INCH OF CLEAR ICE ON THE LEADING EDGES. HE SAID THE ICE ACCUMULATED IN 6 TO 10 MIN IN THE PRECIP AREA.

Brief of Accident (Continued)

File No. - 661

3/19/84

WEBB CITY, MO

A/C Reg. No. N6665X

Time (Lcl) - 1914 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. WEATHER CONDITION - ICING CONDITIONS
4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
5. WING - ICE

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

6. AIRSPEED(VSO) - INADEQUATE -
7. STALL - UNCONTROLLED -

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - CIRCLING(IFR)

-----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. - 700 6/07/84 KANSAS CITY, MO A/C Reg. No. N9967M Time (Lcl) - 1810 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Fire Crew Pass
NONE 0 0

-----Aircraft Information-----

Make/Model - CESSNA U206G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-F
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
MANHATTAN, KS

Airport Proximity
ON AIRPORT

Airport Data

KANSAS CITY INT'L
Runway Ident - 19
Runway Lth/Wid - 10801/ 150
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 190/022 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 - VFR

Type of Clearance - VFR

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - 206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 650

Make/Model- 51

Instrument- 53

Last 24 Hrs - 7

Last 30 Days- UNK/NR

Last 90 Days- 139

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS A LARGE JET WAS DEPARTING FROM THE THRESHOLD OF RWY 19, THE PLT OF A CESSNA 206, N9967M, WAS CLEARED ONTO THE RWY TO HOLD. REPORTEDLY, THE CESSNA PLT HELD SHORT OF THE RWY UNTIL THE JET HAD ROLLED ABOUT 1000 FT. AS THE CESSNA WAS TAXIED ONTO THE RWY, IT WAS BLOWN AROUND & SUBSEQUENTLY NOSED OVER. THE PLT WAS LISTENING TO THE ATIS WHEN HE HEARD THAT THE WINDS WERE FROM 190 DEG AT 29 GUSTING 40 KTS. HE HAD NOT RECEIVED A PREFLT WX BRIEFING.

Brief of Accident (Continued)

File No. - 700

6/07/84

KANSAS CITY, MO

A/C Reg. No. N9967M

Time (Lc1) - 1810 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - CROSSWIND
5. WEATHER CONDITION - GUSTS
6. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND

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) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 799 6/18/84 COLUMBIA, MO A/C Reg. No. N4889E Time (Lcl) - 1915 CDT

-----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 - APPROACH					

-----Aircraft Information-----

Make/Model - CHAMPION AERONCA 7GC	Eng Make/Model - LYCOMING O-290-D2B	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 140 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	COLUMBIA, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 350/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 100
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 100
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 62

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS PRACTICING EMERGENCY PROCEDURES DURING A SOLO FLT. DURING A SIMULATED FORCED LANDING APCH TO A FIELD OF TALL FESCUE GRASS, HE DESCENDED TOO LOW & THE WHEELS ENCOUNTERED THE GRASS WHICH WAS 3 TO 4 FT TALL. THE GRASS SLOWED THE ACFT, IT TOUCHED DOWN & ROLLED ABOUT 30 YARDS, THEN NOSED OVER.

Brief of Accident (Continued)

File No. - 799

6/18/84

COLUMBIA,MO

A/C Reg. No. N4889E

Time (Lcl) - 1915 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
2. PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH VEGETATION
5. 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) 5

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. - 673 3/31/84 MISSING ACFT,MS A/C Reg. No. N44NC Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	3	0	0	0	0
Pass	3	0	0	0	0

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -UNKNOWN

Fire
UNK/NR

-----Aircraft Information-----

Make/Model - CESSNA 402B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6300
No. of Seats - 10

Eng Make/Model - CONTINENTAL TS10-520-E
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
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
FORT LAUDERDALE, FL
Destination
BIMINI

Airport Proximity
UNK/NR

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)

ATP
SE LAND,ME LAND,SE SEA,ME SEA

Age - 29
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - HS-114

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4500
Last 24 Hrs - 1
Make/Model- 1510
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- 150
Multi-Eng - 3900
Rotorcraft - UNK/NR

Instrument Rating(s) ** AIRPLANE

-----Narrative-----

THIS ACFT DISAPPEARED ON A FLT FROM FT LAUDERDALE, FL TO BIMINI, BAHAMAS. AFTER DEPARTURE, THE ACFT FLT PLAN WAS ACTIVATED BY RADIO. THIS WAS THE LAST COMMUNICATION WITH THE ACFT. AN ITAP RADAR READOUT REVEALED AN ACFT FLT THAT DEPARTED AT THE APPROPRIATE TIME. THIS TARGET HEADED FOR BIMINI, & AFTER ABOUT 10 MIN, SLOWED TO 90 KTS AIRSPEED. ABOUT 4 MINUTES LATER THE TARGET ENTERED A 5400 FPM RATE OF DESCENT AND DISAPPEARED OFF RADAR. TWO WITNESSES SAW AN ACFT CRASH INTO THE WATER NEAR BIMINI BETWEEN 0830 AND 0900 ON 3/31. THE MISSING ACFT DEPARTED FT LANDERDALE AT 0823 ON 3/31/84. THE INJURY INDEX & ACFT DAMAGE ARE PRESUMED.

Brief of Accident (Continued)

File No. - 673

3/31/84

MISSING ACFT,MS

A/C Reg. No. N44NC

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. - 785 5/09/84 ROSEDALE,MS A/C Reg. No. N6793K Time (Lcl) - 1230 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 -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P & W R-1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 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 - 045/005 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
ROSEDALE,MS
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 AIRSTRIP

Airport Data

MCCREARY FLYING SERVICE
Runway Ident - UNK/NR
Runway Lth/Wid - 2400 -UNK/NR
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 7035 Last 24 Hrs - UNK/NR
Make/Model - 1240 Last 30 Days - UNK/NR
Instrument - UNK/NR Last 90 Days - UNK/NR
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS TRANSPORTING THE ACFT TO A NEWLY CONSTRUCTED, PRIVATE AG STRIP TO BEGIN AERIAL APPLICATION. DURING THE LANDING ROLL, ONE OF THE MAIN LANDING GEAR ROLLED INTO A SOFT SPOT & SANK INTO THE GROUND, THEN THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 785

5/09/84

ROSEDALE,MS

A/C Reg. No. N6793K

Time (Lcl) - 1230 CDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 646 3/04/84 LIBBY, MT A/C Reg. No. NONE Time (Lcl) - 1440 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under - 14 CFR 103	NONE	Pass 0	0	0	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - EIPPER QUICKSILVER MX	Eng Make/Model - CUYUNA 430	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 460	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 30 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LIBBY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 32
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 75
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 - 52	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 5
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 5
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO WITNESSES, THE ULTRALIGHT VEHICLE WAS ON AN APCH TO THE ARPT WHEN IT ENTERED A LEFT DESCENDING TURN & CONTINUED THE TURN UNTIL IMPACTING A TREE. ONE WITNESS SAID THE PLT WAS BENT OVER FORWARD. REPORTEDLY, THE PLT MADE NO MOVEMENTS WITH HIS HANDS OR FEET TO AVOID THE TREE OR INCREASE POWER. THE 1ST PERSON TO ARRIVE AT THE ACCIDENT SITE NOTICE VOMIT IN THE PLT'S MOUTH. THE PLT'S WIFE SAID HE HAD AN ULCER THAT WAS GETTING WORSE. A FRIEND REPORTED THAT ON OCCASIONS, WHILE AT WORK, THE PLT HAD TO STOP WORKING & SIT DOWN, THEN DOUBLED UP WITH PAIN. HE HAD BEEN DRINKING MILK REGULARLY & HAD BEEN TAKING A NON-PRESCRIPTION DRUG (MAALOX) TO RELIEVE ULCER DISCOMFORT.

Brief of Accident (Continued)

File No. - 646 3/04/84 LIBBY,MT

A/C Reg. No. NONE

Time (Lc1) - 1440 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

1. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INCAPACITATION(ORGANIC PROBLEM) - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 788 4/07/84 RUTHERFORDTON, NC A/C Reg. No. N46513 Time (Lcl) - 1400 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries		
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAXI

Fire
NONE

-----Aircraft Information-----

Make/Model - AERONCA 0-58A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1260
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 - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/008 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
MORGANTON, NC

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 - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 63

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 9253	Last 24 Hrs	- UNK/NR
Make/Model-	4	Last 30 Days-	UNK/NR
Instrument-	780	Last 90 Days-	UNK/NR
Multi-Eng	- 2922		

Instrument Rating(s) - NONE

-----Narrative-----

AFTER THE ENG WAS STARTED, THE PLT ADDED POWER TO TAXI. HE REPORTED THAT THE ENG THEN WENT TO FULL POWER & HE WAS UNABLE TO STOP THE PLANE OR CONTROL ITS DIRECTION THRU THE USE OF BRAKES & FLT CONTROLS. THE PLANE STRUCK 3 OTHER PARKED ACFT BEFORE THE PLT STOPPED THE ENG BY USING THE IGNITION SWITCH. AN EXAM REVEALED THE THROTTLE CABLE HAD BROKEN INSIDE THE CABLE HOUSING & THE THROTTLE ARM WAS IN THE FULL FORWARD (OPEN) POSITION. ALSO, THE RIGHT MECHANICAL BRAKE WAS REPORTED TO BE WEAK. THE 3 PARKED ACFT WERE: A BEECH V35B, N56JL; A CESSNA 182Q, N96675; & A CESSNA 1721, N35804.

Brief of Accident (Continued)

File No. - 788

4/07/84

RUTHERFORDTON, NC

A/C Reg. No. N46513

Time (Lc1) - 1400 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. THROTTLE/POWER LEVER, CABLE - FAILURE, TOTAL

Occurrence #2 LOSS OF CONTROL - ON GROUND
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 696 5/05/84 GREENSBORO, NC A/C Reg. No. N757AS Time (Lcl) - 1215 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	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 210/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

MAY AIRPORT
Runway Ident - 27
Runway Lth/Wid - 2400/ 30
Runway Surface - ASPHALT
Runway Status - DRY

-----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-WAIVERS/LIMIT
Flight Time (Hours)
Total - 16 Last 24 Hrs - 1
Make/Model- 16 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 15
Multi-eng - 0 Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT REPORTED THAT HE FLARED TOO HIGH & THE ACFT BOUNCED ABOUT 4 TIMES AFTER WHICH IT LEFT THE RWY. THE NOSE GEAR COLLAPSED AS IT CONTACTED MUD BESIDE THE RWY.

Brief of Accident (Continued)

File No. - 696

5/05/84

GREENSBORO, NC

A/C Reg. No. N757AS

Time (Lc1) - 1215 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED -
-

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - SOFT
 6. TERRAIN CONDITION - WET
 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) 1,2,3

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. - 620 7/01/84 WYNDMERE,ND A/C Reg. No. N4638 Time (Lcl) - 0810 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During		-TAKEOFF				

-----Aircraft Information-----

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P & W R-985	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- UNK/NR		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRSTRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	THOMPSON
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 36
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- 2600/ 60
Obstructions to Vision	- NONE	Runway Surface
Precipitation	- NONE	- GRASS/TURF
Condition of Light	- DAYLIGHT	Runway Status
		- WET

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current	- UNK/NR	Total
SE LAND	Months Since	- UNK/NR	- 486
	Aircraft Type	- UNK/NR	Make/Model
			- 192
			Instrument
			- UNK/NR
			Multi-Eng
			- UNK/NR
			Rotorcraft
			- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SOD WAS WORN FROM THE MIDDLE OF THE STRIP & THE STRIP WAS WET. THEREFORE, THE PLT ELECTED TO USE THE LEFT SIDE OF THE SOD STRIP FOR TAKEOFF. DURING THE TAKEOFF ROLL, THE LEFT SPRAY BOOM DRAGGED INTO WHEAT THAT WAS GROWING BESIDE THE RWY & THE ACFT VEERED LEFT. STRIPS OF WHEAT ABOUT 30 FT WIDE HAD BEEN PLANTED ON EACH SIDE OF THE RWY. AFTER CROSSING THE WHEAT, THE ACFT WENT INTO A WET BEAN FIELD & NOSED OVER. THE PLT WAS UNAWARE THAT THE BOOM HAD DRAGGED IN THE WHEAT & VEERED THE ACFT UNTIL AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 620

7/01/84

WYNDMERE,ND

A/C Reg. No. N4638

Time (Lc1) - 0810 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - CROP
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

Finding(s)

5. TERRAIN CONDITION - WET
 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

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 627

5/22/84

SILVER CREEK,NE

A/C Reg. No. N6677Q

Time (Lc1) - 2030 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

0

0

0

1

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

0

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - GRUMMAN G-164B

Eng Make/Model - P & W R-985-AN1

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 4500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 450 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 340/008 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WOOD RIVER,NE

Destination

AURORA,NE

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 - 32

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2720

Last 24 Hrs - 10

Make/Model- 450

Last 30 Days- UNK/NR

Instrument- UNK/NR

Last 90 Days- 100

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE WAS MAKING AN END PASS WHILE SPRAYING A PASTURE & COLLIDED WITH A HILLTOP ON THE OPPOSITE SIDE OF A DRAW. THIS OCCURRED WHILE THE SUN WAS OBSTRUCTING HIS VISION.

Brief of Accident (Continued)

File No. - 627

5/22/84

SILVER CREEK, NE

A/C Reg. No. N6677Q

Time (Lc1) - 2030 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. TERRAIN CONDITION - HIGH TERRAIN
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) 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. - 678

4/28/84

LACONIA, NH

A/C Reg. No. N5171B

Time (Lcl) - 1845 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/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- 280/012 KTS
Visibility - 20.0 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

Airport Proximity
ON AIRPORT

Airport Data

LACONIA
Runway Ident - 17
Runway Lth/Wid - 2050/ 150
Runway Surface - CONCRETE
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42

Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	-	80	Last 24 Hrs -	1
Make/Model-	80	Last 30 Days-	UNK/NR	
Instrument-	0	Last 90 Days-	29	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BALLOONED DURING LANDING AND CAME DOWN HARD ON THE NOSE GEAR WHICH COLLAPSED. THE PLT SAID A GUST OF WIND HAD MADE THE ACFT ASCEND ABOUT 20-50 FT AFTER WHICH IT FELL TO THE RWY. HE REPORTED THE PREVAILING WIND WAS VARIABLE FROM 270 TO 290 DEG A 12 KTS.

Brief of Accident (Continued)

File No. - 678

4/28/84

LACONIA, NH

A/C Reg. No. N5171B

Time (Lcl) - 1845 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - 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) 3,4

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. - 682 4/03/84 COLTS NECK, NJ A/C Reg. No. N5746G Time (Lcl) - 1400 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	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 -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150K	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 ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point LAKEWOOD, NJ	
Method - N/A	Destination SAME AS ACC/INC	Airport Data COLT NECK
Completeness - N/A	ATC/Airspace	Runway Ident - 25
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Wind Dir/Speed- 090/005 KTS	Type of Clearance - UNK/NR	Runway Surface - UNK/NR
Visibility - UNK/NR	Type. Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 274
SE LAND	Months Since - 21	Make/Model- 175
	Aircraft Type - UNK/NR	Instrument- 11
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN APCH TO THE DESTINATION ARPT, THE ENG LOST POWER. THE PLT STATED "SHORT BASE LEG USED AT 800 FT, TOO CLOSE TO AIRPORT, SO I TRIED SKIDS TO SLOW DOWN." WITNESSES REPORTED SEEING THE ACFT IN "S" TURNS ALONG THE RWY AS THE PLT ATTEMPTED TO LOSE ALTITUDE IN ORDER TO TOUCH DOWN ON THE FAR END OF THE LANDING AREA. WHILE STILL AIRBORNE, THE ACFT WAS OBSERVED TO STALL & ROTATE ABOUT 90 DEG TO THE RIGHT, THEN CONTACT THE GROUND IN A NOSE DOWN, RIGHT WING LOW ATTITUDE. ONE WITNESS ESTIMATED THAT THE ACFT WAS AT ABOUT 50 FT AGL & IN AN "S" TURN TO THE RIGHT WHEN THE PLT LOST CONTROL. ANOTHER WITNESS SAID HE WAS AT 15 TO 25 FT AGL & IN A NOSE HIGH ATTITUDE. WHEN A WITNESS ASKED THE PLT WHAT HAD HAPPENED, HE REPLIED THAT THE ACFT HAD RUN OUT OF FUEL.

Brief of Accident (Continued)

File No. - 682

4/03/84

COLTS NECK, NJ

A/C Reg. No. N5746G

Time (Lcl) - 1400 EST

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 LANDING

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

4. MANEUVER - PERFORMED - PILOT IN COMMAND
5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

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) 1,2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 622 2/27/84 DEMING,NM A/C Reg. No. N3253P Time (Lcl) - 1230 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	0	1	0
Pass	0	1	2	0

-----Aircraft Information-----

Make/Model - PIPER PA-23-160
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 5

Eng Make/Model - FRANKLIN LA-350-CIA
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 220 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 40.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAS VEGAS,NV
Destination
PECOS, TX

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND

Age - 61

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 25000

Make/Model- 500

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 36

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF WITH FULL FUEL TANKS & USED FUEL FROM THE MAIN TANKS UNTIL THEY WERE APRX 1/2 FULL. HE THEN SWITCHED TO THE TIP TANKS & USED FUEL FROM THEM UNTIL THEY EMPTIED. JUDGING FROM A PREVIOUS FLT, HE KNEW THE L TIP TANK WOULD EMPTY APRX 8 MIN BEFORE THE R TIP. THE ACFT WAS AT APRX 5000FT AGL WHEN THE L TIP EMPTIED. AT THAT TIME, THE L ENG LOST FUEL PRESSURE & POWER. THE PLT SWITCHED THE L SELECTOR BACK TO THE L MAIN TANK, BUT POWER WAS NOT RESTORED. WHILE TRYING TO RESTART THE L ENG, THE ACFT ENTERED A STRONG DOWNDRAFT & RAPIDLY LOST ALT. THE L PROP CONTINUED WINDMILLING & THE PLT ELECTED TO LAND ON A ROAD. THE PLT STATED HE KNEW THE R TIP WAS DUE TO RUN DRY & HE SWITCHED THE R SELECTOR TO THE R MAIN, BUT THE R ENG QUIT AT 100 TO 150 FT AGL. A PAX STATED THE R ENG STOPPED, 5 TO 10 MIN AFTER THE L ENG. THE PLT THEN TRIED TO LAND IN A FIELD, BUT THE ACFT HIT POWER LINES & CRASHED. NO PREIMPACT/MECHANICAL FAILURE WAS FOUND. REPORTEDLY, CONSIDERABLY MORE TIME IS REQUIRED TO START AN ENG, IF IT STOPS FROM FUEL STARVATION.

Brief of Accident (Continued)

File No. - 622

2/27/84

DEMING,NM

A/C Reg. No. N3253P

Time (Lc1) - 1230 MST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - DELAYED - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
4. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
5. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB

Finding(s)

6. FLUID,FUEL - STARVATION
7. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
8. FUEL TANK SELECTOR POSITION - ATTEMPTED - PILOT IN COMMAND
9. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE

Occurrence #3 FORCED LANDING
Phase of Operation APPROACH

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

10. OBJECT - WIRE,TRANSMISSION
11. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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) 6,7,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 740 4/06/84 FARMINGTON, NM A/C Reg. No. N5743H Time (Lc1) - 0815 MST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage				
		SUBSTANTIAL				
Type of Operation	-EXECUTIVE/CORPORATE	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor
Accident Occurred During	-LANDING			0	0	None
				0	0	1

-----Aircraft Information-----

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 5800	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	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	CORTEZ, CO	
Wind Dir/Speed	- CALM		Runway Ident
Visibility	- 50.0 SM	ATC/Airspace	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6500
SE LAND	Months Since - 14	Make/Model - 500
HELICOPTER	Aircraft Type - UNK/NR	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days - UNK/NR
		Last 90 Days - 40
		Rotorcraft - 5700

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CLIMBING, THERE WAS A HEAVY SMELL OF FUEL. AT APRX 150 FT AGL ON A PRECAUTIONARY LANDING, THE ENG QUIT. THE HELICOPTER IMPACTED HARD, COLLAPSING THE SKIDS, & THE MAIN ROTOR BLADES SHEARED OF THE TAIL BOOM. DURING AN INVESTIGATION, THE FUEL HOSE B-NUT (CONNECTED TO THE INLET SIDE OF THE FUEL FILTER) WAS FOUND LOOSE & LESS THAN FINGER TIGHT. MOVING THE FUEL HOSE CAUSED A STEADY STREAM OF FUEL TO FLOW OUTWARD FROM THE B-NUT. ALSO, THE B-NUT ON THE INLET SIDE OF THE FUEL FILTER WAS FOUND TO BE FINGER TIGHT & COULD BE BACKED OFF WITH FINGER FORCE. AN ANNUAL/300 HOUR INSPECTION HAD BEEN PERFORMED ON 1/10/84, 39 HOURS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 740

4/06/84

FARMINGTON,NM

A/C Reg. No. N5743H

Time (Lcl) - 0815 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FUEL SYSTEM,LINE FITTING - LOOSE
2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM,LINE FITTING - LEAK
4. FLUID,FUEL - FUMES
5. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. FLUID,FUEL - STARVATION

Occurrence #3 FORCED LANDING
Phase of Operation LANDING

Finding(s)

7. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #4 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #5 OTHER GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. LANDING GEAR,SKID ASSEMBLY - OVERLOAD

Occurrence #6 ROLL 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) 1,2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 767 4/25/84 ALBUQUERQUE,NM A/C Reg. No. N2371Y Time (Lcl) - 1415 MST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - FERRY	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-36-375	Eng Make/Model - LYCOMING IO-720-D1CD	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 4400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ALBUQUERQUE,NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PRYOR,OK	Runway Ident - N/A
Wind Dir/Speed- 220/030 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 9000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- BLOWING DUST		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5250
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - 4
GLIDER	Aircraft Type - UNK/NR	Make/Model- 200
		Instrument- UNK/NR
		Multi-Eng - 525
		Last 30 Days- UNK/NR
		Last 90 Days- 10
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD RECENTLY BEEN SOLD & WAS BEING FERRIED TO THE BUYER IN OKLAHOMA. AFTER A REFUELING STOP AT THE CORONADO ARPT, THE PLT TOOK OFF & PROCEEDED NORTHEAST TO AVOID ROTOR CLOUDS ASSOCIATED WITH THE SANDIA MOUNTAINS ABOUT 8 MI EAST OF ALBUQUERQUE, NM. THE MOUNTAINS ARE ORIENTED NORTH & SOUTH & EXTEND ABOUT 18 MI NORTH OF ALBUQUERQUE. AFTER GOING AROUND THE NORTH END OF THE MOUNTAINS, THE PLT TURNED SOUTHEAST. HE WAS FLYING AT APRX 1500 FT AGL WHEN THE ACFT ENCOUNTERED TURBULENCE & DOWNDRAFTS OVER THE NORTHERN PART OF THE MOUNTAIN RANGE. THE PLT REVERSED COURSE & ATTEMPTED TO RETURN TO CORONADO ARPT. HOWEVER, THE ACFT ENTERED MORE "TURBULENCE & SINK" & THE PLT WAS UNABLE TO MAINTAIN HIS ALTITUDE. THE ACFT DESCENDED TO TREETOP HEIGHT, HIT THE TOP OF A SMALL TREE & THE PLT WAS FORCED TO LAND IN AN AREA OF BRUSH. THE 1416 MST WIND AT ALBUQUERQUE WAS FROM 220 DEG AT 30 GUSTING TO 58 KTS.

Brief of Accident (Continued)

File No. - 767

4/25/84

ALBUQUERQUE, NM

A/C Reg. No. N2371Y

Time (Lcl) - 1415 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - MOUNTAIN WAVE
5. WEATHER CONDITION - TURBULENCE, CLEAR AIR
6. WEATHER CONDITION - DOWNDRAFT

Occurrence #2 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation CRUISE

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT

Finding(s)

7. OBJECT - TREE(S)

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

8. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 623 6/26/84 ALBUQUERQUE, NM A/C Reg. No. N44017 Time (Lcl) - 1430 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
ON GROUND

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 200 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAGUNA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

CORONADO
Runway Ident - 21
Runway Lth/Wid - 3500/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2041 Last 24 Hrs - 5
Make/Model- 205 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- 41
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE, THE ACFT'S ELT SUDDENLY ACTIVATED. THE PLT MADE AN UNPLANNED LANDING AT LAGUNA, NM TO CORRECT THE ELT PROBLEM, THEN HE CONTINUED ON TO CORONADO ARPT AT ALBUQUERQUE, NM. HE SAID THIS INCIDENT MADE HIM TENSE. AFTER RECEIVING RADAR VECTORS TO THE ARPT, APCH CONTROL ISSUED A LAST MINUTE WARNING THAT RWY 17/35 (THE MAIN RWY) WAS CLOSED AT CORONADO. THE PLT WAS UNABLE TO RECEIVE A RESPONSE ON THE CORONADO UNICOM FREQ; HOWEVER, BASED ON AN ADVISORY TO ANOTHER ACFT, HE ELECTED TO LAND ON RWY 21. DURING THE APCH, THE ACFT WAS HIGH & FAST. IT TOUCHED DOWN ABOUT 1/3 OF THE WAY DOWN THE RWY. THE PLT RAISED THE FLAPS & APPLIED BRAKES, BUT WAS UNABLE TO DECELERATE AS FAST AS HE EXPECTED. TO AVOID HITTING A FENCE NEAR THE END OF THE RWY, HE APPLIED LEFT BRAKE & RUDDER & THE ACFT WENT OFF THE LEFT SIDE, HIT SAND & NOSED DOWN WHEN THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 623

6/26/84

ALBUQUERQUE,NM

A/C Reg. No. N44017

Time (Lc1) - 1430 MDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SELF-INDUCED PRESSURE - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
7. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
8. LANDING GEAR,NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 613 2/08/84 LAS VEGAS, NV A/C Reg. No. N9509F Time (Lcl) - 1120 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	0	0	1	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- HUGHES 269B	Eng Make/Model	- LYCOMING HIO-360-A1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1670	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 3	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	LAS VEGAS, NV	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LAS VEGAS, NV	Runway Ident
Wind Dir/Speed	- 020/009 KTS		- N/A
Visibility	- 75.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 25000 FT THIN BKN	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 111	Last 24 Hrs - 3
NONE	Months Since - 2	Make/Model - 111	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - 269B	Instrument - 0	Last 90 Days - 75
		Multi-Eng - 1	Rotorcraft - 111

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON THE RETURN PORTION OF A ROUND TRIP FROM LAS VEGAS TO MESQUITE, NV. & BACK. WHILE CRUISING AT ABOUT 500 FT AGL, THE ENG LOST POWER & HE INITIATED AN AUTOROTATIVE LANDING ON DOWNSLOPING TERRAIN. AT ABOUT 50 FT AGL, HE FLARED, THEN THE HELICOPTER LANDED HARD & WAS DAMAGED. THE PLT SAID THAT DURING THE LANDING, HE APPLIED COLLECTIVE TOO SOON & THIS RESULTED IN THE HARD LANDING. AN EXAM REVEALED THAT ONLY 1 2/3 GAL OF FUEL WAS REMAINING. ALSO, AN EXAM OF THE LOW FUEL WARNING LIGHT BULB REVEALED THAT IT WAS BROKEN. THERE WAS NO INDICATION THAT THE FILAMENT HAD STRETCHED.

Brief of Accident (Continued)

File No. - 613

2/08/84

LAS VEGAS,NV

A/C Reg. No. N9509F

Time (Lc1) - 1120 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - DOWNHILL
6. FLARE - PREMATURE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 711 4/24/84 BOULDER CITY, NV A/C Reg. No. N95434 Time (Lcl) - 0730 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION) .

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/015 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRSTRIP

Airport Data

BOULDER CITY
Runway Ident - 03
Runway Lth/Wid - 2905/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 60
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 64	Last 24 Hrs	- 1
Make/Model-	64	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	21

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER AFTER A LOSS OF CONTROL FOLLOWING A BOUNCED LANDING.

Brief of Accident (Continued)

File No. - 711

4/24/84

BOULDER CITY, NV

A/C Reg. No. N95434

Time (Lc1) - 0730 PST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. LEVEL OFF - IMPROPER - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 713 5/04/84 LOVELOCK,NV

A/C Reg. No. N1978N

Time (Lc1) - 2040 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
	Pass	1	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12-F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
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 - NIGHT(DARK)

Itinerary

Last Departure Point
WINNEMUCCA,NV
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

LOVELOCK AIR PARK
Runway Ident - N/A
Runway Lth/Wid - 1700/ 60
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 48

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - C-140

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 534	Last 24 Hrs	- 10
Make/Model-	488	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR
Multi-eng	- 0	Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD ORIGINALLY REQUESTED A WX BRIEFING AT 0444 FOR A FLT FROM CHEYENNE,WY TO LOVELOCK,NV. PRIOR TO DEPARTING CHEYENNE AT 0630, THE FBO TOLD THE PLT THAT THE LOVELOCK ARPT WAS FLOODED. THE PLT REPLIED HE WOULD LAND AT A STRIP IN TOWN. FUEL RECEIPTS SHOWED THE ACFT WAS REFUELED ON 5/4/84 AT RAWLINGS, WY; EVANSTON, WY; WENDOVER, UT; & WINNEMUCCA, NV. AT ABOUT 2030, THE OWNER OF THE PRIVATE STRIP HEARD THE ACFT FLY OVER & TURNED ON A RED BEACON ATOP HIS RESIDENCE. HE OBSERVED THE ACFT PASS OVER THE STRIP AT ABOUT 200 FT AGL, PROCEEDING EAST, WITH SOUNDS OF REDUCED POWER. HE SAW THE LIGHTS OF THE ACFT INITIATE AN APPARENT LEFT TURN, THEN PLUNGE TO THE GROUND. THE ACFT IMPACTED IN A STEEP DESCENT. NO PREIMPACT, MECHANICAL MALFUNCTION OR FAILURE WAS FOUND. A TOXICOLOGICAL TEST OF THE PLT'S BLOOD REVEALED ONLY A LOW LEVEL OF CARBON MONOXIDE (8%). A WITNESS ESTIMATED THAT THE WIND WAS FROM 250 DEG AT 15 GUSTING 20 KTS. THE ACFT HAD LANDED AT THIS STRIP SEVERAL WEEKS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 713

5/04/84

LOVELOCK,NV

A/C Reg. No. N1978N

Time (Lcl) - 2040 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. AIRPORT FACILITIES,RUNWAY EDGE LIGHTS - UNAVAILABLE
3. LOW PASS - PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - TAILWIND
5. WEATHER CONDITION - GUSTS
6. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
7. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,FATIGUE - 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) 6

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. - 629 5/13/84 CARSON CITY,NV A/C Reg. No. N9543K Time (Lcl) - 1230 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	3
Accident Occurred During -TAKEOFF						

-----Aircraft Information-----

Make/Model - STINSON 108-2	Eng Make/Model - FRANKLIN 6A4-165-B3	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 165 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CARSON CITY,NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CARSON
Wind Dir/Speed- 230/012 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5900/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - MACADAM
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 - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 22	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 17
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE WIND WAS FROM 230 DEG AT 12 GUSTING 18 KTS. HE SAID THAT HE HAD JUST LIFTED THE TAILWHEEL WHEN A "DUST DEVIL" PUSH THE ACFT TO THE RIGHT OF THE RWY. THE ACFT THEN STRUCK SAGE BRUSH & A BARBED WIRE FENCE & NOSED OVER.

Brief of Accident (Continued)

File No. - 629

5/13/84

CARSON CITY,NV

A/C Reg. No. N9543K

Time (Lc1) - 1230 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - UNFAVORABLE WIND
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

7. OBJECT - FENCE

Occurrence #4 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) 1,2,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 770 6/24/84 W SILVER SPRING,NV A/C Reg. No. N165D Time (Lc1) - 1800 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

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - GLASFLUGEL 604
Landing Gear - UNK/NR
Max Gross Wt - 1000
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 - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 200/035 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 16000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MINDEN,NV
Destination
MINDEN,NV

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
PRECAUTIONARY 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)

COMMERCIAL
SE LAND
GLIDER

Age - 50

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1509	Last 24 Hrs	- 7
Make/Model-	320	Last 30 Days-	UNK/NR
Instrument-	54	Last 90 Days-	68

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE GLIDER PLT WAS RETURNING TO THE DOUGLAS COUNTRY ARPT AFTER A 470 MI X-COUNTRY FLT. WHILE AT ABOUT 10,000 FT, HE ENCOUNTER A DOWNDRAFT THAT WAS ASSOCIATED WITH A NEARBY THUNDERSTORM & LOST ABOUT 7000 FT IN 7 MILES. HE ELECTED TO LAND ON A HIGHWAY. JUST AS HE HAD EXTENDED THE GEAR & WAS LANDING, HE SAW A LARGE CAUTION SIGN, BUT WAS UNABLE TO FLY OVER IT. THE RIGHT WING STRUCK THE SIGN & WAS TORN OFF.

Brief of Accident (Continued)

File No. - 770

6/24/84

W SILVER SPRING, NV

A/C Reg. No. N165D

Time (Lc1) - 1800 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - DOWNDRAFT
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 650 3/16/84 ONEONTA, NY A/C Reg. No. N77777 Time (Lcl) - 2330 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - OTHER
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - LOCKHEED 18-56
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 22500
No. of Seats - 8

Eng Make/Model - WRIGHT GR-1820
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 1000 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- 005/021 KTS
Visibility - 1.500 SM
Lowest Sky/Clouds - 500 FT
Lowest Ceiling - 500 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - UNK/NR
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
UNK/NR
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ONEONTA
Runway Ident - 24
Runway Lth/Wid - 3400/ 75
Runway Surface - ASPHALT
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, ATP, CFI
SE LAND, ME LAND, SE SEA

Age - 48
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 13000
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-----

AT APRX 2330 EST, WITNESSES NEAR THE CRASH SITE HEARD AN ACFT, & SHORTLY THEREAFTER, THEY SAW A FLASH. ONE OF THEM, WHO WAS DRIVING A CAR, WENT BACK TO THE AREA THE NEXT DAY & FOUND THE ACFT WRECKAGE. THE ACFT HAD CRASHED & BURNED ABOUT 1 MI FROM THE APCH END OF RWY 24. WRECKAGE WAS STREWN ALONG AN AREA OF ABOUT 250 FT LONG & WAS ORIENTED ON A HEADING OF 230 DEG. THE ACFT WAS DESCENDING IN AN ESTIMATE 40 DEG DIVE WHEN IT HIT THE GROUND. AN EXAM OF THE WRECKAGE DID NOT DISCLOSE ANY EVIDENCE OF A MALFUNCTION. ABOUT 3500 LBS OF MARIJUANA WAS FOUND IN THE WRECKAGE. THE 2010 WX AT THE ARPT WAS: INDEFINITE 500 FT OBSCURATION, VISIBILITY 1 1/4 MI WITH RAIN & LIGHT FOG, TEMP 33 DEG, WIND FROM 280 DEG AT 5 KTS. ANOTHER PLT HAD LANDED AT 2015. HE SAID HIS ACFT HAD ACCUMULATED A TRACE OF RIME ICE. AT THE TIME OF THE ACCIDENT, WITNESSES SAID THE ROADS WERE LIGHTLY COVERED WITH ICE SNOW.

Brief of Accident (Continued)

File No. - 650

3/16/84

ONEONTA, NY

A/C Reg. No. N77777

Time (Lc1) - 2330 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
4. LIGHT CONDITION - NIGHT
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - FOG
7. WEATHER CONDITION - OBSCURATION

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

8. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 679 4/15/84 MAYVILLE,NY A/C Reg. No. N3977Q Time (Lcl) - 1000 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	SUBSTANTIAL		Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	2	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172L	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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - UNK/NR	BUFFALO,NY	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DART
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1840/ 80
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 270
SE LAND	Months Since - 7	Make/Model- 121
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

ON AN APCH TO LAND, AFTER A GO-AROUND, THE ACFT CROSSED OVER WIRES & TOUCHED DOWN ON THE 1ST HALF OF THE RWY. THE PLT APPLIED BRAKES ON THE WET GRASS RWY, BUT NOTED A LACK OF BRAKING ACTION. HE APPLIED POWER TO GO AROUND, BUT DECIDED THE ACFT WOULD NOT CLEAR THE TREES, SO HE ABORTED THE GO-AROUND. THE ACFT WENT OFF THE END OF THE RWY & CAME TO REST IN A WOODED RAVINE.

Brief of Accident (Continued)

File No. - 679

4/15/84

MAYVILLE, NY

A/C Reg. No. N3977Q

Time (Lcl) - 1000 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
5. GO-AROUND - DELAYED - PILOT IN COMMAND
6. LIFT-OFF - INITIATED - PILOT IN COMMAND
7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
8. ABORT - PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - ROUGH/UNEVEN
10. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4,7,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 651 2/15/84 SALEM, OH

A/C Reg. No. N52697

Time (Lcl) - 0801 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 177RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed- 330/003 KTS
Visibility - .125 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
SALEM, OH
Destination
COLUMBIA, OH

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SALEM
Runway Ident - 27
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 - 56
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - 177RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	76	Last 24 Hrs - UNK/NR
Make/Model-	15	Last 30 Days- UNK/NR
Instrument-	1	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT GOT A WEATHER BRIEFING AND WAS ADVISED OF AREAS OF FOG. WHILE TAKING OFF TOWARD THE WEST, HE ENCOUNTERED FOG. THE ACFT ENTERED A RIGHT TURN ABOUT 1000 FT FROM THE END OF THE RWY & SUBSEQUENTLY CRASHED ABOUT 1 MI NORTHWEST OF THE ARPT. INITIAL IMPACT WAS WITH THE TOPS OF TREES AT APRX 80 FT AGL. THE WX AT A REPORTING STATION ABOUT 24 MI AWAY WAS, IN PART: SKY OBSCURED, VISIBILITY 1/8 MI WITH FOG. ACCORDING TO THE POLICE, THE WX AT THE DEPARTURE ARPT WAS ABOUT THE SAME. THE WX AT THE ARPT WAS CHECKED THE NEXT MORNING AT THE SAME TIME OF DAY & IT WAS NOTED THAT THE FOG WAS HEAVIEST AT THE DEPARTURE END OF THE TAKEOFF RWY.

Brief of Accident (Continued)

File No. - 651

2/15/84

SALEM, OH

A/C Reg. No. N52697

Time (Lc1) - 0801 CST

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. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - OBSCURATION
6. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF

Finding(s)

9. OBJECT - TREE(S)
10. 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) 1,6,10

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 624 5/12/84 PUT-IN-BAY, OH A/C Reg. No. N4017T Time (Lc1) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model	- BEECH 23	Eng Make/Model	- LYCOMING O-360	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2450	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 - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/011 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 PORT CLINTON, OH</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>PUT-IN-BAY</p> <p>Runway Ident - 22</p> <p>Runway Lth/Wid - 2870/ 30</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 56</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 21</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 457</p> <p>Make/Model- 136</p> <p>Instrument- 11</p> <p>Multi-Eng - 137</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 5</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL, ABOUT 950 FT DOWN THE RWY, THE ACFT HIT A DIP IN THE RWY & BECAME AIRBORNE AGAIN. THE PLT STATED THAT DUE TO THE GUSTY WIND CONDITION, THE ACFT WAS BLOWN OVER A GRASS FIELD ON THE LEFT SIDE OF THE RWY. HE CONSIDERED GOING AROUND, BUT DECIDED TO USE THE FIELD TO LAND & STOP. WHILE TRYING TO STOP, THE LEFT WING OF THE ACFT HIT A TREE. THE PLT REPORTED THAT THE WIND WAS FROM 300 DEG AT 15 GUSTING 25 KTS.

Brief of Accident (Continued)

File No. - 624

5/12/84

PUT-IN-BAY, OH

A/C Reg. No. N4017T

Time (Lcl) - 1500 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
4. LIFT-OFF - INADVERTENT - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
7. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

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) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 705 6/10/84 WAUSEON, OH A/C Reg. No. N95478 Time (Lc1) - 1030 EDT

-----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 -TAXI			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	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 AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NAPOLEON, MI	EXIT 3
Wind Dir/Speed- 230/020 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 317
SE LAND	Months Since - 22	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 270
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - UNK/NR

-----Narrative-----

WHILE TAXIING ON THE SOD FOR TAKEOFF, THE LEFT WING HIT A TREE.

Brief of Accident (Continued)

File No. - 705

6/10/84

WAUSEON, OH

A/C Reg. No. N95478

Time (Lc1) - 1030 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - TREE(S)
2. 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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 641 1/05/84 MAPLETON,OR A/C Reg. No. N4027K Time (Lcl) - 1450 PST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
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 - HILLER UH-12E
Landing Gear - SKID
Max Gross Wt - 3100
No. of Seats - 3

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 305 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 - 5.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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 - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,ATP
SE LAND,ME LAND
HELICOPTER

Age - 38
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5675 Last 24 Hrs - 5
Make/Model- 250 Last 30 Days- UNK/NR
Instrument- 153 Last 90 Days- 102
Multi-Eng - 19 Rotorcraft - 5338

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

WHILE APPROACHING THE SPRAY AREA, THE ACFT WAS IN A LEVEL ATTITUDE AT 20 TO 25 MPH & ABOUT 100 FT AGL WHEN THE PLT HEARD A LOUD BANG & NOTED A LOSS OF POWER. HE ATTEMPTED AN AUTOROTATIVE LANDING. DURING TOUCHDOWN ON HILLY TERRAIN, THE ACFT ROLLED TO THE RIGHT & CAME TO REST INVERTED ON A STEEP SLOPE. A TEARDOWN OF THE ENG REVEALED THAT A SPUR ADAPTER GEARSHAFT, PN 6890482, & A COMPRESSOR COUPLING ADAPTER, PN 6871472, HAD FAILED. FAILURE OF THE SPUR ADAPTER GEARSHAFT WAS DUE TO FATIGUE WHICH ORIGINATED AT AN AREA OF HEAVY WEAR ON THE LOAD SIDE OF THE FORWARD SPLINES.

Brief of Accident (Continued)

File No. - 641

1/05/84

MAPLETON,OR

A/C Reg. No. N4027K

Time (Lcl) - 1450 PST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. TURBOSHAFT ENGINE,GAS GENERATOR TURBINE SHAFT - WORN
2. TURBOSHAFT ENGINE,GAS GENERATOR TURBINE SHAFT - FATIGUE

Occurrence #2 FORCED LANDING

Phase of Operation LANDING

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 ROLL OVER

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 638 1/25/84 BEND,OR A/C Reg. No. N2223S Time (Lcl) - 1420 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF			0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA T210L	Eng Make/Model - CONTINENTAL TSIO-520-4	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	BOULDER CITY,NV	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	REDMOND,OR	MILLICAN
Wind Dir/Speed- 290/015 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 47.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2100/ 50
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 20000
SE LAND,ME LAND,SE SEA	Months Since - 5	Last 24 Hrs - 7
	Aircraft Type - DC-9	Make/Model- 250
		Last 30 Days- UNK/NR
		Instrument- 4250
		Last 90 Days- 100
		Multi-Eng - 12000
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE DEPARTED BOULDER CITY, NV WITH 92 GAL OF FUEL ON BOARD. ABOUT 4 HRS & 10 MIN LATER, HE WAS FORCED TO LAND WHEN THE ENG LOST POWER FROM FUEL EXHAUSTION. ACCORDING TO HIM, THE FUEL GAGES HAD BEEN INDICATING NORMAL WITH AN INDICATION OF 18 GAL IN THE LEFT TANK & 12 GAL IN THE RIGHT. DURING THE LANDING AT A NEARBY STRIP, HE DELAYED EXTENDING THE LANDING GEAR TO ASSURE CLEARING A FENCE. HOWEVER, THE ACFT TOUCHED DOWN BEFORE THE GEAR WAS FULLY EXTENDED. ACCORDING TO THE OPERATING HANDBOOK, THE ACFT SHOULD HAVE CONSUMED ABOUT 66 GAL OF FUEL DURING THE FLT. A FUEL STAIN & LOOSE RIVETS WERE FOUND NEAR AN INSPECTION PLATE UNDER THE LEFT WING.

Brief of Accident (Continued)

File No. - 638

1/25/84

BEND,OR

A/C Reg. No. N2223S

Time (Lc1) - 1420 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
 2. FLUID,FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE -
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 5. GEAR EXTENSION - DELAYED - PILOT IN COMMAND
 6. GEAR EXTENSION - NOT ATTAINED -
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 640 3/12/84 FOREST GROVE,OR A/C Reg. No. N62377 Time (Lcl) - 1100 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -OTHER WORK USE	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 133	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - HILLER UH-12E	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2750	Engine Type - TURBOSHAFT		
No. of Seats - 4	Rated Power - 305 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FOREST GROVE,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/016 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 - 3200 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6008
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 3500
		Last 30 Days- UNK/NR
		Instrument- 180
		Last 90 Days- 140
		Multi-Eng - UNK/NR
		Rotorcraft - 6000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT WHILE HOVERING, DURING AN EXTERNAL LOAD OPERATION, THE ENG LOST POWER & BLUE SMOKE & FLAMES EXITED THE BACK OF THE HELICOPTER. THE HELICOPTER THEN STRUCK TREES BEFORE COMING TO REST. DURING AN INVESTIGATION, THE ENG STARTED NORMALLY & WAS RUN TO 56% (N1) & 88% (N2). NO CONTAMINENTS WERE FOUND IN THE FUEL SYS.

Brief of Accident (Continued)

File No. - 640

3/12/84

FOREST GROVE,OR

A/C Reg. No. N62377

Time (Lc1) - 1100 PST

Occurrence #1 LOSS OF POWER
Phase of Operation HOVER

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)
2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 790 4/22/84 HEPPNER,OR A/C Reg. No. N9866P Time (Lcl) - 0715 PST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -MANEUVERING

Fire Crew 0
ON GROUND Pass 0

-----Aircraft Information-----

Make/Model - PIPER PA-25-235D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
No. of Seats - 1

Eng Make/Model - LYCOMING O-540-G1A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/003 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
HEPPNER,OR
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,CFI
SE LAND

Age - 25
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - BE-36

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	892
Make/Model-	180
Instrument-	84
Multi-Eng	UNK/NR
Last 24 Hrs	5
Last 30 Days-	UNK/NR
Last 90 Days-	133
Rotorcraft	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE WAS MAKING A TURN BELOW THE LEE SIDE OF A RIDGE LINE AT AN ALT OF ABOUT 30 FT AGL. THE ACFT REPORTEDLY ENCOUNTERED A DOWNDRAFT & SETTLED INTO THE GROUND. DURING THIS OCCURRENCE, THE LANDING GEAR COLLAPSED, BUT NO OTHER MAJOR DAMAGE WAS INCURRED. SHORTLY AFTER COMING TO REST, THE ACFT BEGAN BURNING & WAS DESTROYED BY FIRE.

Brief of Accident (Continued)

File No. - 790

4/22/84

HEPPNER,OR

A/C Reg. No. N9866P

Time (Lc1) - 0715 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WEATHER CONDITION - DOWNDRAFT
5. TERRAIN CONDITION - ROUGH/UNEVEN
6. 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) 1,6

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 639 4/28/84 HERMISTON,OR A/C Reg. No. N4897 Time (Lcl) - 1530 PST

-----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 - GRUMMAN G-164A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3160

No. of Seats - 1

Eng Make/Model - P & W R-985-AN1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 450 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- 210/011 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

HERMISTON,OR

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

SE LAND,ME LAND

HELICOPTER ,GLIDER

Age - 45

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 9177

Make/Model- 5000

Instrument- 200

Multi-Eng - 1015

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 150

Rotorcraft - 820

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A BEGINNING SWATH RUN, THE PLT WAS MAKING A LEFT SKIDDING TURN TO FOLLOW THE EDGE OF A CIRCULAR FIELD. HE STATED THAT THE ACFT ENCOUNTERED A DOWNDRAFT WHICH RAISED THE RIGHT WING. SUBSEQUENTLY, THE LEFT WING CONTACTED THE GROUND & THE ACFT CRASHED.

Brief of Accident (Continued)

File No. - 639

4/28/84

HERMISTON,OR

A/C Reg. No. N4897

Time (Lc1) - 1530 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. TERRAIN CONDITION - GROUND
3. 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) 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. - 606 5/07/84 SHEDD,OR A/C Reg. No. N731SW Time (Lc1) - 1600 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 188B	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 - 2230	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	CORVALLIS,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SHEDD,OR	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1600 -UNK/NR
Lowest Sky/Clouds - CLEAR	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 - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 14800
SE LAND,ME LAND	Months Since - 5	Make/Model- 2010
	Aircraft Type - UNK/NR	Instrument- 2100
		Multi-Eng - 3500
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 150
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE LANDING ON A 1600 FT AG STRIP, THE PLT REALIZED HE HAD TOO MUCH SPEED. HOWEVER, THERE WERE POWER LINES AT THE DEPARTURE END OF THE STRIP, SO HE ELECTED NOT TO ATTEMPT A GO-AROUND. HE INTENTIONALLY GROUND LOOPED THE ACFT TO AVOID A DITCH & ROAD AT THE END OF THE STRIP. DURING THE GROUND LOOP, THE RIGHT MAIN GEAR, RIGHT WING & STABILIZER WERE DAMAGED.

Brief of Accident (Continued)

File No. - 606

5/07/84

SHEDD,OR

A/C Reg. No. N731SW

Time (Lc1) - 1600 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD
6. 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) 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. - 792 5/19/84 GLENEDEN BEACH,OR A/C Reg. No. N6511F Time (Lc1) - 1500 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -UNKNOWN

Aircraft Damage
DESTROYED

Fire
UNK/NR

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL D-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 - IMC
Wind Dir/Speed- UNK/NR
Visibility - 3.000 SM
Lowest Sky/Clouds - 500 FT PART OBS
Lowest Ceiling - 800 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GLENEDEN BEACH,OR
Destination
VANCOUVER,WA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - 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	18
Last 24 Hrs	2
Last 30 Days	UNK/NR
Last 90 Days	6

Instrument Rating(s) - NONE

-----Narrative-----

TWO WITNESSES OBSERVED THE STUDENT PLT IN THE ACFT AT ABOUT 1500 PDT. THEY REPORTED THAT THEY WERE WAITING FOR THE WX TO CLEAR & THAT THEY TRIED TO GET THE STUDENT TO SPEND THE NIGHT INSTEAD OF LEAVING, BUT THEY WERE UNSUCCESSFUL. SUBSEQUENTLY, THE ACFT CRASHED, BUT THERE WERE NO KNOWN WITNESSES. PARTS OF THE ACFT WRECKAGE WERE FOUND ON GLENEDEN BEACH & THEY WERE IDENTIFIED AS BEING FROM N6511F. HOWEVER, THE STUDENT PLT WAS NOT FOUND. HE WAS PRESUMED TO HAVE BEEN FATALLY INJURED.

Brief of Accident (Continued)

File No. - 792

5/19/84

GLENEDEN BEACH,OR

A/C Reg. No. N6511F

Time (Lcl) - 1500 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 712 5/27/84 NOTI,OR

A/C Reg. No. N4327K

Time (Lcl) - 1030 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
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - NAVION A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-225-4
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 360/011 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
CRESWELL,OR
Destination
FLORENCE,OR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 59
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - NAVION

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 445 Last 24 Hrs - UNK/NR
Make/Model- 369 Last 30 Days- 1
Instrument- 0 Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 4,000 FT MSL, THE ENG BEGAN TO RUN ROUGH. THE PLT MADE A 180 DEG TURN TO RETURN TO HIS DEPARTURE ARPT. THE ENG THEN QUIT. HE TURNED THE FUEL BOOST PUMP ON, APPLIED CARBURETOR HEAT, LEANED THE MIXTURE & CHECKED THE MAGS. THE ENG STARTED & RAN FOR ABOUT 1 MIN BUT QUIT AGAIN. THE PLT LANDED ONTO A GRASS FIELD & THE ACFT STRUCK A 6-FT DITCH. NO ENG OR CARB FAILURE/MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 712

5/27/84

NOTI,OR

A/C Reg. No. N4327K

Time (Lc1) - 1030 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 710 5/29/84 PERRYDALE, OR A/C Reg. No. N4918R Time (Lc1) - 1230 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- CESSNA 188B	Eng. Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 300 HP		

-----Environment/Operations Information-----

<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- 360/008 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">WILSON'S</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 1100 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 36</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 1</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</td> <td>- 2842</td> <td>Last 24 Hrs</td> <td>- 12</td> </tr> <tr> <td>Make/Model-</td> <td>95</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>16</td> <td>Last 90 Days-</td> <td>95</td> </tr> <tr> <td>Multi-Eng -</td> <td>11</td> <td></td> <td></td> </tr> </table>	Total	- 2842	Last 24 Hrs	- 12	Make/Model-	95	Last 30 Days-	UNK/NR	Instrument-	16	Last 90 Days-	95	Multi-Eng -	11		
Total	- 2842	Last 24 Hrs	- 12															
Make/Model-	95	Last 30 Days-	UNK/NR															
Instrument-	16	Last 90 Days-	95															
Multi-Eng -	11																	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE TAKING OFF FROM THE 1,100 FT ROUGH STRIP, THE ACFT STRUCK A BUMP CAUSING IT TO BECOME AIRBORNE PREMATURELY. THE ACFT THEN SETTLED BACK ONTO TALL WHEAT PAST THE END OF THE STRIP & FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 710

5/29/84

PERRYDALE,OR

A/C Reg. No. N4918R

Time (Lc1) - 1230 PDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. LIFT-OFF - PREMATURE -

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #4 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) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 769 6/07/84 PENDLETON,OR A/C Reg. No. N84153 Time (Lc1) - 1430 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	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 172K	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	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	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SPOKANE,WA	PENDLETON MUNICIPAL
Wind Dir/Speed- 200/035 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6301/ 150
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 830
SE LAND	Months Since - 8	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 830
		Last 30 Days- UNK/NR
		Instrument- 110
		Last 90 Days- 52

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID HE INITIATED HIS TAKEOFF ON RWY 25 WITH THE WIND FROM 220 DEG AT 35 GUSTING 42 KTS. JUST AFTER LIFTING OFF, AT ABOUT 10 FT AGL, THE STALL WARNING HORN SOUNDED & THE PLT NOTICED THAT THE AIRSPEED HAD DROPPED TO ABOUT 45 MPH. THE ACFT THEN DRIFTED TO THE RIGHT & TOUCHED DOWN IN A PLOWED FIELD WHERE THE NOSE GEAR COLLAPSED & THE RIGHT WING WAS DAMAGED. THE PLT STATED THERE WERE THUNDERSTORMS TO THE SOUTHEAST. HE SUSPECTED THAT HE HAD ENCOUNTERED WINDSHEAR AFTER LIFT-OFF.

Brief of Accident (Continued)

File No. - 769

6/07/84

PENDLETON,OR

A/C Reg. No. N84153

Time (Lc1) - 1430 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - THUNDERSTORM
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - CROSSWIND
5. WEATHER CONDITION - GUSTS
6. WEATHER CONDITION - WINDSHEAR

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

7. AIRSPEED - INADEQUATE - PILOT IN COMMAND
8. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation

Finding(s)

9. TERRAIN CONDITION - SOFT

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation OTHER

Finding(s)

10. 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) 1,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 676 2/10/84 BUTLER, PA A/C Reg. No. N3738H Time (Lcl) - 0900 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	- BALLOON WORKS - FIRE FLY 6B	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 - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 005 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point GLADE MILLS, PA</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</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - 54
	Months Since - UNK/NR	Make/Model- 2
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING A DESCENT TO LAND, THE PLT OF A BALLOON TRIED TO LEVEL OFF TO REACH A DESIRED TOUCH DOWN POINT. THE PLT ADDED HEAT, BUT THE BALLOON CONTINUED TO DESCEND. AFTER A HARD BOUNCED LANDING, THE BALLOON BEGAN TO ASCEND, BUT IT COLLIDED WITH TREE LIMBS & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 676

2/10/84

BUTLER, PA

A/C Reg. No. N3738H

Time (Lc1) - 0900 EST

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation APPROACH

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. LEVEL OFF - ATTEMPTED - PILOT IN COMMAND
3. DESCENT - INADVERTENT - PILOT IN COMMAND
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - PILOT IN COMMAND
6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 618 4/01/84 REEDSVILLE, PA A/C Reg. No. N5261D Time (Lcl) - 1305 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	3
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	Airport Data
Method - N/A	Destination LOCAL	MIFFLIN CO.
Completeness - N/A	ATC/Airspace	Runway Ident - 24
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 75
Wind Dir/Speed- 310/010 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 25.0 SM	Type Apch/Lndg - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
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 - YES	Total - 189
SE LAND	Months Since - 21	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 20
		Instrument- 7
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AT ABOUT THE TIME HE APPLIED POWER TO TAKEOFF, THE ACFT VEERED TO THE LEFT. HE STATED THAT HIS EFFORTS TO RETURN THE ACFT TO THE CENTERLINE OF THE RWY DID NOT WORK. SUBSEQUENTLY, THE ACFT WENT THRU A SNOWBANK BESIDE THE RWY, THEN ENTERED SOFT TERRAIN & NOSED OVER. HE REPORTED THAT THE WIND WAS FROM 310 AT 10 GUSTING 20 KTS.

Brief of Accident (Continued)

File No. - 618

4/01/84

REEDSVILLE, PA

A/C Reg. No. N5261D

Time (Lc1) - 1305 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
 3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. WEATHER CONDITION - CROSSWIND
 5. WEATHER CONDITION - GUSTS
 6. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

7. TERRAIN CONDITION - SNOWBANK
 8. TERRAIN CONDITION - SOFT
-

Occurrence #3 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) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 685

4/03/84

JEANETTE, PA

A/C Reg. No. N3BQ

Time (Lcl) - 2105 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
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 - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/008 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - GO AROUND

Airport Proximity
ON AIRPORT

Airport Data

BOQUET
Runway Ident - 01
Runway Lth/Wid - 2590 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI
SE LAND, ME LAND

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	-	4090	Last 24 Hrs	-	1
Make/Model	-	150	Last 30 Days	-	UNK/NR
Instrument	-	270	Last 90 Days	-	85
Multi-Eng	-	1600			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ONE OF THE AIRCREW MEMBERS WAS BUYING THE ACFT & WAS RECEIVING DUAL INSTRUCTION BEFORE FLYING SOLO. AFTER SEVERAL LANDINGS, HE FLARED FOR A 3-POINT LANDING. DURING THE LANDING ROLL, THE ACFT BEGAN DRIFTING LEFT & THE STUDENT CORRECTED BACK TO THE RIGHT. THE INSTRUCTOR (CFI) REPORTED THAT THE ACFT THEN CROSSED TO THE RIGHT OF THE CENTERLINE & THE STUDENT AGAIN CORRECTED & APPLIED BRAKES. SUBSEQUENTLY, THE ACFT NOSED OVER & CAME TO REST IN THE CENTER OF THE RWY.

Brief of Accident (Continued)

File No. - 685

4/03/84

JEANETTE, PA

A/C Reg. No. N3BQ

Time (Lc1) - 2105 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 3. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. BRAKES(NORMAL) - IMPROPER USE OF - DUAL STUDENT
-

-----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. - 681 4/03/84 FORTY FORT, PA A/C Reg. No. N23217 Time (Lc1) - 1510 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	1
Pass	0	0	0	0

-----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- 040/003 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

WYOMING VALLEY
Runway Ident - 06
Runway Lth/Wid - 3450/ 148
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 36

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	- 21	Last 24 Hrs	- 1
Make/Model-	18	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	15

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SUPERVISED SOLO FLT, THE STUDENT PLT HAD DIFFICULTY WITH DIRECTIONAL CONTROL ON HIS 6TH LANDING. SUBSEQUENTLY, THE ACFT SWERVED & THE LANDING GEAR AND WING WERE DAMAGED.

Brief of Accident (Continued)

File No. - 681

4/03/84

FORTY FORT, PA

A/C Reg. No. N23217

Time (Lcl) - 1510 EST

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 669 3/23/84 BORINQUEN, PR A/C Reg. No. N617R Time (Lc1) - 0730 AST

-----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
Crew 0
Pass 0

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A3A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/004 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - 9000 FT
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

BORINQUEN
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33

Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)	
Total - 170	Last 24 Hrs - UNK/NR
Make/Model- 97	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 16
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHEN HE INITIALLY ATTEMPTED TO START THE ENG, THE BATTERY WAS WEAK. HE DECIDED TO MANUALLY REMOVE EXCESS OIL/LUBRICANT FROM THE ENG BY HAND PROPPING THE ACFT. THE PLT STATED THAT HE SET THE PARKING BRAKE & TURNED OFF THE MASTER SW & FUEL PUMP, BUT MAY HAVE LEFT THE MAG SW IN THE LEFT OR RIGHT MAG POSITION. AS HE PULLED THE PROP, THE ENG STARTED. SUBSEQUENTLY, THE UNOCCUPIED ACFT HIT A HANGAR & A FENCE.

Brief of Accident (Continued)

File No. - 669

3/23/84

BORINQUEN, PR

A/C Reg. No. N617R

Time (Lc1) - 0730 AST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation OTHER

Finding(s)

1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
2. IGNITION SYSTEM - OTHER
3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
4. STARTING PROCEDURE - INADVERTENT USE -
5. OBJECT - FENCE
6. OBJECT - AIRPORT FACILITY

----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) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 625 5/24/84 SAN JUAN,PR A/C Reg. No. N3838D Time (Lcl) - 2000 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CULEBRA ISLAND,PR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAN JUAN,PR	
Wind Dir/Speed- 110/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - . 4000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - 14000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 200
SE LAND,ME LAND	Months Since - 14	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 20
		Last 30 Days- UNK/NR
		Instrument- 52
		Last 90 Days- 20
		Multi-Eng - 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE THE PLT WAS IN THE TRAFFIC PATTERN (ON BASE) TO LAND AT ISLA GRANDE ARPT, THE ENG LOST POWER. SUBSEQUENTLY, THE ACFT WAS DITCHED & SANK IN ABOUT 40 FT OF WATER. THE ACFT WAS NOT RECOVERED, SO THE ENG COULD NOT BE EXAMINED.

Brief of Accident (Continued)

File No. - 625

5/24/84

SAN JUAN, PR

A/C Reg. No. N3838D

Time (Lc1) - 2000 AST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 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. - 662 6/27/84 LOIZA, PR A/C Reg. No. N5736K Time (Lcl) - 1805 AST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-OMNIFLIGHT OFFSHORE, INC	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire		Crew	0	0	0
Flight Conducted Under	-14 CFR 135	NONE		Pass	0	0	0
Accident Occurred During	-STANDING			Other	0	1	0

-----Aircraft Information-----

Make/Model	- BELL 206L-1	Eng Make/Model	- ALLISON 250-C28	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 435	Engine Type	- TURBOSHAFT		
No. of Seats	- UNK/NR	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	LOIZA, PR			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 090/009 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- UNK/NR		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3036	Last 24 Hrs - 3
SE LAND	Months Since - 2	Make/Model - 423	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - 206	Instrument - 279	Last 90 Days - 161
			Rotorcraft - 2977

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT HAD JUST LANDED AT A SHORE SITE & THE ACFT WAS PARKED WITH ENGINE RUNNING WHEN AN UNAUTHORIZED PERSON WALKED INTO THE TAIL ROTOR. THE CREW & PASSENGERS WERE STILL ABOARD THE ACFT AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 662

6/27/84

LOIZA, PR

A/C Reg. No. N5736K

Time (Lcl) - 1805 AST

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. JUDGEMENT - POOR - OTHER PERSON
2. UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - OTHER PERSON
3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL DETECTION - OTHER PERSONNEL

-----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. - 695 1/17/84 GREENVILLE, SC A/C Reg. No. N81717 Time (Lcl) - 0738 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass	2	0	0	0

-----Aircraft Information-----

Make/Model	- ROCKWELL INTERNATIONAL 690B	Eng Make/Model	- AIRESEARCH TPE-331-251-K	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10375	Engine Type	- TURBOPROP		
No. of Seats	- 8	Rated Power	- 715 HP		

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - UNK/NR
Lowest Sky/Clouds -
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ROME, GA
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

GREENVILLE
Runway Ident - 36
Runway Lth/Wid - 5393/ 150
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 58

Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - 690B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 13834
Make/Model-	1126
Instrument-	830
Multi-Eng -	9290
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE PLT WAS MAKING AN ILS APPROACH IN IMC WEATHER, THE ACFT DESCENDED INTO TREES & CRASHED ABOUT 1-1/2 MI FROM THE RWY THRESHOLD. THE DESCISION HEIGHT FOR THIS APPROACH WAS 1316 FT MSL & WAS LOCATED LESS THAN A MILE FROM THE THRESHOLD. A CONTROLLER SAID THAT THE LAST ALT READOUT HE REMEMBERS FOR THE ACFT WAS 1200 FT AT ABOUT 2 MILES FROM THRESHOLD. WHEN THE RADAR TARGET DISAPPEARED FROM THE DISPLAY, THE CONTROLLER ASKED FOR A POSITION REPORT, BUT RECEIVED NO REPLY. THE 0740 EST WX A GREENVILLE, SC WAS IN PART: SKY CONDITION ZERO OBSCURED, VISIBILITY ZERO WITH FOG, WIND CALM. THE ELEVATION OF THE CRASH SITE WAS 980 FT MSL.

Brief of Accident (Continued)

File No. - 695

1/17/84

GREENVILLE, SC

A/C Reg. No. N81717

Time (Lc1) - 0738 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - BELOW APPROACH MINIMUMS
5. DECISION HEIGHT - MISJUDGED - PILOT IN COMMAND
6. MISSED APPROACH - DELAYED - PILOT IN COMMAND
7. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6

Factor(s) relating to this accident is/are finding(s) 2,3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 796 2/01/84 LORIS, SC

A/C Reg. No. N6141N

Time (Lcl) - 2136 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries

Fatal Serious Minor None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

3

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - BEECH 23

Eng Make/Model - LYCOMING O-360-A2G

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2450

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 180 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 5.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

HARTSVILLE, SC

Destination

OCEAN ISLE, NC

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

Age - 27

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 160

Last 24 Hrs - 4

SE LAND

Months Since - 10

Make/Model- 131

Last 30 Days- 5

Aircraft Type - BE-23

Instrument- 2

Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE ESTIMATED TIME OF TAKEOFF WAS ABOUT 1930 EST. THE ROUTE OF FLT BEFORE 2000 EST WAS NOT KNOWN. AT APRX 2005, THE PLT REPORTED THAT HE WAS UNSURE OF HIS POSITION. SHORTLY AFTER THAT, THE ACFT WAS IDENTIFIED OVER A MILITARY FIRING RANGE. THE PLT WAS VECTORED FROM THE RANGE TOWARD OCEAN ISLE, NC. AT 2052, THE PLT ACKNOWLEDGED INSTRUCTIONS TO CHANGE TO MYRTLE BEACH APCH CONTROL FREQ, BUT HE DID NOT CONTACT APCH CONTROL. SUBSEQUENTLY, A FEMALE PASSENGER RADIOED THAT THE PLT WAS UNCONSCIOUS & THAT THEY WERE LOST. ATC & THE PLT OF ANOTHER ACFT TRIED TO ASSIST, BUT THE PASSENGER WAS EXTREMELY EXCITED & COMMUNICATION WITH HER WAS VERY DIFFICULT. THE PLT OF THE OTHER ACFT THOUGHT HE HEARD A MALE VOICE IN THE BACKGROUND STATE "GIVE ME SOME AIR." SUBSEQUENTLY, THE ACFT CRASHED (AT NIGHT) WHILE IN A STEEP NOSE DOWN. SLIGHTLY INVERTED, R WING LOW ATTITUDE. TOXICOLOGICAL TESTS SHOWED THAT THE PLT & 3 PASSENGERS HAD THE FOLLOWING CARBON MONOXIDE LEVELS: 24%, 22%, 35% & 44%. THE EXACT POSITION OF A CARBON MONOXIDE LEAK WAS NOT FOUND.

Brief of Accident (Continued)

File No. - 796

2/01/84

LORIS, SC

A/C Reg. No. N6141N

Time (Lcl) - 2136 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. EXHAUST SYSTEM - LEAK
3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(CARBON MONOXIDE) - PILOT IN COMMAND
5. UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - PILOT IN COMMAND
6. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INCAPACITATION(CARBON MONOXIDE) - 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) 2,7

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 609

5/13/84

NASHVILLE, TN

A/C Reg. No. N733GY

Time (Lcl) - 2228 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -STANDING

Aircraft Damage

NONE

Fire

NONE

Crew
Pass

Fatal
0
1

Injuries

Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC
Wind Dir/Speed- 260/004 KTS
Visibility - 9.0 SM
Lowest Sky/Clouds - 4000 FT
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
TERRE HAUTE, IN

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

NASHVILLE METRO
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 31
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 381
Make/Model- 380
Instrument- 63
Multi-Eng - 18
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AFTER HE & HIS PASSENGERS WERE ABOARD THE ACFT, THE ENG WAS RUNNING & GROUND CONTROL HAD CLEARED HIM TO TAXI WHEN HE DISCOVERED THAT THE LEFT MAIN WHEEL WAS STILL CHOCKED, PREVENTING FORWARD MOVEMENT OF THE ACFT. HE WAS SETTING HIS PARKING BRAKE WHEN THE PASSENGER IN THE RIGHT FRONT SEAT UNSTRAPPED & EXITED THE ACFT, WITHOUT ANY INSTRUCTION FROM THE PLT. THE PLT INITIATED AN ENG SHUTDOWN; HOWEVER, HE WAS UNABLE TO SHUT IT DOWN BEFORE THE PASSENGER WALKED FORWARD INTO THE ARC OF THE PROPELLER. THE PLT STATED THAT THE LIGHTS ON TOP OF THE HANGAR PROVIDED GOOD ILLUMINATION.

Brief of Accident (Continued)

File No. - 609

5/13/84

NASHVILLE, TN

A/C Reg. No. N733GY

Time (Lcl) - 2228 CDT

Occurrence - PROPELLER/ROTOR CONTACT

Phase of Operation - STANDING - ENGINE(S) OPERATING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND
4. JUDGEMENT - POOR - PASSENGER

-----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. - 607 1/30/84 OGDEN,UT

A/C Reg. No. N90769

Time (Lcl) - 1710 MST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries	
Name of Carrier	-DIDERICKSEN	SUBSTANTIAL		Fatal	0
Type of Operation	-NON SCHED,DOMESTIC,PAX/CARGO	Fire	Crew	Serious	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	Minor	0
Accident Occurred During	-LANDING			None	1

-----Aircraft Information-----

Make/Model	- BELL 47G-3B-1	Eng Make/Model	- LYCOMING TVO-435-B1A	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 270 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NWS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	Destination		Airport Data	
Completeness	- FULL	LOCAL		Runway Ident	- N/A
Basic Weather	- IMC	ATC/Airspace		Runway Lth/Wid	- N/A
Wind Dir/Speed	- CALM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Visibility	- UNK/NR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Sky/Clouds	-	Type Apch/Lndg	- PRECAUTIONARY LANDING		
Lowest Ceiling	-				
Obstructions to Vision	- GROUND FOG				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 5204	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 4	Make/Model - 1350	Last 30 Days - 58
HELICOPTER	Aircraft Type - 47G-3B	Instrument - 130	Last 90 Days - 153
			Rotorcraft - 4939

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT TOOK OFF FROM A MOUNTAINOUS WORK SITE TO RETURN TO SALT LAKE CITY, UT. THE WX WAS CLEAR AT THE WORK SITE (ELEVATION 6700 FT), BUT THERE WAS FOG BELOW. AFTER ENCOUNTERING THE FOG, THE PLT HOVERED WITH A SLOW FORWARD SPEED OVER SNOW COVERED TERRAIN. A PASSENGER SAID THAT WHERE ROCKS PROTRUDED THRU THE SNOW, THEY PROVIDE A REFERENCE, THEN SUDDENLY THERE WERE NO ROCKS. AS THE HELICOPTER PROCEEDED OVER AN OPEN AREA, THE PLT LOST GROUND RECERENCES. HE SAID HE MAY HAVE EXPERIENCED VERTIGO BECAUSE HE THOUGHT HE WAS ABOUT ON THE GROUND WHEN THE HELICOPTER HIT & ROLLED OVER. THE ELEVATION AT THE CRASH SITE WAS ABOUT 5000 FT.

Brief of Accident (Continued)

File No. - 607

1/30/84

OGDEN,UT

A/C Reg. No. N90769

Time (Lc1) - 1710 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - OBSCURATION
3. TERRAIN CONDITION - SNOW COVERED
4. WEATHER CONDITION - WHITEOUT
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 ROLL 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) 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. - 703

3/29/84

OGDEN, UT

A/C Reg. No. N7270M

Time (Lcl) - 1255 MST

-----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	1
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
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 175
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - CONTINENTAL G0-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 175 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- 240/010 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 10000 FT
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SALT LAKE CITY, UT
Destination
TWIN 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)
PRIVATE
SE LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 223	Last 24 Hrs - 2
Make/Model- 90	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 11
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF, THE ENG BEGAN TO SMOKE & LOSE POWER. DURING A FORCED LANDING IN A MUDDY PLOWED FIELD, THE ACFT NOSED OVER. A COMPRESSION CHECK WAS ACCOMPLISHED & THE #5 CYLINDER WAS FOUND TO HAVE ZERO COMPRESSION. THE CYLINDER WAS REMOVED & FOUND TO BE CRACKED 2/3 OF THE WAY AROUND ITS CIRCUMFERENCE, 2-1/2 INCHES FROM THE MOUNTING BASE.

Brief of Accident (Continued)

File No. - 703

3/29/84

OGDEN,UT

A/C Reg. No. N7270M

Time (Lc1) - 1255 MST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - FATIGUE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - WET
3. TERRAIN CONDITION - SOFT

-----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. - 706 4/30/84 MOAB,UT

A/C Reg. No. N3366C

Time (Lcl) - 1430 MDT

-----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 -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH F35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2775
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-225-8
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 225 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - 12000 FT
Lowest Ceiling - 12000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
CEDER CITY,UT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

CANNYONLANDS
Runway Ident - 15
Runway Lth/Wid - 6901/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 250
Last 24 Hrs - 1
Make/Model- UNK/NR
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- 50
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE ENG LOST POWER AT ABOUT 100 FT AGL. THE PLT DECIDED TO LAND THE ACFT BACK ON THE RWY TO AVOID ROUGH TERRAIN BEYOND THE END. THE ACFT WAS LANDED WITH THE GEAR UP. DURING AN INVESTIGATION, FUEL WAS FOUND IN THE MAIN TANKS & THE RIGHT AUXILIARY TANK, BUT NO FUEL WAS FOUND IN THE CARBURETOR OR RETURN LINE TO THE TANKS. THE LEFT AUXILIARY TANK WAS EMPTY. ACCORDING TO THE PLT, THE FUEL SELECTOR WAS POSITIONED TO THE LEFT MAIN TANK FOR TAKEOFF. HE SAID THAT AFTER THE ENG BEGAN SPATTERING, HE REPOSITIONED THE FUEL SELECTOR TO THE AUXILIARY POSITION & OPERATED THE HAND WOBBLE PUMP, BUT POWER WAS NOT RESTORED. PROPELLER STRIKE MARKS WERE FOUND ON THE RWY & THE PROP BLADES HAD STRIATION MARKS. A FIBROUS MATERIAL WAS FOUND IN THE RIGHT AUXILIARY TANK, BUT NO CONTAMINATION WAS FOUND IN THE GASOLATOR OR CARBURETOR SCREEN. AFTER THE ACCIDENT, THE ENG WAS STARTED & OPERATED NORMALLY. THE ACFT WAS PLACARDED TO WARN THAT THE AUXILIARY TANKS WERE FOR USE IN LEVEL FLT ONLY.

Brief of Accident (Continued)

File No. - 706

4/30/84

MOAB,UT

A/C Reg. No. N3366C

Time (Lcl) - 1430 MDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 765 6/08/84 PORTSMOUTH, VA A/C Reg. No. N64SK Time (Lcl) - 1735 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -TEST FLIGHT
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE
Pass

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - JOHNSON SKYOTE
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - CONTINENTAL C-85
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 260/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

HAMPTON ROADS
Runway Ident - 28
Runway Lth/Wid - 4000/ 70
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND
GLIDER

Age - 53
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate- VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 2709	Last 24 Hrs - 1
Make/Model-	1	Last 30 Days- UNK/NR
Instrument-	UNK/NR	Last 90 Days- 30
Multi-Eng -	198	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS A RECENTLY MANUFACTURED, HOME BUILT PLANE THAT WAS EQUIPPED WITH BRAKES THAT WERE DESIGNED FOR A MUCH LARGER (PIPER PA-23) ACFT. THE PLT STATED THAT THE BRAKES WERE TOO SENSITIVE FOR HIS ACFT, A SKYOTE. ALSO, HE EQUIPPED IT WITH A HIGH QUALITY SEAT BELT, BUT DUE TO THE BELT'S LARGE PAD, HE COULD NOT PROPERLY TIGHTEN IT. DURING A LANDING, THE ACFT BOUNCED & HE SLID FORWARD. HE FELT THAT THIS CAUSED HIM TO APPLY EXCESSIVE BRAKE PRESSURE. THE ACFT THEN NOSED OVER & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 765

6/08/84

PORTSMOUTH, VA

A/C Reg. No. N64SK

Time (Lc1) - 1735 EDT

Occurrence NOSE OVER
Phase of Operation LANDING

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. LANDING GEAR, NORMAL BRAKE SYSTEM - OTHER
3. MISC EQPT/FURNISHINGS, SEAT BELT - LOOSE
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
5. FLARE - IMPROPER - PILOT IN COMMAND
6. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND
7. BRAKES(NORMAL) - INADVERTENT USE - PILOT IN COMMAND
8. 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) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 784

6/09/84

LEESBURG,VA

A/C Reg. No. N5342M

Time (Lcl) - 0945 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 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 - 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
ON AIRPORT

Airport Data

LEESBURG MUNICIPAL
Runway Ident - 17
Runway Lth/Wid - 3500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 300/009 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 30000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 127	Last 24 Hrs	- 1
Make/Model-	127	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	8
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT PRACTICED SEVERAL LANDINGS, THEN MADE A SOFT FIELD APCH WITH 20 DEG OF FLAPS. DURING THE 1ST PART OF THE LANDING ROLL, HE HELD THE NOSEWHEEL OFF THE RWY, THEN LOWERED THE NOSE & APPLIED THE BRAKES. AT THAT TIME, THE ACFT VEERED RIGHT, WENT OFF THE RWY & HIT THE SEGMENTED CIRCLE. THE PLT REPORTED THAT THE RIGHT BRAKE HAD LOCKED. HOWEVER, WHEN THE ACFT WAS RECOVERED, THE BRAKES WERE CHECKED & THEY WORKED NORMALLY.

Brief of Accident (Continued)

File No. - 784

6/09/84

LEESBURG,VA

A/C Reg. No. N5342M

Time (Lcl) - 0945 EDT

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 - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - AIRPORT FACILITY
-

-----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. - 698

6/12/84

SALEM,VA

A/C Reg. No. N222LH

Time (Lcl) - 1950 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Name of Carrier -LIFE GUARD OF AMERICA,INC

Type of Operation -NON SCHED,DOMESTIC,PASSENGER

Flight Conducted Under -14 CFR 135

Accident Occurred During -HOVER

Aircraft Damage

SUBSTANTIAL

Fire

NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model - BELL 222

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 14300

No. of Seats - 6

Eng Make/Model - LYCOMING LTS-10-650C-3

Number Engines - 2

Engine Type - TURBOSHAFT

Rated Power - 684 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- 225/005 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ROANOKE,VA

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

SE LAND,ME LAND

HELICOPTER

Age - 35

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5792 Last 24 Hrs - 1

Make/Model- 85 Last 30 Days- UNK/NR

Instrument- UNK/NR Last 90 Days- UNK/NR

Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER WAS FLOWN TO THE SITE OF AN AUTO ACCIDENT TO TRANSPORT AN INJURED PERSON. AFTER LANDING, THE PATIENT WAS LOADED WITHOUT SHUTTING DOWN THE ENG. DUE TO THE POSITION OF POWER LINES, THE AIRCREW HAD TO DEPART IN THE OPPOSITE DIRECTION. WHILE PREPARING TO DEPART, THE PLT BROUGHT THE HELICOPTER TO A HOVER & BEGAN A PEDAL TURN. AS THE ACFT WAS TURNING, AN AMBULANCE DRIVER BEGAN BACKING HIS VEHICLE TOWARD THE HELICOPTER. THE PLT INSTINCTIVELY PULLED AFT ON THE CYCLIC. THIS RESULTED IN THE TAIL ROTOR CONTACTING A LOW ROAD BARRIER POST. THERE WAS A LOSS OF TAIL ROTOR EFFECTIVENESS, SO THE PLT RETARDED THE THROTTLE TO THE OFF POSITION & MADE A HOVER AUTOROTATION.

Brief of Accident (Continued)

File No. - 698

6/12/84

SALEM,VA

A/C Reg. No. N222LH

Time (Lc1) - 1950 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation HOVER

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. OBJECT - VEHICLE
3. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE
4. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
5. OBJECT - FENCE
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

7. AUTOROTATION - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6

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. - 686 4/30/84 VANCOUVER,WA A/C Reg. No. N93186 Time (Lcl) - 2045 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
Name of Carrier -AERO SPORT	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 T210L	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PENDLETON,OR	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PEARSON AIR PARK
Wind Dir/Speed- 190/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2700 FT SCATTERED	Type of Clearance - VFR FLIGHT FOLLOWING	Runway Surface - N/A
Lowest Ceiling - 4400 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1541
SE LAND,ME LAND	Months Since - 12	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 59
		Instrument- 158
		Last 30 Days- UNK/NR
		Last 90 Days- 185
		Multi-Eng - 608

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT'S CALCULATIONS, THE ACFT SHOULD HAVE HAD ENOUGH FUEL ON BOARD FOR 8.4 HRS OF FLT. HOWEVER, AFTER ABOUT 5.6 HRS OF FLT TIME, THE ENG LOST POWER FROM FUEL EXHAUSTION. THE ACFT WAS DAMAGED DURING A WHEELS-UP LANDING. THE PLT SAID THAT THE LEFT FUEL GAGE WAS NOT WORKING, SO HE USED FUEL FROM THAT TANK 1ST, THEN SELECTED THE RIGHT FUEL TANK. DURING THE LAST 15 TO 20 MIN OF FLT, THE RIGHT FUEL GAGE SHOWED A RAPID DECREASE OF THE FUEL. THE ENG LOST POWER AFTER THE RIGHT FUEL GAGE DECREASED TO ZERO. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 686

4/30/84

VANCOUVER,WA

A/C Reg. No. N93186

Time (Lc1) - 2045 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FAILURE,PARTIAL
4. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
5. FLUID,FUEL - EXHAUSTION
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. LIGHT CONDITION - DARK NIGHT
8. 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) 2,5,6

Factor(s) relating to this accident is/are finding(s) 1,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 766

5/21/84

ENUMCLAW,WA

A/C Reg. No. N5601B

Time (Lc1) - 1550 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 -TEST FLIGHT

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - MORRISEY 2150

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1817

No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A7C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 180 HP

ELT Installed/Activated - YES/YES

Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/005 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 4000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ENUMCLAW,WA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ENUMCLAW

Runway Ident - 25

Runway Lth/Wid - 1800/ 35

Runway Surface - GRAVEL

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND,SE SEA

Age - 59

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2971

Make/Model- 55

Instrument- 70

Multi-Eng - 103

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON A LOCAL TEST FLT TO CHECK THE FLT CONTROLS THAT HAD JUST BEEN ADJUSTED. BEFORE TAKING OFF, HE VISUALLY INSPECTED THE FUEL TANKS, BUT COULD NOT SEE FUEL SINCE ANYTHING LESS THAN 1/2 TANK WAS NOT VISIBLE. HE SAID THE FUEL GAGES INDICATED BOTH TANKS WERE 1/4 FULL. HE TOOK OFF & FLEW APPX 15 MIN. WHEN HE WAS TURNING ONTO FINAL APCH TO LAND, THE ENG LOST POWER FROM FUEL EXHAUSTION. SUBSEQUENTLY, THE GEAR COLLAPSED DURING A LANDING ON MUDDY TERRAIN.

Brief of Accident (Continued)

File No. - 766

5/21/84

ENUMCLAW, WA

A/C Reg. No. N5601B

Time (Lc1) - 1550 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
3. FLUID, FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - WET
6. TERRAIN CONDITION - SOFT
7. LANDING GEAR - OVERLOAD

----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) 2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 714 5/25/84 STEWART ISLAND, WA A/C Reg. No. N4180F Time (Lcl) - 1415 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

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

2

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
ANACORTES, WA
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRSTRIP

Airport Data

STUART WEST
Runway Ident - 27
Runway Lth/Wid - 1700 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET

Wind Dir/Speed- 090/005 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 2000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

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 - 36

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 340 Last 24 Hrs - 1

Make/Model- 340 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED TO THE WEST ON A WET GRASS STRIP WITH 1/4 INCH OF STANDING WATER. HE SAID HE HAD NO TRACTION & THE ACFT SLID OFF THE END BETWEEN 2 TREES, DAMAGING BOTH WINGS. HE ALSO SAID THE WIND WAS 090 DEG AT 5 KTS GUSTING 15 KTS.

Brief of Accident (Continued)

File No. - 714

5/25/84

STEWART ISLAND, WA

A/C Reg. No. N4180F

Time (Lcl) - 1415 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - TAILWIND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 709 4/15/84 KENOSHA, WI A/C Reg. No. N8667P 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	0	1
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model - PIPER PA-24-260
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3200
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-E4A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed - 360/020 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - 500 FT
Lowest Ceiling - 500 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAULT ST. MARIE, MI
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VOR/TVOR
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

KENOSHA MUNICIPAL
Runway Ident - 14
Runway Lth/Wid - 4200/ 75
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - C-170

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	240	Last 24 Hrs	-	2
Make/Model	-	41	Last 30 Days	-	UNK/NR
Instrument	-	54	Last 90 Days	-	125

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE MISTOOK THE ATIS REPORTED WINDS OF 020 DEG AT 21 KTS AS 210 DEG AT 20 KTS. AFTER EXECUTING THE VOR RWY 14 APCH, HE CONTINUED TO LAND ON RWY 14. THERE WAS STANDING WATER ON THE RWY. WHILE LANDING WITH A TAIL WIND, THE ACFT HYDROPLANED & RAN OF THE END OF THE RWY. THE NOSE GEAR SANK IN MUD & COLLAPSED.

Brief of Accident (Continued)

File No. - 709

4/15/84

KENOSHA,WI

A/C Reg. No. N8667P

Time (Lcl) - 1500 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
5. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT
7. TERRAIN CONDITION - WET

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) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 602 5/27/84 MIDDLEBOURNE, WV A/C Reg. No. N2001K Time (Lcl) - 1945 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 91	NONE	Crew 0	1	0	0
Accident Occurred During	-APPROACH		Pass 0	1	0	0

-----Aircraft Information-----

Make/Model	- TAYLORCRAFT F-19	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- 10
Visibility	Type of Flight Plan	Runway Lth/Wid
- 10.0 SM	- NONE	- 1500/ 30
Lowest Sky/Clouds	Type of Clearance	Runway Surface
- 5000 FT	- NONE	- GRASS/TURF
Lowest Ceiling	Type Apch/Lndg	Runway Status
- 5000 FT BROKEN	- STRAIGHT-IN	- DRY
Obstructions to Vision		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 705
SE LAND,ME LAND	Months Since - 11	Last 24 Hrs - 2
	Aircraft Type - C-172	Make/Model - 8
		Last 30 Days - 5
		Instrument - 95
		Last 90 Days - 8
		Multi-Eng - 65

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER RETURNING TO THE ARPT, THE PLT MADE AN APCH TO RWY 10, WHICH HAD A DROP-OFF ON THE APCH END. THE WINDS WERE REPORTED AS VARIABLE & OCCASIONALLY GUSTY. ON THE 1ST APCH, THE ACFT ENCOUNTER "SLIGHT AIR TURBULENCE" & THE PLT ELECTED TO GO AROUND. HE STATED THAT HIS 2ND APCH WAS MADE AT MIN SPEED & HE ENCOUNTERED A WIND GUST. THE ACFT PITCHED NOSE-UP, HE APPLIED FULL POWER, BUT THE PLANE STALLED & STRUCK THE GROUND IN A LEVEL ATTITUDE ON RISING TERRAIN. THE ACFT MOVED ONLY 4 TO 5 FT AFTER IMPACT. THERE WAS EXTENSIVE DAMAGE TO THE RIGHT WING, RIGHT MAIN GEAR, FUSELAGE & PROP, BUT THE ACFT WAS CONSIDERED REPAIRABLE.

Brief of Accident (Continued)

File No. - 602

5/27/84

MIDDLEBOURNE, WV

A/C Reg. No. N2001K

Time (Lcl) - 1945 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. TERRAIN CONDITION - RISING

-----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) 1,2,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 649 1/18/84 CASPER,WY

A/C Reg. No. N628AS

Time (Lcl) - 1228 MST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-CORPORATE AIR INC	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 310Q	Eng Make/Model	- CONTINENTAL TS10-520-B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 285 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	DENVER,CO			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	CASPER,WY		NATRONA COUNTY INT'L	
Wind Dir/Speed	- 220/024 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 20.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 20000 FT	Type of Clearance	- VFR	Runway Surface	- N/A
Lowest Ceiling	- 20000 FT BROKEN	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,CFI	Current - YES	Total - 2692	Last 24 Hrs - 3
SE LAND,ME LAND	Months Since - 4	Make/Model - 51	Last 30 Days - 101
	Aircraft Type - PA-34	Instrument - 152	Last 90 Days - 279
		Multi-Eng - 353	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE WAS TOLD, THE R AUX FUEL PUMP WAS INOP & TO PRIME/START THE R ENG, HE HAD TO POSITION THE R FUEL SELECTOR (SEL) TO X-FEED. ON THE 1ST 2 LEGS OF THE FLT, HE USED THIS PROCEDURE, BUT NOTED THE R FUEL SEL WAS HARD TO MOVE. WHILE STARTING FOR THE 3RD LEG, HE WAS UNABLE TO MOVE THE R FUEL SEL TO X-FEED & GOT A MECHANIC TO MANUALLY REPOSITION THE SEL IN THE WING. THE MECHANIC RECOMMENDED REPAIRING THE ACFT BEFORE FLT. HOWEVER, THE PLT ELECTED TO LEAVE THE R SEL IN X-FEED & CONTINUE. IN FLT, BOTH ENGS USED FUEL FROM THE LEFT SIDE. DURING DESCENT, BOTH ENGS LOST POWER. SUBSEQUENTLY, THE PLT MADE A FORCED LANDING ON UNEVEN TERRAIN & THE GEAR COLLAPSED AFTER X-ING A DEPRESSION. AN EXAM REVEALED THE L MAIN & AUX TANKS WERE AT OR NEAR EMPTY, THE NACELLE & R AUX TANKS WERE FULL & THE R MAIN TANK WAS RUPTURED. THE PLT WAS UNAWARE THAT HE COULD HAVE X-FED FUEL FROM THE R TANKS TO THE L ENG. FUEL FROM THE NACELLE TANK MUST BE TRANSFERRED TO THE MAIN TANK TO BE USED. UNUSED FUEL/VAPOR FROM THE ENGS ARE ROUTED TO THE RESPECTIVE MAIN TANK.

Brief of Accident (Continued)

File No. - 649

1/18/84

CASPER, WY

A/C Reg. No. N628AS

Time (Lc1) - 1228 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FUEL SYSTEM, PUMP - INOPERATIVE
2. DISPATCH PROCEDURES - DISREGARDED - COMPANY/OPERATOR MGMT
3. FUEL SYSTEM, SELECTOR VALVE - INOPERATIVE
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
5. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
7. FUEL DUMPED - INADVERTENT -
8. FLUID, FUEL - STARVATION
9. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

10. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6

EMBRY-RIDDLE AERO U. DAYTONA BEACH



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NTSB-AAB-85-23

Brief Format
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