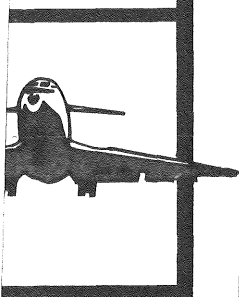


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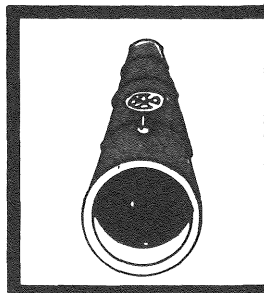
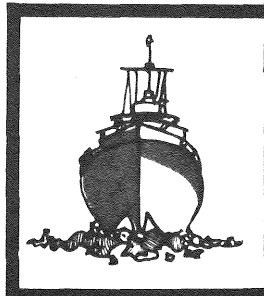
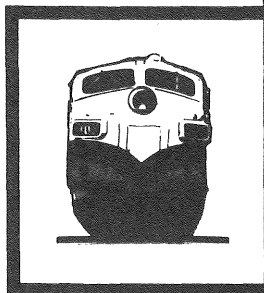


# **NATIONAL TRANSPORTATION SAFETY BOARD**

WASHINGTON, D.C. 20594

## **AIRCRAFT ACCIDENT REPORTS**

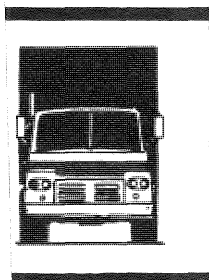
**BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 5 OF 1984 ACCIDENTS**



NTSB/AAB-86/01

**UNITED STATES GOVERNMENT**

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TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-86/01	2. Government Accession No. PB86-916901	3. Recipient's Catalog No.	
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		14. Sponsoring Agency Code	
15. Supplementary Notes			
16. Abstract  <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1984. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.</p> <p>File Numbers: 0801 through 1000</p>			
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather		18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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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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## AIRCRAFT ACCIDENTS

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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.

1. The first part of the document is a list of the names of the persons who have been named in the various reports and documents which have been received from the various sources. The names are listed in alphabetical order, and the names of the persons who have been named in the various reports and documents which have been received from the various sources are listed in alphabetical order.

## FILE ORDER LISTING

ISSUE NUMBER 5

CALENDAR YEAR 1984

## File Order Listing - Issue No. 5, 1984

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
801	800CC	040284	LITTLE ROCK, AR	CANADAIR	CL-600 CHA	NONE	34
802	6584T	060484	WINTER HAVEN, FL	BEECH	19A	NONE	108
803	6902C	040784	MEMPHIS, MO	PIPER	PA-28R-201	FATAL	236
804	25496	062884	LEE'S SUMMIT, MO	CESSNA	152	NONE	238
805	92522	063084	BEAVER CITY, NE	CESSNA	182N	NONE	270
806	738VS	062284	MIAMI, FL	CESSNA	172N	NONE	118
807	29033	031584	HUMPHREY, ID	PIPER	PA-28RT-20	FATAL	156
808	1509H	062384	MONROE, WA	BALLOON WORK	BARNES AX-	SERIOUS	366
809	42JH	051884	LONGMONT, CO	HARPER/CRICR	MK-12	FATAL	90
810	40352	051084	WINNER, SD	MAULE	M-4-220C	NONE	334
811	1275W	060784	PLATTEVILLE, CO	WEATHERLY	201B	MINOR	96
812	5614T	061084	WATERLOO, IA	CESSNA	172E	NONE	150
813	2493E	060784	COCOA BEACH, FL	CESSNA	172N	MINOR	112
814	65676	050184	DAYTONA BEACH, FL	BOEING	A75L300	NONE	102
815	741H	050884	OPA LOCKA, FL	BEECH	65-80	SERIOUS	104
816	1181D	042884	MERRITT ISLAND, FL	MURPHY-CHARL	PJ-1 (ADVE	SERIOUS	100
818	1270Z	040584	BAKER, OR	BEECH	N35	FATAL	312
819	NONE	062384	INDIANTOWN, FL	STOREY	SKY PUP	FATAL	120
820	51785	062484	WENATCHEE, WA	CESSNA	172	SERIOUS	368
821	5340J	062084	SAN FRANCISCO, CA	CESSNA	404	NONE	64
822	8711	040784	BUELLTON, CA	BEECH	E18S	NONE	56
822	753CW	040784	BUELLTON, CA	BEECH	E18S	NONE	54
823	731VM	051284	LEPANTO, AR	CESSNA	A188B	MINOR	36
824	8404S	022284	THOUSAND OAKS, CA	ROBINSON	R22	FATAL	46
825	53655	031884	ATLANTA, GA	CESSNA	172P	NONE	134



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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
826	3761R	050484	SHELDON, IA	PIPER	PA-28-180	FATAL	148
827	761YR	062984	KIRKSVILLE, MO	CESSNA	T210M	NONE	240
828	4857B	061184	MARINE CITY, MI	CESSNA	152	NONE	210
829	501H	061384	FAIRFAX, MN	BELL	47G	MINOR	226
830	8592T	060484	CEDAR KEY, FL	CESSNA	182C	SERIOUS	110
831	68760	052284	ATLANTIC OCEAN, OF	CESSNA	152	FATAL	292
832	1695C	071784	KING SALMON, AK	CESSNA	180	NONE	24
833	13012	050584	RIDGE FARM, IL	BELL	47D-1	NONE	158
834	3645T	040484	PONTIAC, MI	PIPER	AEROSTAR 6	NONE	204
835	2993P	071184	CAMBRIDGE, WI	ROTORWAY	EXECUTIVE	NONE	388
836	4608V	061984	WHEELING, IL	CESSNA	172RG	NONE	164
837	9882J	061084	WADSWORTH, OH	CESSNA	150L	MINOR	294
838	3313	060984	STANTON, MN	SCHLEICHER	AS-K13	FATAL	224
838	1015A	060984	STANTON, MN	PIPER	PA-18A	FATAL	222
839	123BP	041884	MINDEN, NV	BOWEN-POWELL	BP-1	FATAL	284
840	65627	062584	LEVENWORTH, WA	LAKE	LA-4-200	NONE	370
841	30865	061884	HENNING, TN	CESSNA	177B	MINOR	336
842	28812	061584	WILLIAMSBURG, VA	GULFSTREAM A	AA-5B	NONE	354
843	2754R	061684	MANNING, SC	SCHWEIZER	SGS 1-26A	MINOR	326
844	72115	051984	HARRISONBURG, VA	CESSNA	140	NONE	352
845	4030A	071584	ORCUTT, CA	HILLER	UH-12E	NONE	78
846	20Q	051984	PORTLAND, OR	STINSON	108-3	FATAL	314
847	5496F	062784	FT. PIERCE, FL	MOONEY	A-2A	MINOR	122
848	27303	060384	CORONA, CA	AERONCA	65-C	SERIOUS	62
849	6798Q	061484	PULLMAN, WA	GRUMMAN	G-164B-450	MINOR	360

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
850	48681	061984	SPOKANE, WA	GRUMMAN	G-164B	NONE	362
851	7418Q	060484	YAKUTAT, AK	CESSNA	206	NONE	20
852	21939	061284	RENO, NV	CESSNA	150L	NONE	290
853	14NP	060584	LAS VEGAS, NV	PIPER	AEROSTAR 6	NONE	286
854	1755U	062284	ANACORTES, WA	CESSNA	207	NONE	364
855	4820T	062684	GILA BEND, AZ	PIPER	PA-28R-200	NONE	40
856	4809S	032384	WOODSTOCK, GA	PIPER	PA-32-260	SERIOUS	136
857	44372	060684	AUGUSTA, GA	PIPER	PA-28-140	NONE	142
858	8092C	042184	WILMINGTON, NC	PIPER	PA-22-150	NONE	258
859	2396J	051984	FRANKLIN, NC	PIPER	PA-18-150	NONE	262
860	7776D	071384	HIGH SPRINGS, FL	PIPER	PA-18	NONE	126
861	8300T	032084	FLETCHER, NC	PIPER	PA-34-200T	FATAL	256
862	68578	040984	ANCHORAGE, AK	BELLANCA	7GCBC	MINOR	8
863	56290	072484	ANCHORAGE, AK	MAULE	M-5-235C	NONE	26
864	346RN	051084	HOMER, AK	CESSNA	TP206D	NONE	16
865	95120	050384	TALKEETNA, AK	TAYLORCRAFT	BC12-D	NONE	14
866	3184	061084	JEAN, NV	BREEZY	RLU-1A	NONE	288
867	NONE	070784	DES MOINES, IA	UFM	EASY RISER	SERIOUS	152
868	8798X	061784	TOK, AK	CESSNA	182D	MINOR	22
869	4726U	040384	KODIAK, AK	CESSNA	U206G	NONE	6
870	56304	030884	MCGRATH, AK	MAULE	M-5-235C	NONE	4
871	10719	022884	TALKEETNA, AK	CESSNA	150L	MINOR	2
872	193RK	070384	BREMERTON, WA	MONETT-KEATI	MONI	NONE	378
873	21335	062184	CHATTAHOOCHEE, FL	CESSNA	182P	SERIOUS	116
874	734FP	062284	KILBOURNE, IL	CESSNA	172N	NONE	166

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875	28239	050784	SMITHFIELD, NC	GRUMMAN	AA-5B	NONE	260
876	70709	021384	MORGAN CITY, LA	SIKORSKY	S-58E	SERIOUS	188
877	98322	010584	ELM SPRINGS, SD	PIPER	J3C-65	FATAL	332
878	52701	070784	COLUMBUS, OH	CESSNA	172P	NONE	302
879	21770	070184	INDIANAPOLIS, IN	NORTH AMERIC	P-51 MUSTA	NONE	176
880	9487F	070384	EDEN PRAIRIE, MN	HUGHES	269B	NONE	234
881	39717	063084	HAMILTON, OH	WACO	UPF-7	NONE	300
882	3669X	072484	GARDEN CITY, KS	AERO COMMAND	S2R	NONE	186
883	26938	071484	VACAVILLE, CA	GRUMMAN	AA-5A	NONE	74
884	44190	062284	SACRAMENTO, CA	PIPER	PA-28-151	NONE	66
885	269L	042384	DULCE, NM	HELIO	H-295	NONE	278
886	7660V	061584	CIRCLEVILLE, UT	ROCKWELL	CALLAIR A-	NONE	346
887	73561	053084	CHEYENNE, WY	CESSNA	172M	MINOR	396
888	661SR	060284	JUNCTION, UT	CESSNA	182P	NONE	344
889	2373F	052584	LIVINGSTON, MT	CESSNA	210E	NONE	250
890	86520	032684	TIFTON, GA	CESSNA	337E	MINOR	138
891	737QE	020384	TAPPEN, ND	CESSNA	TR182	FATAL	266
892	414EM	040184	DOUGLAS, WY	CESSNA	414A	SERIOUS	394
893	8564U	061084	AFTON, WY	CESSNA	150M	NONE	398
894	128SS	031084	MARANA, AZ	BURKHART GRO	G102 ASTIR	MINOR	38
895	4336S	030684	DELAND, CA	AIR TRACTOR	AT-300	NONE	48
896	5630G	061884	MARIANNA, FL	CESSNA	A188B	NONE	114
897	4980L	070384	PORT ST. JOE, FL	PIPER	PA-28-180	MINOR	124
898	90856	050584	JESUP, GA	PIPER	PA-25-235	MINOR	140
899	4650L	063084	GRENADA, MS	CESSNA	172G	MINOR	248

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900	3779L	061384	FORKVILLE, MS	CESSNA	172G	NONE	246
901	88639	070884	KENNESAW, GA	CESSNA	421C	NONE	144
902	6605R	042784	CLINTON, MD	BEECH	B24R	MINOR	200
903	2477L	040184	HAGERSTOWN, MD	CESSNA	172H	SERIOUS	198
904	49185	070884	FLINT, MI	CESSNA	152	MINOR	216
905	4048F	062384	BATAVIA, IL	BARNES	AX-7	NONE	168
906	40712	062584	KANKAKEE, IL	PIPER	PA-32-260	NONE	170
907	9907L	052084	TALLASSEE, AL	GRUMMAN	AMERICAN A	MINOR	32
908	733LA	062184	GREELEY, CO	CESSNA	172	NONE	98
909	30118	061684	TAOS, NM	SCHEIBE	ZUGVOGEL I	NONE	280
910	153M	062184	GALLUP, NM	CESSNA	180	NONE	282
911	77110	122184	BURLINGTON, VT	CESSNA	140	NONE	356
912	733UH	062784	EVERETT, WA	CESSNA	172	NONE	372
914	63974	080184	HYANNIS, NE	PIPER	PA-23-250T	NONE	274
915	39963	071884	WEST PLAINS, MO	MORGAN T. ME	SKY RIDER	FATAL	242
916	4025K	061284	PASCO, WA	AYRES	S2R-1820	NONE	358
917	5177Y	062384	COLUMBUS, OH	ROBERT B. BO	GLASAIR RG	FATAL	298
918	5537W	070884	TOPEKA, KS	CESSNA	P210N	MINOR	182
919	1106B	070184	OSSEO, MI	GLASFLUGEL	LIBELLE	NONE	214
920	NONE	071684	GRAND ISLAND, NE	ROTEC	RALLY 3	SERIOUS	272
921	8684U	071684	ALPENA, MI	CESSNA	172	NONE	220
922	2492B	071484	ALMONT, MI	PIPER	PA-38-112	NONE	218
923	8719	071584	SAN MIGUEL, CA	TRAVEL AIR	4000	FATAL	76
924	6869B	040184	FACTORYVILLE, PA	PIPER	PA-22-150	NONE	322
925	46837	040184	HOPEDALE, MA	CESSNA	152	NONE	196

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File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
927	5894U	112484	PENNINGTON, NJ	PIPER	CHEROKEE 1	MINOR	276
928	6079R	042884	COCKEYSVILLE, MD	MACHEN SUPER	PA-60-601P	FATAL	202
929	2472U	042084	BAD AXE, MI	CESSNA	172D	NONE	206
930	281B	050784	STONE LAKE, WI	COLONIAL	C-2	FATAL	380
931	1062G	053184	GRAYSLAKE, IL	ADAMS	A55S	SERIOUS	160
932	1394H	061384	TROY, MI	ROBERT JUDD	SONERAI II	NONE	212
933	1244K	061184	CENTER VILLAGE, OH	LUSCOMBE	8A	NONE	296
934	42984	052284	ENGLEWOOD, CO	PIPER	PA-34-220T	NONE	92
935	3604U	042284	FARGO, ND	BALLOON WORK	FIREFLY 7B	SERIOUS	268
936	1119L	051184	FORT MYERS, FL	CONSOLIDATED	LAKE LA-4	FATAL	106
937	8467U	063084	BEND, OR	CESSNA	172	NONE	320
938	1790X	063084	RECLUSE, WY	CESSNA	210L	SERIOUS	400
939	4E	071984	NO. MYRTLE BEACH, SC	BEECH	95-B55	NONE	328
940	94111	062984	FT. WAYNE, IN	CESSNA	152	NONE	174
941	2166Y	072484	MIAMI, FL	PIPER	J3C-65	NONE	130
942	5299U	021284	CHESAPEAKE, VA	CESSNA	172RG	FATAL	350
943	2748C	071084	EDGERTON, WI	CESSNA	170B	NONE	386
944	35140	080784	WINTERSET, IA	CESSNA	177B	NONE	154
945	953	062584	CONCORD, CA	BELL	47G-2	NONE	68
946	5752P	071784	FOLSOM, CA	PIPER	PA-24-250	SERIOUS	82
947	NONE	080484	THOUSAND OAKS, CA	EIPPER	QUICKSILVE	SERIOUS	84
948	5553N	071684	TRACY, CA	HOWARD-JOBMA	DGA-15P	NONE	80
949	6104M	072684	PANAMA CITY, FL	CESSNA	152	MINOR	132
950	7445R	071584	SCOTTSDALE, AZ	PIPER	PA-28-140	MINOR	42
951	4044F	071784	W BOUNTIFUL, UT	CESSNA	172	SERIOUS	348

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
952	7695N	060684	DOVE CREEK, CO	BEECH	V35A	NONE	94
953	3681E	062884	LAKE BENTON, MN	PIPER	PA-36-300	NONE	232
954	757DR	062584	PARK FALLS, WI	CESSNA	152	NONE	382
955	6584	062584	MAHNOMEN, MN	GRUMMAN	G-164A	NONE	230
956	2898Q	081384	CHESTERFIELD, MO	CESSNA	172L	NONE	244
957	8055W	061084	MADISON, IN	GRUMMAN	AA-1C	NONE	172
958	7443R	060384	LANSING, IL	PIPER	PA-28-140	MINOR	162
959	10174	052884	DRUMMOND ISLAND, MI	BELL	47G	SERIOUS	208
960	751AA	061884	LITTLE FALLS, MN	CESSNA	152	NONE	228
961	6700H	070884	LAKE GENEVA, WI	CESSNA	172M	NONE	384
963	1364J	032484	RAMONA, CA	NORTH AMERIC	T-6G	MINOR	50
963	6402G	032484	RAMONA, CA	CESSNA	150K	MINOR	52
964	8481V	050984	BAY CITY, TX	ROCKWELL INT	S-2R	FATAL	342
965	7776V	040684	LAMONT, OK	ROCKWELL	A-9B	NONE	306
966	63813	050184	UKIAH, CA	PIPER	PA-23-250	FATAL	58
967	705W	060384	FREMONT, CA	MOLINO OY	PIK 20E	NONE	60
968	530HA	062784	YUBA CITY, CA	HILLER	UH-12E	NONE	70
969	8001E	071484	HOLLYWOOD, FL	LAKE	LA-4-200	SERIOUS	128
970	73TE	052484	BLOOMSBURG, PA	CESSNA	T210M	FATAL	324
971	9231A	061984	LA GRANDE, OR	CESSNA	170A	NONE	318
972	2426P	072884	NAHUNTA, GA	PIPER	PA-38-112	NONE	146
973	9096G	051484	FAIRBANKS, AK	CESSNA	182N	MINOR	18
974	69GV	041884	BELLE CHASSE, LA	CESSNA	185F	SERIOUS	194
975	21AT	071184	BEUAMONT, KS	CESSNA	172	NONE	184
976	5110F	072084	JOHN'S ISLAND, SC	CESSNA	172F	MINOR	330

## File Order Listing - Issue No. 5, 1984

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
977	4886T	070184	HICKORY, NC	PIPER	PA-34-200	NONE	264
978	22457	020984	BLUEFIELD, WV	PIPER	PA-32RT-30	FATAL	390
979	1964J	062884	PASCO, WA	CESSNA	T188C	NONE	374
980	29359	081284	CHINLE, AZ	CESSNA	210L	MINOR	44
981	26VE	041884	PURCELL, OK	BEASLEY, GER	VARIEZE	SERIOUS	310
982	92FA	041784	OKLAHOMA CITY, OK	CESSNA	500	NONE	308
983	8284F	041584	MONTEREY, LA	CESSNA	150F	SERIOUS	192
984	2177Q	041584	GRAND ISLE, LA	CESSNA	A185F	NONE	190
985	1VE	020684	HUGO, OK	PIPER	PA-30B	FATAL	304
987	3476Y	072784	CHICKEN, AK	CESSNA	180H	MINOR	28
988	3241D	081384	BURGESS STRIP, AK	CESSNA	180	NONE	30
989	6479L	042584	ANCHORAGE, AK	CESSNA	152	NONE	12
989	45928	042584	ANCHORAGE, AK	CESSNA	152	NONE	10
990	46547	071784	FAYETTEVILLE, WV	CESSNA	172K	NONE	392
991	390AC	030784	BENSON, NC	BEECH	200C	NONE	254
991	9162Y	030784	BENSON, NC	PIPER	PA-31T	NONE	252
992	210AV	081084	COULTERVILLE, CA	CESSNA	T210M	MINOR	86
993	6301E	070684	CHESTER, CA	CESSNA	172N	NONE	72
994	4452Y	061084	SATANTA, KS	PIPER	PA-25-235	SERIOUS	178
995	4167Y	040884	HOUSTON, TX	BELLANCA	8GCBC	FATAL	340
996	8424J	081884	PALO ALTO, CA	CESSNA	150G	NONE	88
997	4004C	031284	BLANCO, TX	STINSON	108-3	MINOR	338
998	49853	061784	BURNS, OR	CESSNA	152	MINOR	316
999	772AW	070184	LACENTER, WA	BEECH	M35	NONE	376
1000	6797Z	062984	ATWOOD, KS	PIPER	PA-25-235	NONE	180





AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 5 OF 1984 ACCIDENTS

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 871      2/28/84      TALKEETNA, AK

A/C Reg. No. N10719

Time (Lcl) - 1545 AST

-----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

Fire

Crew

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

Accident Occurred During -LANDING

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

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

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

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

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

Weather Data

Wx Briefing - FSS  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 020/015 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - 9000 FT SCATTERED

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 - TRAFFIC ADVISORY

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)  
STUDENT

Age - 27

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 35

Make/Model- 35

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

ON DOWNWIND FOR A TOUCH AND GO, THE STUDENT PILOT NOTICED A STRANGE ENGINE NOISE. SHE ELECTED TO DO ANOTHER TOUCH & GO, & DURING A TURN FROM CROSSWIND TO DOWNWIND, A TOTAL LOSS OF POWER OCCURRED. A FORCED LANDING WAS ATTEMPTED ONTO A ROAD. CHILDREN WERE CROSSING THE ROAD AND DISTRACTED THE PILOT. THE RIGHT WING STRUCK A TREE AND THE AIRCRAFT THEN STRUCK THE GROUND INVERTED. AN EXAM REVEALED THAT THE MUFFLER TUBE HAD CORRODED ENOUGH TO DISPLACE THE END OF THE TUBE AGAINST THE FIREWALL ALLOWING HOT GASES TO ESCAPE. THE GASES BURNED THE WIRE BUNDLE CONTAINING PRIMARY MAGNETO LEADS TO BOTH MAGNETOS AND THE LANDING LIGHT. THE ACFT WAS 37 HOURS OVER DUE FOR A 100 HOUR INSPECTION.

Brief of Accident (Continued)

File No. - 871

2/28/84

TALKEETNA, AK

A/C Reg. No. N10719

Time (Lcl) - 1545 AST

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

Finding(s)

1. MAINTENANCE, 100 HOUR INSPECTION - EXCEEDED - COMPANY/OPERATOR MGMT
2. EXHAUST SYSTEM, MANIFOLD - CORRODED
3. MAINTENANCE - INADEQUATE -
4. IGNITION SYSTEM, IGNITION LEAD - BURNED

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

Finding(s)

5. OBJECT - TREE(S)
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - 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) 1,2,3,4,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 870

3/08/84

MCGRATH,AK

A/C Reg. No. N56304

Time (Lcl) - 1145 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire  
NONE

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

Make/Model - MAULE M-5-235C

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2300

No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J1A5D

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

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 - VMC

Wind Dir/Speed- 350/008 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 1200 FT SCATTERED

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MCGRATH,AK

Destination

MCGRATH,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 - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 59

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) - AIRPLANE

-----Narrative-----

THE PILOT TOLD FLIGHT SERVICE PERSONNEL THAT THE AIRCRAFT STRUCK THE GROUND WHILE CIRCLING. HIS PASSENGER WAS ATTEMPTING TO PHOTOGRAPH SOMETHING ON THE GROUND.

Brief of Accident (Continued)

File No. - 870

3/08/84

MCGRATH,AK

A/C Reg. No. N56304

Time (Lcl) - 1145 AST

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this 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. - 869      4/03/84      KODIAK, AK      A/C Reg. No. N4726U      Time (Lcl) - 0900 AST

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

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

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

Make/Model - CESSNA U206G	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - UNK/NR
Landing Gear - AMPHIBIAN	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	KODIAK LILLY LAKE SEAPLAN
Wind Dir/Speed- 310/014 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200 -UNK/NR
Lowest Sky/Clouds - 2300 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WATER - CHOPPY
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)
PRIVATE	Current - UNK/NR	Total - 700
SE LAND, SE SEA	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 200
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE INITIATED A TAKEOFF IN A NORTHERLY DIRECTION, BUT THE ACFT WOULD NOT CLIMB AFTER LIFT-OFF. HE CHOPPED THE PWR & THE ACFT IMMEDIATELY TOUCHED DOWN. THEN THE ACFT BOUNCED, YAWED LEFT & THE RT FLOAT HIT THE WATER SIDEWAYS. THE ACFT BOUNCED AGAIN & THE LT FLOAT & WING STRUCK THE WATER. THE ACFT CAME TO REST IN AN UPRIGHT ATTITUDE AFTER BOUNCING A 3RD TIME. THE WIND WAS FROM 310 DEG AT 14 KTS WITH GUSTS TO 20 KTS. THE PLT DID NOT REPORT EXPERIENCING ANY MECHANICAL TROUBLE DURING THE MISHAP. THE TAKEOFF AREA (LILLY LAKE) WAS SURROUNDED ON 2 SIDES BY HILLS & PLTS IN THE AREA REPORTED THAT THE WIND CAN BE VERY UNPREDICTABLE.

Brief of Accident (Continued)

File No. - 869

4/03/84

KODIAK, AK

A/C Reg. No. N4726U

Time (Lc1) - 0900 AST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - GUSTS
3. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
6. WATER LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 862      4/09/84      ANCHORAGE, AK      A/C Reg. No. N68578      Time (Lcl) - 1809 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model - BELLANCA 7GCBC  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1650  
No. of Seats - 2

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 - NO

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

Weather Data

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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

MERRILL FIELD  
Runway Ident - 33  
Runway Lth/Wid - 2469/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

Wind Dir/Speed- 300/004 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - 10000 FT SCATTERED  
Lowest Ceiling - 18000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

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

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

Total	- 23	Last 24 Hrs	- UNK/NR
Make/Model-	11	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT REPORTED THAT WHEN HE WAS ON FINAL APCH TO LAND, THE ACFT ENCOUNTERED TURBULENCE AT ABOUT 40 FT AGL, THEN BOUNCED ON THE RWY. HE APPLIED POWER TO GO AROUND, BUT LOST DIRECTIONAL CONTROL. THE ACFT YAWED LEFT, VEERED OFF THE RWY, KNOCKED OVER A RWY LIGHT & COLLIDED WITH A FENCE. THE ANCHORAGE WEATHER OBSERVATION FACILITY REPORTED AT 1818 HOURS THAT THE AIRPORT'S WIND WAS FROM 300 DEG AT 4 KTS.



Brief of Accident (Continued)

File No. - 862

4/09/84

ANCHORAGE, AK

A/C Reg. No. N68578

Time (Lcl) - 1809 AST

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
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

6. GO-AROUND - INITIATED - PILOT IN COMMAND
7. OBJECT - RUNWAY LIGHT
8. OBJECT - FENCE

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 989      4/25/84      ANCHORAGE, AK      A/C Reg. No. N45928      Time (Lcl) - 1250 AST

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

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

-----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- 290/006 KTS</p> <p>Visibility - 80.0 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 - FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">MERRILL</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 2469/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 26      Last 24 Hrs - 1
	Months Since - N/A	Make/Model- 26      Last 30 Days- 4
	Aircraft Type - N/A	Instrument- 1      Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PLT IN A CESSNA 152, N45928, WAS INBOUND TO LAND ON RWY 33 AT MERRILL FIELD AT THE SAME TIME THAT ANOTHER STUDENT PLT IN CESSNA 152, N6479L, WAS DEPARTING FROM RWT 15. THE STUDENT IN N6479L WAS CLEARED FOR A "CITY HIGH" DEPARTURE. AFTER TAKING OFF, HE TURNED EASTBOUND & CONVERGED WITH N45928 WHICH WAS ON A WESTERLY HEADING. N45928 HAD BEEN INSTRUCTED TO ENTER TRAFFIC TO LAND ON RWT 33. TOWER PERSONNEL ADVISED EACH PLT OF THE OTHER'S POSITION; HOWEVER, NEITHER PLT SAW THE OTHER ACFT UNTIL JUST PRIOR TO COLLIDING. THE VERTICAL STABILIZER OF N6479L HIT THE LOWER FUSELAGE OF N45928. BOTH ACFT LANDED SAFELY; BUT THE PLT OF N6479L HAD SOME DIFFICULTY SINCE THE RUDDER HAD BECOME JAMMED.

Brief of Accident (Continued)

File No. - 989

4/25/84

ANCHORAGE, AK

A/C Reg. No. N45928

Time (Lc1) - 1250 AST

Occurrence MIDAIR COLLISION

Phase of Operation APPROACH

Finding(s)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 989      4/25/84      ANCHORAGE, AK      A/C Reg. No. N6479L      Time (Lc1) - 1250 AST

-----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 -CLIMB		Other 0	0	0	1

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TALKEETNA, AK	MERRILL
Wind Dir/Speed- 290/006 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 80.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2469/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
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)
PRIVATE	Current - YES	Total - 40
SE LAND	Months Since - 1	Make/Model- 40
	Aircraft Type - C-152	Instrument- 1
		Last 24 Hrs - 1
		Last 30 Days- 10
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PLT IN A CESSNA 152, N45928, WAS INBOUND TO LAND ON RWY 33 AT MERRILL FIELD AT THE SAME TIME THAT ANOTHER STUDENT PLT IN CESSNA 152, N6479L, WAS DEPARTING FROM RWT 15. THE STUDENT IN N6479L WAS CLEARED FOR A "CITY HIGH" DEPARTURE. AFTER TAKING OFF, HE TURNED EASTBOUND & CONVERGED WITH N45928 WHICH WAS ON A WESTERLY HEADING. N45928 HAD BEEN INSTRUCTED TO ENTER TRAFFIC TO LAND ON RWY 33. TOWER PERSONEL ADVISED EACH PLT OF THE OTHER'S POSITION; HOWEVER, NEITHER PLT SAW THE OTHER ACFT UNTIL JUST PRIOR TO COLLIDING. THE VERTICAL STABILIZER OF N6479L HIT THE LOWER FUSELAGE OF N45928. BOTH ACFT LANDED SAFELY, BUT THE PLT OF N6479L HAD SOME DIFFICULTY SINCE THE RUDDER HAD BECOME JAMMED.

Brief of Accident (Continued)

File No. - 989

4/25/84

ANCHORAGE, AK

A/C Reg. No. N6479L

Time (Lcl) - 1250 AST

---

Occurrence            MIDAIR COLLISION  
Phase of Operation    TAKEOFF

Finding(s)

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

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 865      5/03/84      TALKEETNA, AK      A/C Reg. No. N95120      Time (Lcl) - 1045 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -POSITIONING  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -OTHER

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

0

Pass

0

Other

0

Injuries

Serious

0

Minor

0

None

0

0

1

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

Make/Model - TAYLORCRAFT BC12-D  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1200  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-12F  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 90 HP

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

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

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

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

Wind Dir/Speed- 320/006 KTS  
Visibility - 60.0 SM  
Lowest Sky/Clouds - 8000 FT SCATTERED  
Lowest Ceiling - 20000 FT  
Obstructions to Vision- NONE  
Precipitation - UNK/NR  
Condition of Light - DAYLIGHT

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

Medical Certificate - EXPIRED  
Flight Time (Hours)

Total - 90  
Make/Model- 29  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS REPOSITIONING THE ACFT FROM A PRIVATE STRIP NEAR PALMER, AK, TO HIS PROPERTY NEAR TALKEETNA, AK. AFTER STOPPING AT THE TALKEETNA ARPT, HE WAS HAND PROPPING THE ACFT WHEN THE ENG STARTED & THE ACFT BEGAN MOVING. THE PLT TRIED TO TURN OFF THE MAGS, BUT COULD NOT OPEN THE DOOR WHILE HOLDING ONTO THE WING. SUBSEQUENTLY, THE ACFT COLLIDED WITH 2 OTHER ACFT, THEN NOSED OVER. BOTH OF THE OTHER ACFT (A TAYLORCRAFT, N40558, & A PIPER PA-18, N160HP) WERE SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 865

5/03/84

TALKEETNA, AK

A/C Reg. No. N95120

Time (Lcl) - 1045 ADT

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation       STANDING - STARTING ENGINE(S)

Finding(s)

1. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
  2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
- 

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

Finding(s)

3. OBJECT - AIRCRAFT PARKED
- 

Occurrence #3            NOSE OVER  
Phase of Operation       OTHER

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-----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. - 864      5/10/84      HOMER, AK      A/C Reg. No. N346RN      Time (Lcl) - 1630 ADT

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

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

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

Make/Model - CESSNA TP206D	Eng Make/Model - CONTINENTAL IO-520-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	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	OFF AIRPORT/STRIP
Method - N/A	BIG LAKE, AK, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HOMER, AK	KENAI
Wind Dir/Speed- 300/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 70.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 868
SE LAND, ME LAND, SE SEA	Months Since - 21	Make/Model- 75
	Aircraft Type - C-T207	Instrument- 18
		Multi-Eng - 74
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG QUITE ONCE, BUT THE PLT WAS ABLE TO RESTART IT BY TURNING ON THE BOOST PUMP. HE LANDED AT 2 DIFFERENT ARPTS AFTER THE INITIAL FAILURE, ONCE TO REFUEL & DRAIN THE FUEL TANKS & ONCE TO CHECK THE FUEL LINES & COMPONENTS UNDER THE COWLING. APRX 1 HR AFTER THE LAST DEPARTURE, THE FUEL FLOW METER BEGAN FLUCTUATING & THE ENG STARTED RUNNING ROUGH. UNABLE TO MAINTAIN ALT, THE PLT MADE A FORCED LANDING ON A BEACH. DUE TO THE LOCATION OF THE ACCIDENT, THE ENG & ACFT COULD NOT BE EXAMINED.



Brief of Accident (Continued)

File No. - 864

5/10/84

HOMER, AK

A/C Reg. No. N346RN

Time (Lc1) - 1630 ADT

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

Finding(s)  
1. FUEL SYSTEM - UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY  
-----

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

Finding(s)  
2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY  
-----

-----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. - 973

5/14/84

FAIRBANKS, AK

A/C Reg. No. N9096G

Time (Lcl) - 1558 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

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

Eng Make/Model - CONTINENTAL O-470-R  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 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- CALM  
Visibility - 60.0 SM  
Lowest Sky/Clouds - 5000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination -  
BETTLES, AK

Airport Proximity  
ON AIRPORT

Airport Data  
FAIRBANKS

Runway Ident - 10  
Runway Lth/Wid - 3200/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 47  
Biennial Flight Review  
Current - YES  
Months Since - 18  
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 435	Last 24 Hrs - 1
Make/Model- 85	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 12
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE ACFT LIFTED OFF AT ABOUT MID-FIELD, THEN IT TOUCHED DOWN & BECAME AIRBORNE AGAIN BEFORE IT CRASHED. IT CAME TO REST IN AN INVERTED POSITION, 1017 FT BEYOND THE END OF THE RWY. NO ABNORMALITIES OF THE ENG WERE FOUND OTHER THAN IMPACT DAMAGE. FOUR OCCUPANTS, 40 GALS OF FUEL & 380 LBS OF CARGO HAD BEEN LOADED PRIOR TO INITIATING THE FLT. THE ACFT WAS ESTIMATED TO HAVE BEEN AT LEAST 210 LBS OVER ITS MAX ALLOWABLE GROSS WT & THE CG WAS ESTIMATED TO BE 1.1 INCHES BEYOND THE AFT LIMIT.

Brief of Accident (Continued)

File No. - 973

5/14/84

FAIRBANKS, AK

A/C Reg. No. N9096G

Time (Lcl) - 1558 ADT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
  2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
  3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 851

6/04/84

YAKUTAT, AK

A/C Reg. No. N7418Q

Time (Lcl) - 1320 PDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-GULF AIR TAXI	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	4
Accident Occurred During	-APPROACH						

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

Make/Model	- CESSNA 206	Eng Make/Model	- CONTINENTAL IO-520-C	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	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- UNK/NR	YAKUTAT, AK			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		Runway Ident	- N/A
Wind Dir/Speed	- 130/012 KTS			Runway Lth/Wid	- N/A
Visibility	- 40.0 SM	ATC/Airspace		Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- VFR	Runway Status	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- NONE		
Obstructions to Vision	- NONE	Type Apch/Lndg	- FULL STOP		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 59	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 12340	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - 10	Make/Model - 550	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 3000	Last 90 Days - 160
		Multi-Eng - 3388	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ELECTED TO LAND ON A GRAVEL ROAD THAT WAS SURROUNDED BY BRUSH WITH A QUARTERING HEADWIND APRX 30 DEG FROM HIS LEFT. WHILE ON FINAL APCH, A RAPID RATE OF DESCENT DEVELOPED. SUBSEQUENTLY, THE LEFT WING TIP CONTACTED A TREE TOP & THE ACFT YAWED TO THE LEFT. ON TOUCHDOWN, IT ENTERED BRUSH ON THE LEFT SIDE OF THE ROAD WHERE THE NOSE GEAR COLLAPSED & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 851

6/04/84

YAKUTAT, AK

A/C Reg. No. N7418Q

Time (Lc1) - 1320 PDT

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

Finding(s)

1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2           IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

2. OBJECT - TREE(S)

Occurrence #3           LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND  
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION  
6. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #5           NOSE OVER  
Phase of Operation      LANDING - ROLL

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 868      6/17/84      TOK,AK      A/C Reg. No. N8798X      Time (Lcl) - 1645 ADT

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

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

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

Make/Model - CESSNA 182D	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WASILLA,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TOK,AK	Runway Ident - N/A
Wind Dir/Speed- CALM	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 - 32	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 750
SE LAND	Months Since - 23	Make/Model- 225
	Aircraft Type - C-182	Instrument- 5
		Last 24 Hrs - 4
		Last 30 Days- 30
		Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT LOST POWER WHILE ON FINAL APPROACH AT 350 FEET. THE PILOT CHANGED COURSE 90 DEGREES AND CRASH LANDED IN A CHURCH YARD. NO REASON FOR THE LOSS OF POWER WAS FOUND. HOWEVER, THE ACFT FUEL TANKS CONTAINED A MIXTURE OF 80-87 OCTANE AVIATION FUEL & UNLEADED AUTOMOTIVE GASOLINE. THE STC WHICH ADDRESSED THE USE OF THE AUTOMOTIVE GASOLINE WAS NOT COMPLIED WITH.

Brief of Accident (Continued)

File No. - 868

6/17/84

TOK,AK

A/C Reg. No. N8798X

Time (Lcl) - 1645 ADT

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

Finding(s)

1. UNDETERMINED
  2. MAINTENANCE,MODIFICATION - IMPROPER - OTHER MAINTENANCE PSNL
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 832      7/17/84      KING SALMON, AK      A/C Reg. No. N1695C      Time (Lcl) - 2100 ADT

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

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

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

Make/Model	- CESSNA 180	Eng Make/Model	- CONTINENTAL O-470-A	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 225 HP		

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

<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- 210/012 KTS</p> <p>Visibility        - 20.0 SM</p> <p>Lowest Sky/Clouds - 1500 FT</p> <p>Lowest Ceiling    - 1500 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation     - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">KING SALMON, AK</p> <p>Destination</p> <p style="padding-left: 20px;">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</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">KING SALMON</p> <p>Runway Ident        - 29</p> <p>Runway Lth/Wid     - 8500/ 150</p> <p>Runway Surface     - ASPHALT</p> <p>Runway Status       - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1700
SE LAND	Months Since - 2	Make/Model- 30
	Aircraft Type - C-180	Instrument- 26
		Last 24 Hrs - 13
		Last 30 Days- 30
		Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS MAKING HIS FOURTH LANDING FOR A FULL STOP IN THE TAILWHEEL ACFT. AFTER THE TAILWHEEL CONTACTED THE RWY, THE UPWIND WING WAS RAISED BY A CROSSWIND. THE OTHER WING THEN DRAGGED THE SURFACE & THE ACFT PARTIALLY GROUND LOOPED & NOSED OVER.



Brief of Accident (Continued)

File No. - 832

7/17/84

KING SALMON, AK

A/C Reg. No. N1695C

Time (Lc1) - 2100 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. AILERON - IMPROPER USE OF - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 863      7/24/84      ANCHORAGE, AK      A/C Reg. No. N56290      Time (Lcl) - 1911 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire                          NONE

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

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

Make/Model        - MAULE M-5-235C  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2300  
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- 300/005 KTS

Visibility        - 50.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling    - 8000 FT BROKEN

Obstructions to Vision- NONE

Precipitation     - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance    - NONE

Type Apch/Lndg       - TOUCH AND GO

Airport Proximity  
ON AIRPORT

Airport Data

MERRILL

Runway Ident        - 24

Runway Lth/Wid     - 4000/ 100

Runway Surface      - ASPHALT

Runway Status       - DRY

-----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	-	10	Last 24 Hrs	-	1
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Make/Model-	10	Last 30 Days-	10
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Instrument-	0	Last 90 Days-	10
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST CONTROL DURING LANDING, THE ACFT GROUND LOOPED AND BOTH MAIN LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 863

7/24/84

ANCHORAGE, AK

A/C Reg. No. N56290

Time (Lc1) - 1911 ADT

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

Finding(s)

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

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

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 987      7/27/84      CHICKEN,AK      A/C Reg. No. N3476Y      Time (Lcl) - 1900 ADT

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

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

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

Make/Model	- CESSNA 180H	Eng Make/Model	- CONTINENTAL O-470-K	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 230 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	FAIRBANKS,AK	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	DAWSON,CD	
Wind Dir/Speed	- 200/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 4.000 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 1000 FT PART OBS	- VFR	Runway Lth/Wid
Lowest Ceiling	- 2000 FT OVERCAST	Type of Clearance	- N/A
Obstructions to Vision	- HAZE	Type Apch/Lndg	- NONE
Precipitation	- RAIN		Runway Status
Condition of Light	- DAYLIGHT		- N/A

-----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 - 1358	Last 24 Hrs - 4
SE LAND	Months Since - 1	Make/Model- 729	Last 30 Days- 20
	Aircraft Type - C-180	Instrument- 8	Last 90 Days- 52

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE TO DAWSON CITY, CANADA, THE PLT ENCOUNTERED DETERIORATING WX. THE CLOUDS WERE NEAR THE TOPS OF THE RIDGES & THE ACFT WAS BENEATH THE CLOUD LAYER IN A SLOW FLT CONFIGURATION. THE PLT SAID THAT HE TRIED TO MAKE A 180 DEG TURN, BUT THE ACFT STALLED & PITCHED DOWN. HE HAD NEARLY RECOVERED FROM THE STALL & WAS IN A WINGS LEVEL ATTITUDE WHEN THE ACFT HIT TREES & THE GROUND.

Brief of Accident (Continued)

File No. - 987

7/27/84

CHICKEN,AK

A/C Reg. No. N3476Y

Time (Lcl) - 1900 ADT

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. WEATHER CONDITION - CLOUDS
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - HAZE

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

Finding(s)

7. AIRSPEED - INADEQUATE - PILOT IN COMMAND
8. STALL - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 988      8/13/84      BURGESS STRIP, AK      A/C Reg. No. N3241D      Time (Lcl) - 0930 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	2

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 60.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point BRADY SKYRANCH, AK</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - UNK/NR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data BURGESS STRIP</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 1000/ 40</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 - 42</p> <p>Biennial Flight Review</p> <p>Current - NO</p> <p>Months Since - 56</p> <p>Aircraft Type - C-170</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 170</p> <p>Make/Model- 18</p> <p>Instrument- 1</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 7</p> <p>Last 90 Days- 18</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHEN THE ACFT WAS ON SHORT FINAL APCH TO LAND ON AN AIRSTRIP, IT STALLED. DURING IMPACT, THE GEAR BOX, RIGHT WING TIP, PROP, ENG MOUNTS, ENG COWLING & RIGHT ELEVATOR WERE DAMAGED. THE PLT RECOMMENDED RECEIVING TRAINING BEFORE ATTEMPTING OFF ARPT OPERATIONS OR MOUNTAIN FLYING. ALSO, HE RECOMMENDED BEING AWARE OF OPTICAL ILLUSIONS BEFORE TRYING TO LAND ON SIDE-HILL STRIPS.

Brief of Accident (Continued)

File No. - 988

8/13/84

BURGESS STRIP, AK

A/C Reg. No. N3241D

Time (Lcl) - 0930 ADT

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Occurrence           HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND
4.       IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
5.       IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 907      5/20/84      TALLASSEE, AL      A/C Reg. No. N9907L      Time (Lcl) - 1420 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - GRUMMAN AMERICAN AA-1B  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1560  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 108 HP

ELT Installed/Activated - YES/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  
ATLANTA, GA  
Destination  
MONTGOMERY, AL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

Wind Dir/Speed- 140/010 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 3500 FT SCATTERED  
Lowest Ceiling - 25000 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 - FORCED LANDING

-----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 - 2700  
Make/Model - 6  
Instrument - 300  
Multi-Eng - 800  
Last 24 Hrs - UNK/NR  
Last 30 Days - UNK/NR  
Last 90 Days - 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE DEPARTED FULTON COUNTY ARPT WITH APRX 12 GALS OF FUEL ON BOARD. ABOUT 20 MINS LATER, THE LEFT FUEL TANK RAN DRY & THE PLT SELECTED THE RIGHT TANK & CONTINUED THE FLT WITH THE INTENTION OF REFUELING AT EITHER TUSKEGEE OR TALLASSEE. UPON ARRIVAL AT TUSKEGEE, THE PLT FOUND THE ARPT UNATTENDED & NO FUEL WAS AVAILABLE. THE SAME OCCURRED UPON REACHING TALLASSEE. FUEL EXHAUSTION OCCURRED EN ROUTE TO MONTGOMERY & A FORCED LANDING WAS MADE ON THE MEDIAN OF I-85 WHERE THE PLT DRAGGED A WING TIP WHILE AVOIDING TRAFFIC.



Brief of Accident (Continued)

File No. - 907

5/20/84

TALLASSEE,AL

A/C Reg. No. N9907L

Time (Lc1) - 1420 EDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. OBJECT - VEHICLE
6. MANEUVER - 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

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. - 801      4/02/84      LITTLE ROCK, AR      A/C Reg. No. N800CC      Time (Lcl) - 1331 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation      -EXP TEST FLT	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During      -LANDING			0	0	0
					2
					6

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

Make/Model      - CANADAIR CL-600 CHALLENGER	Eng Make/Model - LYCOMING ALF-502L-2C	ELT Installed/Activated - NO -N/A
Landing Gear      - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt      - 40400	Engine Type      - TURBOFAN	
No. of Seats      - 16	Rated Power      - 7500 LBS THRUST	

-----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	ADAMS
Wind Dir/Speed- 100/007 KTS	ATC/Airspace	Runway Ident      - 22
Visibility      - 2.500 SM	Type of Flight Plan - IFR	Runway Lth/Wid      - 7173/ 150
Lowest Sky/Clouds      - 800 FT SCATTERED	Type of Clearance      - IFR	Runway Surface      - ASPHALT
Lowest Ceiling      - 1300 FT OVERCAST	Type Apch/Lndg      - ILS-COMPLETE	Runway Status      - WET
Obstructions to Vision- NONE	TRAFFIC PATTERN	
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current      - YES	Total      - 7700
SE LAND,ME LAND	Months Since      - UNK/NR	Make/Model- 70
	Aircraft Type      - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON AN FAA CERTIFICATION FLT (EXPERIMENTAL). DURING THE RECOVERY PHASE, A NON-TYPE RATED FAA PLT WAS IN THE L SEAT & THE PIC WAS IN THE R SEAT. WHILE DESCENDING, A DUCT FAIL LGT & A LEADING EDGE OVERHEAT LGT CAME ON. THE PIC TOOK CORRECTIVE ACTION. THE FAA PLT MADE AN ILS APCH TO RWY 22 WHICH WAS WET. THE APCH WAS MADE WITH THE L ENG AT HI IDLE. THE THRUST REVERSERS WERE NOT ARMED FOR THE LANDING. A TOUCHDOWN WAS MADE ABOUT 2000' DOWN THE RWY & SPOILERS WERE DEPLOYED. WHEN THE FAA PLT REALIZED HE DID NOT HAVE REVERSE THRUST, HE TRIED SLOWING THE ACFT WITH BRAKES; HOWEVER, THE L BRAKE WAS INOP. THE PIC TOOK CONTROL & CYCLED THE ANTI-SKID, BUT STILL HAD NO L BRAKING ACTION. SUBSEQUENTLY, THE ACFT RAN OFF THE END OF THE RWY & THE NOSE GEAR COLLAPSED IN MUDDY TERRAIN. AN INVESTIGATION REVEALED THAT DURING MAINTENANCE, THE SPEED SENSOR HARNESSSES FOR THE L MAIN GEAR WERE REVERSED WHICH ELIMINATED ANY BRAKING TO THE L BRAKE WHILE THE ANTI-SKID WAS ON.

Brief of Accident (Continued)

File No. - 801

4/02/84

LITTLE ROCK, AR

A/C Reg. No. N800CC

Time (Lcl) - 1331 CST

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

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND
2. THRUST REVERSER - NOT ENGAGED
3. CHECKLIST - NOT FOLLOWED -
4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - COPILOT
5. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
6. WEATHER CONDITION - TAILWIND
7. WRONG RUNWAY - SELECTED -
8. PROPER TOUCHDOWN POINT - NOT ATTAINED - COPILOT
9. GO-AROUND - NOT PERFORMED -
10. LANDING GEAR, ANTI-SKID BRAKE SYSTEM - INOPERATIVE
11. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
12. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

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

Finding(s)

13. TERRAIN CONDITION - SOFT
14. TERRAIN CONDITION - WET
15. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,8,10,11,12,13,14

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 823

5/12/84

LEPANTO,AR

A/C Reg. No. N731VM

Time (Lcl) - 1415 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Crew  
Pass

-----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- 250/004 KTS

Visibility - 12.0 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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 26

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 453 Last 24 Hrs - 3

Make/Model- 125 Last 30 Days- UNK/NR

Instrument- 13 Last 90 Days- 112

Multi-Eng - 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LOST POWER DURING AN AERIAL APPLICATION FLT & CRASHED DURING A FORCED LANDING. AN INVESTIGATION REVEALED THAT THE MAGNETOS WERE NOT IN AN AIRWORTHY CONDITION AT THE TIME OF THE ACCIDENT. THE ACFT HAD BEEN OPERATED 338 HRS SINCE THE LAST 100 HR INSPECTION.

Brief of Accident (Continued)

File No. - 823

5/12/84

LEPANTO,AR

A/C Reg. No. N731VM

Time (Lc1) - 1415 CDT

-----  
Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. IGNITION SYSTEM,MAGNETO - FAILURE,PARTIAL
  2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
  3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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Occurrence #3      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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 894      3/10/84      MARANA, AZ      A/C Reg. No. N128SS      Time (Lcl) - 1530 MST

-----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 - APPROACH			0	0	0
			0		0

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

Make/Model - BURKHART GROB FLUGZEUGBA G102	AEng Make/Model - N/A	ELT Installed/Activated - NO	N/A
Landing Gear - HULL	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1020	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	ON AIRSTRIP
Method - N/A	MARANA, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	EL TIRO
Wind Dir/Speed- CALM		Runway Ident - 26
Visibility - 60.0 SM	ATC/Airspace	Runway Lth/Wid - 5000 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	FULL STOP	
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 - 440
NONE	Months Since - 9	Last 24 Hrs - 3
GLIDER	Aircraft Type - L-13	Make/Model- 34
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT INITIALLY LINED UP FOR A STRAIGHT-IN APPROACH TO LAND, BUT ON FINAL APPROACH, HE DECIDED TO MAKE A 360 DEG TURN TO LAND IN FRONT OF SPECTATORS WHO WERE ALONG THE BEGINNING OF THE AIRSTRIP. AS HE WAS COMPLETING THE TURN TO LAND, THE LEFT WING CONTACTED THE GROUND & THE GLIDER CRASHED.

Brief of Accident (Continued)

File No. - 894

3/10/84

MARANA,AZ

A/C Reg. No. N128SS

Time (Lc1) - 1530 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION,OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 855      6/26/84      GILA BEND, AZ      A/C Reg. No. N4820T      Time (Lcl) - 1530 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

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

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

Make/Model - PIPER PA-28R-200  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2900  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed - 320/012 KTS  
Visibility - 35.0 SM  
Lowest Sky/Clouds - SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision - NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
DEMING, NM  
Destination  
BIG BEAR, CA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 67  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - PA-28R

Medical Certificate - EXPIRED  
Flight Time (Hours)  
Total - 760  
Make/Model - 114  
Instrument - 21  
Last 24 Hrs - 10  
Last 30 Days - 27  
Last 90 Days - 27

Instrument Rating(s) - NONE

-----Narrative-----

A FORCED LANDING WAS MADE ON A ROAD AFTER THE PLT SHUT DOWN THE ENG DUE TO A "RUN-AWAY" PROP. DURING THE LANDING ROLL, THE LEFT WING TIP STRUCK A REFLECTOR POST FOLLOWED BY THE RIGHT WING STRIKING A SIGN POST. AN ENG OVERHAUL & AN ANNUAL INSPECTION HAD BEEN COMPLETED 20 DAYS PRIOR TO THE ACCIDENT. DURING AN EXAM AFTER THE ACCIDENT, NO OIL WAS FOUND IN THE ENG AND THE OIL DRAIN PLUG WAS MISSING. THE DRAIN PLUG HAD NOT BEEN SAFETY WIRED AS REQUIRED BY THE MANUFACTURER.



Brief of Accident (Continued)

File No. - 855

6/26/84

GILA BEND, AZ

A/C Reg. No. N4820T

Time (Lc1) - 1530 MST

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

Finding(s)

1. MAINTENANCE, ANNUAL INSPECTION - IMPROPER - OTHER MAINTENANCE PSNL
2. LUBRICATING SYSTEM - LOOSE
3. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
4. LUBRICATING SYSTEM - LEAK
5. FLUID, OIL - EXHAUSTION
6. PROPELLER SYSTEM/ACCESSORIES - OVERSPEED

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 950      7/15/84      SCOTTSDALE, AZ      A/C Reg. No. N7445R      Time (Lcl) - 0730 MST

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

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

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

Make/Model	- PIPER PA-28-140	Eng Make/Model	- LYCOMING O-320-E2A	ELT Installed/Activated	- YES/YES
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		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SEDONA, AZ		Runway Ident	- N/A
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 40.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- 12000 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 - 46	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 140	Last 24 Hrs - 3
SE LAND	Months Since - 5	Make/Model- 138	Last 30 Days- 13
	Aircraft Type - PA-28	Instrument- 6	Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG LOST POWER AFTER TAKEOFF AT ABOUT 150 FT AGL & THE LANDING GEAR COLLAPSED DURING THE FORCED LANDING. THE NOSE LANDING LIGHT RUBBER SEAL HAD SEPARATED & ENTERED INTO THE CARBURETOR CAUSING AIR BLOCKAGE.

Brief of Accident (Continued)

File No. - 950

7/15/84

SCOTTSDALE, AZ

A/C Reg. No. N7445R

Time (Lcl) - 0730 MST

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

Finding(s)

1. LANDING LIGHT - SEPARATION
  2. FUEL SYSTEM, CARBURETOR - FOREIGN OBJECT
  3. FUEL SYSTEM, CARBURETOR - BLOCKED(TOTAL)
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
  5. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

-----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. - 980      8/12/84      CHINLE, AZ      A/C Reg. No. N29359      Time (Lc1) - 1420 MST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	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 - CESSNA 210L	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

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

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1408
SE LAND, ME LAND	Months Since - 13	Make/Model - 33
	Aircraft Type - 206-210	Instrument - 57
		Multi-Eng - 17
		Last 24 Hrs - 4
		Last 30 Days - 59
		Last 90 Days - 164

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ABOUT 1400 MST, THE PLT TOOK OFF. HE CLIMBED & LEVELED OFF AT 8500 FT. HE WAS USING FUEL FROM THE RIGHT TANK WHICH RAN DRY, THEN HE SWITCHED TO THE LEFT TANK. AT THAT TIME, HE THOUGHT HE HAD 30 MINS OF FUEL REMAINING. HE DECIDED TO LAND AT CHINLE, AZ, & STARTED A DESCENT THEN THE ENG BEGAN TO RUN ROUGH. HE LEVELED OFF IN AN ATTEMPT TO REACH CHINLE, BUT THE LEFT TANK RAN DRY. THE PLT DECIDED TO LAND ON A DIRT ROAD, BUT DELAYED LOWERING THE GEAR. THE ACFT TOUCHED DOWN BEFORE THE GEAR WAS FULLY EXTENDED & THE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 980

8/12/84

CHINLE,AZ

A/C Reg. No. N29359

Time (Lcl) - 1420 MST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - LOW LEVEL
3. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5. FLUID,FUEL - EXHAUSTION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

6. GEAR EXTENSION - DELAYED - PILOT IN COMMAND
7. 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) 1,4,5,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 824      2/22/84      THOUSAND OAKS, CA      A/C Reg. No. N8404S      Time (Lcl) - 1556 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Fatal

Crew      1

Pass      1

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model      - ROBINSON R22  
Landing Gear      - SKID  
Max Gross Wt      - 1300  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-320-B2C  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 124 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 270/020 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

UNK/NR

Destination

UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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  
NONE  
HELICOPTER

Age - 50  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type - R22

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

Total	-	310	Last 24 Hrs	-	2
Make/Model-	256		Last 30 Days-		37
Instrument-	UNK/NR		Last 90 Days-		95
Multi-Eng	- UNK/NR		Rotorcraft	-	310

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER COLLIDED WITH 2 CABLES SUPPORTED BY 150 FT TALL TWIN TOWERS. IT THEN WENT OUT OF CONTROL & CRASHED INTO A 15 FT DEEP DRAINAGE DITCH & BURNED. THE PLT HAD BEEN CITED ON 2/20/84 FOR "CARELESS & RECKLESS OPERATION OF AN ACFT." ANOTHER PERSON WHO HAD FLOWN WITH THE PLT REPORTED THAT HE OFTEN FLEW AT LOW ALT.

Brief of Accident (Continued)

File No. - 824

2/22/84

THOUSAND OAKS, CA

A/C Reg. No. N8404S

Time (Lcl) - 1556 PST

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

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  2. IMPROPER DECISION, COMPLACENCY - 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) 1,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 895      3/06/84      DELAND, CA      A/C Reg. No. N4336S      Time (Lcl) - 1730 PST

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

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

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

Make/Model	- AIR TRACTOR AT-300	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	- YES
Max Gross Wt	- UNK/NR	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- 360/003 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        - TRAFFIC PATTERN</p> <p style="padding-left: 20px;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident        - N/A</p> <p>Runway Lth/Wid     - N/A</p> <p>Runway Surface     - N/A</p> <p>Runway Status       - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2100
SE LAND	Months Since - 2	Make/Model- 420
	Aircraft Type - C-150	Instrument- 10
		Last 24 Hrs - 4
		Last 30 Days- 50
		Last 90 Days- 150

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS MAKING A TIGHT, 180 DEGREE, RIGHT TURN FROM DOWNWIND TO FINAL WHEN HE FELT A BUFFET. HE THEN APPLIED POWER AND LOWERED THE NOSE. HE STATED HE REMAINED IN THE TURN TO AVOID POWER LINES. THE POWER LINES WERE LOCATED ALONG THE LEFT SIDE OF THE RWY. AFTER ABOUT 165 DEG OF TURN, THE MAIN GEAR CONTACTED THE GROUND PRIOR TO THE THRESHOLD WHILE THE WINGS WERE NEARLY LEVEL. THE PLT STATED THAT WHEN THE ACFT TOUCHED DOWN, THE RIGHT WING CONTACTED A PIECE OF FARM EQUIPMENT & THE LEFT BOOM STRUCK A WOOD PILE. THE ACFT CONTINUED TO TRAVEL UNTIL IT HIT A DITCH & NOSED OVER.



Brief of Accident (Continued)

File No. - 895

3/06/84

DELANO, CA

A/C Reg. No. N4336S

Time (Lcl) - 1730 PST

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

Finding(s)  
1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND  
2. DISTANCE - MISJUDGED - PILOT IN COMMAND  
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND  
4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND  
-----

Occurrence #2           IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)  
5. OBJECT - VEHICLE  
-----

Occurrence #3           NOSE OVER  
Phase of Operation      LANDING

Finding(s)  
6. TERRAIN CONDITION - DITCH  
-----

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

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

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. - 963

3/24/84

RAMONA, CA

A/C Reg. No. N1364J

Time (Lcl) - 1630 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

MINOR  
Fire  
NONE

Crew  
Pass  
Other

Fatal  
0  
0  
0

Serious  
0  
0  
0

Minor  
0  
0  
1

None  
1  
0  
1

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

Make/Model - NORTH AMERICAN T-6G  
Landing Gear - TAILWHEEL-RETRACTABLE MAINS  
Max Gross Wt - 4808  
No. of Seats - 2

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 - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 270/008 KTS  
Visibility - 30.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
RAMONA, 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

RAMONA  
Runway Ident - 27  
Runway Lth/Wid - 4000/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 60

Biennial Flight Review

Current - YES  
Months Since - 24  
Aircraft Type - T-6G

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 924  
Make/Model- 202  
Instrument- 52  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF A NORTH AMERICAN T-6G, N1364J, HAD JUST LANDED & WAS TAXIING DOWN A PARALLEL TAXIWAY TO THE APCH END OF THE RWY TO TAKEOFF AGAIN. AT ABOUT THE SAME TIME, A CESSNA 150K, N6402G, HAD BEEN STOPPED AT THE INTERSECTION OF THE PARALLEL TAXIWAY & ANOTHER ADJOINING TAXIWAY. THE CESSNA 150 HAD BEEN STOPPED SO THAT THE INSTRUCTOR (CFI) COULD GET OUT OF THE ACFT & THE STUDENT COULD PROCEED WITH HIS 3RD SUPERVISED SOLO. AS THE T-6 APPROACHED THE INTERSECTION WHERE THE CESSNA WAS PARKED, THE T-6 PLT MADE A SHALLOW S-TURN TO THE LEFT, THEN S-TURNED BACK TO THE RIGHT. AT THAT TIME, THE LEFT WING OF THE T-6 IMPACTED THE EMPENNAGE OF THE CESSNA FROM THE LEFT REAR. THE CFI HAD JUST DEPLANED & WAS STANDING ON THE GROUND NEXT TO THE CESSNA. HE WAS KNOCKED OFF BALANCE & GRABBED THE STRUT TO KEEP FROM FALLING TOWARD THE PROPELLER. HE THEN FELL UNDER THE CESSNA & INJURED HIS KNEE. NONE OF THE PLTS WERE AWARE THAT THE COLLISION WAS ABOUT TO OCCUR.

Brief of Accident (Continued)

File No. - 963

3/24/84

RAMONA, CA

A/C Reg. No. N1364J

Time (Lc1) - 1630 PST

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

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 963

3/24/84

RAMONA, CA

A/C Reg. No. N6402G

Time (Lcl) - 1630 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -STANDING

Other

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

Make/Model - CESSNA 150K  
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- 270/008 KTS  
Visibility - 30.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAN DIEGO, CA  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

ROMANA  
Runway Ident - 27  
Runway Lth/Wid - 4000/ 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)  
STUDENT

Age - 24  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - UNK/NR  
Flight Time (Hours)

Total - 18	Last 24 Hrs - UNK/NR
Make/Model- 18	Last 30 Days- UNK/NR
Instrument- 1	Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF A NORTH AMERICAN T-6G, N1364J, HAD JUST LANDED & WAS TAXIING DOWN A PARALLEL TAXIWAY TO THE APCH END OF THE RWY TO TAKEOFF AGAIN. AT ABOUT THE SAME TIME, A CESSNA 150K, N6402G, HAD BEEN STOPPED AT THE INTERSECTION OF THE PARALLEL TAXIWAY & ANOTHER ADJOINING TAXIWAY. THE CESSNA 150 HAD BENN STOPPED SO THAT THE INSTRUCTOR (CFI) COULD GET OUT OF THE ACFT & THE STUDENT COULD PROCEED WITH HIS 3RD SUPERVISED SOLO. AS THE T-6 APPROACHED THE INTERSECTION WHERE THE CESSNA WAS PARKED, THE T-6 PLT MADE A SHALLOW S-TURN TO THE LEFT, THE S-TURNED BACK TO THE RIGHT. AT THAT TIME, THE LEFT WING OF THE T-6 IMPACTED THE EMPENNAGE OF THE CESSNA FROM THE LEFT REAR. THE CFI HAD JUST DEPLANED & WAS STANDING ON THE GROUND NEXT TO THE CESSNA. HE WAS KNOCKED OFF BALANCE & GRABBED THE STRUT TO KEEP FROM FALLING TOWARD THE PROPELLER. HE THEN FELL UNDER THE CESSNA & INJURED HIS KNEE. NONE OF THE PLTS WERE AWARE THAT THE COLLISION WAS ABOUT TO OCCUR.

Brief of Accident (Continued)

File No. - 963

3/24/84

RAMONA, CA

A/C Reg. No. N6402G

Time (Lc1) - 1630 PST

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    STANDING

Finding(s)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 822 4/07/84 BUELLTON,CA

A/C Reg. No. N753CW

Time (Lcl) - 1125 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage

MINOR

Fire

NONE

Crew

Pass

Other

Fatal

0

0

0

Injuries

Serious

0

0

0

Minor

0

0

0

None

1

0

2

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

Make/Model - BEECH E18S  
Landing Gear - TAILWHEEL-ALL RETRACTABLE  
Max Gross Wt - 9300  
No. of Seats - 10

Eng Make/Model - P&W R-985  
Number Engines - 2  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 450 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 316/016 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  
SANTA MARIA,CA  
Destination  
HAWTHORNE,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 - VFR  
Type Apch/Lndg - PRECAUTIONARY LANDING

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

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

Age - 40  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 6336  
Make/Model- 2413  
Instrument- 249  
Multi-Eng - 2803  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 148

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THESE ACFT COLLIDED IN FLT WHILE BEING FERRIED. THE WEATHER WAS VMC. N8711 WAS DAMAGED SUBSTANTIALLY AND N753CW RECEIVED MINOR DAMAGE. BOTH ACFT LANDED AT SANTA YNEZ ARPT WHERE N8711 LOST CONTROL DURING ROLLOUT AND RAN OFF THE RWY. N753CW WAS LANDED WITH THE RIGHT ENG SHUT DOWN. EACH PLT SAID THAT HE DID NOT SEE THE OTHER ACFT.

Brief of Accident (Continued)

File No. - 822

4/07/84

BUELLTON, CA

A/C Reg. No. N753CW

Time (Lcl) - 1125 PST

Occurrence #1      MIDAIR COLLISION  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

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

Occurrence #2      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      OTHER

Finding(s)

3. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND
4. 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. - 822

4/07/84

BUELLTON,CA

A/C Reg. No. N8711

Time (Lcl) - 1125 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - BEECH E18S  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 9300  
No. of Seats - 10

Eng Make/Model - P&W R-985  
Number Engines - 2  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 450 HP

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

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

Weather Data

Wx Briefing - NWS  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 300/016 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  
SANTA MARIA,CA  
Destination  
LONG BEACH,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 - VFR  
Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

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

Age - 24

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2025	Last 24 Hrs	- 2
Make/Model-	700	Last 30 Days-	UNK/NR
Instrument-	220	Last 90 Days-	150
Multi-Eng	- 700		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THESE ACFT COLLIDED IN FLT WHILE BEING FERRIED. THE WEATHER WAS VMC. N8711 WAS DAMAGED SUBSTANTIALLY AND N753CW RECEIVED MINOR DAMAGE. BOTH ACFT LANDED AT SANTA YNEZ ARPT WHERE N8711 LOST CONTROL DURING ROLLOUT AND RAN OFF THE RWY. N753CW WAS LANDED WITH THE RIGHT ENG SHUT DOWN. EACH PLT SAID THAT HE DID NOT SEE THE OTHER ACFT.



Brief of Accident (Continued)

File No. - 822

4/07/84

BUELLTON,CA

A/C Reg. No. N8711

Time (Lcl) - 1125 PST

-----  
Occurrence #1        MIDAIR COLLISION  
Phase of Operation   CLIMB - TO CRUISE

Finding(s)

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

Occurrence #2        FORCED LANDING  
Phase of Operation   LANDING

-----  
Occurrence #3        LOSS OF CONTROL - ON GROUND  
Phase of Operation   LANDING

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 966      5/01/84      UKIAH,CA      A/C Reg. No. N63813      Time (Lcl) - 1315 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew      1  
Pass      2

Injuries

Fatal	Serious	Minor	None
1	0	0	0
2	0	0	0

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

Make/Model      - PIPER PA-23-250  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 5200  
No. of Seats      - 6

Eng Make/Model      - LYCOMING TIO-540-C1A  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 250 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed- 130/008 KTS  
Visibility      - 1.500 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 1000 FT OBSCURED  
Obstructions to Vision- FOG  
Precipitation      - RAIN  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CARLSBAD,CA  
Destination  
UKIAH,CA

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - VOR/DME

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

UKIAH  
Runway Ident      - 15  
Runway Lth/Wid      - 5005/ 150  
Runway Surface      - N/A  
Runway Status      - N/A

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

Pilot-In-Command

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

Age - 49

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 3000	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PLT WAS CLEARED FOR A LOC/DME RWY 15 APCH TO THE UKIAH ARPT. AT 1307 PDT, HE BEGAN THE APCH AT THE TUCCI INTERSECTION, 15.5 MI NORTH OF THE RWY. AT 1311:04 THE LAST RADAR CONTACT SHOWED THAT THE ACFT WAS ABOUT 5 MI NORTH OF THE ARPT. AT 1313, THE UKIAH FSS PERSONNEL REQUESTED THE ACFT'S POSITION & THE PLT REPORTED THAT HE WAS 5.5 MI ON THE DME (5.5 MI NORTH OF THE ARPT). THERE WERE NO FURTHER COMMUNICATIONS WITH THE ACFT. SUBSEQUENTLY, IT CRASHED ON RISING MOUNTAINOUS TERRAIN ABOUT 4 MI SOUTH OF THE ARPT AT AN ELEVATION OF 200 FT. AN INVESTIGATION REVEALED THAT THE DME WAS SELECTED TO THE #2 NAV RECEIVER WHICH WAS TUNED TO THE UKIAH VOR, LOCATED ABOUT 6 MI SOUTH-SOUTHEAST OF THE ARPT. FOR THE APCH, THE DME SHOULD HAVE BEEN SELECTED ON THE #1 NAV RECEIVER WHICH WAS TUNED TO THE LOC/DME AT THE ARPT. THE 1324 WX AT UKIAH WAS 1000 FT OBSCURED, VISIBILITY 1 1/2 MI WITH LIGHT RAIN & FOG, WIND 130 DEG AT 8 KTS.

Brief of Accident (Continued)

File No. - 966

5/01/84

UKIAH, CA

A/C Reg. No. N63813

Time (Lc1) - 1315 PDT

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

Finding(s)

1. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - FOG
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. TERRAIN CONDITION - RISING

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 967

6/03/84

FREMONT, CA

A/C Reg. No. N705W

Time (Lcl) - 1400 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries

Serious  
0  
0

Minor  
0  
0

None  
1  
0

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

Make/Model - MOLINO OY PIK 20E  
Landing Gear - UNK/NR  
Max Gross Wt - 1036  
No. of Seats - 1

Eng Make/Model - ROTAX 505  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 43 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- 280/012 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  
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

SKY SAILING  
Runway Ident - 28  
Runway Lth/Wid - 1840 -UNK/NR  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND  
GLIDER

Age - 56

Biennial Flight Review

Current - YES  
Months Since - 7  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 450  
Make/Model- 200  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING TAKEOFF, THE MOTORIZED GLIDER HAD JUST LIFTED OFF WHEN THE RIGHT WING DROPPED & HIT TALL WEEDS NEXT TO THE 20 FT WIDE PAVED RWY. THE WEEDS WERE ABOUT 2 1/2 FT TALL. SUBSEQUENTLY, THE GLIDER "GROUND LOOPED" TO THE RIGHT & THE FUSELAGE FAILED. THE PLT STATED THAT THE ARPT WAS NOT MAINTAINED PROPERLY FOR ACFT WITH LOW WINGS THAT MAY HAVE TO BE LOWERED TO CORRECT FOR WIND CONDITIONS.

Brief of Accident (Continued)

File No. - 967

6/03/84

FREMONT, CA

A/C Reg. No. N705W

Time (Lc10) - 1400 PDT

---

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  2. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 848

6/03/84

CORONA, CA

A/C Reg. No. N27303

Time (Lcl) - 1020 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

Type of Operation -INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -DESCENT

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

Make/Model - AERONCA 65-C

Eng Make/Model - CONTINENTAL A-65-3

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1150

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 65 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 7.0 SM

Lowest Sky/Clouds - 3000 FT

Lowest Ceiling - 3000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 62

Biennial Flight Review

Current - NO

Months Since - 28

Aircraft Type - 65-C

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 668

Make/Model- 600

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- 7

Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAKING OFF ON A BFR FLT, A PULLEY IN THE AILERON CONTROL SYS FAILED DURING THE INITIAL CLIMB & THE CONTROLS JAMMED. THE CFI PUSHED RUDDER TO TRY TO COUNTERACT ROLLING OF THE ACFT, BUT THE PLANE WALLOWED IN THE AIR & DOVE INTO THE GROUND FROM ABOUT 40 FT AGL. THE PLT/OWNER WAS CONSIDERED TO BE THE PLT-IN-COMMAND.

Brief of Accident (Continued)

File No. - 848

6/03/84 CORONA, CA

A/C Reg. No. N27303

Time (Lcl) - 1020 PDT

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

Finding(s)

1. FLT CONTROL SYST,AILERON CONTROL - FAILURE,PARTIAL
  2. FLT CONTROL SYST,AILERON CONTROL - JAMMED
- 

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

-----  
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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 821      6/20/84      SAN FRANCISCO, CA      A/C Reg. No. N5340J      Time (Lcl) - 0914 PDT

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

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

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

Make/Model	- CESSNA 404	Eng Make/Model	- CONTINENTAL GTS10-520-M	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 375 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	RENO, NV		SAN FRANCISCO INTL	
Wind Dir/Speed	- 300/015 KTS			Runway Ident	- 28R
Visibility	- 10.0 SM	ATC/Airspace		Runway Lth/Wid	- 11800/ 200
Lowest Sky/Clouds	- 1100 FT	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 1100 FT BROKEN	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- PRECAUTIONARY LANDING		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 1837	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 4	Make/Model - 38	Last 30 Days - UNK/NR
	Aircraft Type - 404	Instrument - 173	Last 90 Days - 165
		Multi-Eng - 325	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE NOSE BAGGAGE DOOR OF THE ACFT CAME OPEN RIGHT AFTER THE GEAR WAS RAISED DURING TAKEOFF. THE PLT SAID THE ACFT BEGAN TO PITCH UP & ROLL RIGHT. HE FELT THAT CONTROL OF THE ACFT WAS IN DOUBT, SO HE ABORTED THE INTERSECTION TAKEOFF & LANDED GEAR-UP ON THE REMAINING RWY. NOTHING WAS FOUND WRONG WITH THE UNDAMAGED NOSE BAGGAGE DOOR.



Brief of Accident (Continued)

File No. - 821

6/20/84

SAN FRANCISCO, CA

A/C Reg. No. N5340J

Time (Lcl) - 0914 PDT

-----  
Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. DOOR, CARGO - UNLOCKED
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. DOOR, CARGO - OPEN
- 

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

Finding(s)

4. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
  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) 2,4,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 884

6/22/84

SACRAMENTO, CA

A/C Reg. No. N44190

Time (Lcl) - 1510 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 - PIPER PA-28-151  
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- VARIABLE/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  
RENO, NV  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

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  
HELICOPTER

Age - 36  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 5657  
Make/Model- 390  
Instrument- 274  
Multi-Eng - 435  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 59  
Rotorcraft - 2729

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE LANDED A LITTLE LONG ON THE 2800 FOOT DIRT ROAD AND WAS UNABLE TO STOP. THE ACFT TRAVELED OFF THE END OF THE ROAD AND COLLIDED WITH A RIVER BANK.

Brief of Accident (Continued)

File No. - 884

6/22/84

SACRAMENTO, CA

A/C Reg. No. N44190

Time (Lcl) - 1510 PDT

-----  
Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  2. DISTANCE - MISJUDGED - PILOT IN COMMAND
  3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
- 

----Probable Cause----

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

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. - 945

6/25/84

CONCORD, CA

A/C Reg. No. N953

Time (Lcl) - 1420 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire

NONE

Crew

0

0

0

1

Pass

0

0

0

0

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

Make/Model - BELL 47G-2

Landing Gear - SKID

Max Gross Wt - 2450

No. of Seats - 3

Eng Make/Model - LYCOMING VO-435-A18

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 200 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - UNK/NR

Method - ACFT RADIO

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 300/010 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

LIVERMORE, CA

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

BUCHANAN

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 25

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 71

Make/Model- 39

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 39

Rotorcraft - 71

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO A PLT/OPERATOR STATEMENT, THE STUDENT PLT WAS CLEARED FOR A DOWNWIND APCH TO LAND ON "PAD 3." THE STUDENT STATED THAT THE APCH WAS NORMAL UNTIL HE SLOWED TO 40 MPH & "MADE LEFT TURN TO FINAL APPROACH INTO A CROSS WIND." DURING THE TURN TO FINAL APCH, THE STUDENT ATTEMPTED TO COMMUNICATE WITH ATC TO REQUEST A TURN INTO THE WIND. DURING THE DISCUSSION, THE STUDENT BECAME DISTRACTED. HE ALLOW THE AIRSPEED TO DECAY & THE HELICOPTER BEGAN SETTLING WITH POWER. SUBSEQUENTLY, THE HELICOPTER TOUCHED DOWN HARD IN A TAIL LOW ATTITUDE & THE TAIL ROTOR SEPARATED. THE HELICOPTER THEN BEGAN TO ROTATE & THE GEAR (SKID) SEPARATED.

Brief of Accident (Continued)

File No. - 945

6/25/84

CONCORD, CA

A/C Reg. No. N953

Time (Lc1) - 1420 PDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. AIRSPEED - REDUCED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
5. DESCENT - UNCONTROLLED -

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

Occurrence #3      OTHER GEAR COLLAPSED  
Phase of Operation      OTHER

Finding(s)

6. LANDING GEAR, SKID ASSEMBLY - OVERLOAD

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

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

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. - 968      6/27/84      YUBA CITY, CA      A/C Reg. No. N530HA      Time (Lcl) - 0705 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	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

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

Make/Model - HILLER UH-12E	Eng Make/Model - LYCOMING VO-540	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2750	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 3	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - UNK/NR	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 - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 27402
SE LAND, ME LAND	Months Since - 2	Make/Model- 1980
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 310
		Multi-Eng - 950
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 320
		Rotorcraft - 1980

Instrument Rating(s) - UNK/NR

-----Narrative-----

AFTER DISPENSING 8 LOADS, THE PLT REFUELED & TOOK OFF WITH THE 9TH LOAD. ABOUT 4 TO 6 SECONDS INTO THE FLT, WHILE APPROACHING TRANSITIONAL LIFT AT APRX 6 FT AGL, THE HELICOPTER BEGAN A VIBRATION & IMMEDIATELY LOST ROTOR RPM. THE PLT INITIATED A LANDING STRAIGHT AHEAD, BUT THE HELICOPTER YAWED TO THE LEFT & TOUCHED DOWN LEVEL IN A CRABBED-TO-THE-LEFT ATTITUDE. THE RIGHT SKID COLLAPSED & THE HELICOPTER ROLLED THE THE RIGHT. THE MAIN ROTOR STRUCK THE GROUND, THEN SEVERED THE TAIL BOOM & A 5 INCH DRIVE LINE. THE PLT SUSPECTED A VAPOR LOCK PROBLEM. HE HAD SHUT OFF THE FUEL PUMP DURING THE REFUELING & DID NOT REMEMBER TURNING IT BACK ON. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 968

6/27/84

YUBA CITY, CA

A/C Reg. No. N530HA

Time (Lc1) - 0705 PDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  2. FLUID, FUEL - STARVATION
  3. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
- 

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

-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 993      7/06/84      CHESTER, CA      A/C Reg. No. N6301E      Time (Lcl) - 1430 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 -TAKEOFF			0	0	0	1
						3

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

Make/Model - CESSNA 172N	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
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	PASO ROBLES, CA	CHESTER
Wind Dir/Speed- 270/015 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5380/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 260
SE LAND	Months Since - 19	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172	Make/Model- 130
		Instrument- 12
		Last 30 Days- 4
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE ATTEMPTED TO TAKEOFF ON RWY 15 WITH A WIND FROM THE WEST AT 15 GUSTING TO 25 KTS. ALSO, THE OUTSIDE AIR TEMP WAS 94 DEG & THE DENSITY ALTITUDE WAS ABOUT 7800 FT. THE PLT STATED THAT ABOUT HALFWAY DOWN THE RWY, THE ACFT LIFTED OFF IN THE STRONG X-WIND. HE STATED, "WE FELT THAT IT WAS READY TO CLIMB OUT. BECAUSE OF THE TEMPERATURE AND ALTITUDE, WE REALLY NEEDED A LONGER GROUND ROLL. "SUBSEQUENTLY, THE ACFT SETTLED ON THE SIDE OF THE RWY & THE PLT ABORTED THE TAKEOFF. BEFORE STOPPING, THE ACFT HIT A BOULDER & WAS DAMAGED.



Brief of Accident (Continued)

File No. - 993

7/06/84

CHESTER, CA

A/C Reg. No. N6301E

Time (Lc1) - 1430 PDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - TAILWIND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. WEATHER CONDITION - GUSTS
7. LIFT-OFF - PREMATURE - PILOT IN COMMAND
8. AIRSPEED - INADEQUATE - PILOT IN COMMAND
9. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

10. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 883

7/14/84

VACAVILLE,CA

A/C Reg. No. N26938

Time (Lcl) - 0900 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - GRUMMAN AA-5A  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2200  
No. of Seats - 4

Eng Make/Model - LYCOMING O-330-E2G  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES-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- 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  
LINCOLN,CA  
Destination  
VACAVILLE,CA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

NUT TREE  
Runway Ident - 19  
Runway Lth/Wid - 3800/ 75  
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 - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	126	Last 24 Hrs - UNK/NR
Make/Model-	57		Last 30 Days- UNK/NR
Instrument-	17		Last 90 Days- 17
Multi-Eng -	8		

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS HIGH ON FINAL APPROACH SO HE LOWERED THE NOSE OF THE ACFT TO LOSE ALTITUDE AND IN RETURN GOT AN INCREASE IN AIRSPEED. HE TOUCHED DOWN 1/3 THE WAY DOWN THE RUNWAY AND THE ACFT BALLOONED. HE STATED THAT HE WAS UNABLE TO STOP THE ACFT BEFORE IT TRAVELED OFF THE END OF THE RUNWAY AND INTO A DITCH.

Brief of Accident (Continued)

File No. - 883

7/14/84

VACAVILLE,CA

A/C Reg. No. N26938

Time (Lc1) - 0900 PDT

-----  
Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
  3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - DITCH
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 923

7/15/84

SAN MIGUEL, CA

A/C Reg. No. N8719

Time (Lcl) - 1845 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire NONE  
Crew Pass

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

Make/Model - TRAVEL AIR 4000  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2450  
No. of Seats - 2

Eng Make/Model - CONTINENTAL W-670-6N  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 220 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- 190/013 KTS  
Visibility - 25.0 SM  
Lowest Sky/Clouds - SCATTERED  
Lowest Ceiling - BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PASO ROBLES, CA  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 19

Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	146
Make/Model-	14
Instrument-	4
Multi-Eng -	2
Last 24 Hrs -	2
Last 30 Days-	58
Last 90 Days-	88

Instrument Rating(s) - NONE

-----Narrative-----

GROUND WITNESSES REPORTED THAT THIS & ANOTHER ACFT WERE ENGAGED IN A MOCK "DOGFIGHT"; BOTH ACFT WERE CIRCLING THE ACCIDENT AREA BETWEEN 500-800 FT AGL & NEITHER ACFT WAS NEGOTIATING ANY AEROBATIC MANEUVERS. THE PLT STATED THAT DURING A DESCENDING 30 DEG RIGHT BANKING TURN, THE ACFT ENTERED INTO A RIGHT SPIN. CONTROL INPUTS, INCLUDING "AFT STICK PRESSURE," COULD NOT ARREST THE SPIN. THE PLT HAD NOT RECEIVED ANY SPIN/SPIN RECOVERY INSTRUCTION FROM A CFI IN THE ACFT. HOWEVER, THE PLT'S FATHER STATED HE HAD GIVEN THE PLT SPIN/SPIN RECOVERY INSTRUCTION.

Brief of Accident (Continued)

File No. - 923

7/15/84

SAN MIGUEL, CA

A/C Reg. No. N8719

Time (Lc1) - 1845 PDT

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

Finding(s)

1. MANEUVER - PERFORMED - PILOT IN COMMAND
2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
4. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
5.      IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No: - 845      7/15/84      ORCUTT, CA      A/C Reg. No. N4030A      Time (Lc1) - 1530 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-TEST FLT	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-DESCENT		Pass 0	0	0	1

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

Make/Model	- HILLER UH-12E	Eng Make/Model	- LYCOMING VO-540-O2	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 305 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 335/005 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point 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 UNK/NR</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND, SE SEA</p> <p>HELICOPTER</p>	<p>Age - 44</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 15</p> <p>Aircraft Type - C-172</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>- 9000</td> <td>Last 24 Hrs</td> <td>- 0</td> </tr> <tr> <td>Make/Model</td> <td>- 2000</td> <td>Last 30 Days</td> <td>- 50</td> </tr> <tr> <td>Instrument</td> <td>- 110</td> <td>Last 90 Days</td> <td>- 100</td> </tr> <tr> <td>Multi-Eng</td> <td>- 500</td> <td>Rotorcraft</td> <td>- 3000</td> </tr> </table>	Total	- 9000	Last 24 Hrs	- 0	Make/Model	- 2000	Last 30 Days	- 50	Instrument	- 110	Last 90 Days	- 100	Multi-Eng	- 500	Rotorcraft	- 3000
Total	- 9000	Last 24 Hrs	- 0															
Make/Model	- 2000	Last 30 Days	- 50															
Instrument	- 110	Last 90 Days	- 100															
Multi-Eng	- 500	Rotorcraft	- 3000															

Instrument Rating(s) - AIRPLANE

-----Narrative-----

MAINTENANCE HAD JUST BEEN PERFORMED & THE CREW WERE BEGINNING A TEST FLT TO CHECK THE TRACKING OF THE MAIN ROTOR BLADES. WHILE THE PLT WAS HOVER TAXIING, HE LOST COLLECTIVE CONTROL & ROTOR RPM DECREASED. HOWEVER, HE WAS ABLE TO MAKE A ROLL-ON LANDING, BUT THE HELICOPTER ROLLED OVER & WAS DAMAGED. AN EXAM OF THE LOWER COLLECTIVE CENTER CONTROL HOUSING DISCLOSED THAT THE TERMINAL PIN WAS PLACED THRU THE OUTER HOUSING, BUT WAS INSTALLED BENEATH THE TERMINAL TEE RATHER THAN THRU THE TEE. THE MANUAL EMPHASIZES THAT THE PIN MUST PASS THRU THE TERMINAL TEE. THE MANUAL HAD NO PROVISIONS TO ASCERTAIN THAT THE PIN HAD BEEN INSTALLED THRU THE TERMINAL TEE.

Brief of Accident (Continued)

File No. - 845

7/15/84

ORCUTT, CA

A/C Reg. No. N4030A

Time (Lc1) - 1530 PDT

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, COLLECTIVE CONTROL ROD - DISCONNECTED
  2. MAINTENANCE, REPLACEMENT - IMPROPER - COMPANY MAINTENANCE PSNL
  3. PROCEDURE INADEQUATE, CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - MANUFACTURER
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

-----  
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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 948      7/16/84      TRACY, CA

A/C Reg. No. N5553N

Time (Lcl) - 0900 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      - HOWARD-JOBMASTER DGA-15P  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 4425  
No. of Seats      - 5

Eng Make/Model      - P&W R-985  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 450 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed      - 010/008 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - 18000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

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

Airport Proximity  
ON AIRPORT

Airport Data

TRACY  
Runway Ident      - 29  
Runway Lth/Wid      - 3680/ 100  
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 - 48

Biennial Flight Review

Current      - YES  
Months Since      - 3  
Aircraft Type      - DCA-15P

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1037	Last 24 Hrs	- UNK/NR
Make/Model	- 189	Last 30 Days	- UNK/NR
Instrument	- 9	Last 90 Days	- 10

Instrument Rating(s)      - NONE

-----Narrative-----

DURING THE LANDING ROLL, THE ACFT RAN OFF THE SIDE OF THE RWY. THE PLT STATED THAT HE LANDED WITH A SLIGHT TAILWIND.



Brief of Accident (Continued)

File No. - 948

7/16/84

TRACY, CA

A/C Reg. No. N5553N

Time (Lc1) - 0900 PDT

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

Finding(s)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 946

7/17/84

FOLSOM, CA

A/C Reg. No. N5752P

Time (Lcl) - 0530 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	1	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-24-250

Eng Make/Model - LYCOMING O-540-A1A5

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2800

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 250 HP

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

Weather Data

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 - 6000 FT SCATTERED

Lowest Ceiling - 10000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GRASS VALLEY, CA

Destination

LODI, 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

Age - 42

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 2020

Last 24 Hrs - 1

SE LAND, SE SEA

Months Since - 9

Make/Model- 704

Last 30 Days- 21

HELICOPTER , GLIDER

Aircraft Type - PA-24

Instrument- 63

Last 90 Days- 42

Multi-Eng - 14

Rotorcraft - 26

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACFT WAS OBSERVED FLYING DOWN A RIVER AT A LOW ALTITUDE TOWARD THE MAIN BODY OF A LAKE. THE ACFT IMPACTED A 12 KV POWER LINE. THE PLT STATED THAT HE DID NOT SEE THE WIRES UNTIL AN INSTANT BEFORE IMPACT.

Brief of Accident (Continued)

File No. - 946

7/17/84

FOLSOM, CA

A/C Reg. No. N5752P

Time (Lc1) - 0530 PDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
  2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  3. OBJECT - WIRE, TRANSMISSION
  4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 947      8/04/84      THOUSAND OAKS,CA      A/C Reg. No. NONE      Time (Lcl) - 1105 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

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

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

Make/Model - EIPPER QUICKSILVER MX  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - UNK/NR  
No. of Seats - 1

Eng Make/Model - CUYUNA 430R  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 30 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 270/010 KTS  
Visibility - 4.000 SM  
Lowest Sky/Clouds - 1500 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 -

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PRIVATE STRIP  
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 - 55

Biennial Flight Review

Current - NO  
Months Since - 0  
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 200	Last 24 Hrs	- UNK/NR
Make/Model-	140	Last 30 Days-	5
Instrument-	0	Last 90 Days-	12

Instrument Rating(s) - NONE

-----Narrative-----

DURING A TAKEOFF CLIMB, THE ULTRALIGHT COLLIDED WITH A POWER LINE & CRASHED. THE PLT STATED THAT HE DID NOT SEE THE WIRES UNTIL IMPACT; NOR WAS HE AWARE OF THEIR PRESENCE.

Brief of Accident (Continued)

File No. - 947

8/04/84

THOUSAND OAKS,CA

A/C Reg. No. NONE

Time (Lc1) - 1105 PDT

-----  
Occurrence #1      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. OBJECT - WIRE,TRANSMISSION
  3. 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) 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. - 992      8/10/84      COULTERVILLE,CA      A/C Reg. No. N210AV      Time (Lcl) - 1730 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	1	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	2	0
Accident Occurred During - LANDING					

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

Make/Model - CESSNA T210M	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 - 3200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point REDLANDS,CA	Airport Data
Method - N/A	Destination SAME AS ACC/INC	SMITH CREEK RANCH
Completeness - N/A	ATC/Airspace	Runway Ident - 29
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 1650 -UNK/NR
Wind Dir/Speed- CALM	Type of Clearance - NONE	Runway Surface - DIRT
Visibility - 50.0 SM	Type Apch/Lndg - TRAFFIC PATTERN	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 - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 879
SE LAND, SE SEA	Months Since - 10	Last 24 Hrs - 2
	Aircraft Type - 114	Make/Model- 133
		Instrument- 141
		Multi-Eng - 14
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT ON HIS APCH TO LAND, THE SINK RATE BECAME GREATER THAN ANTICIPATED & THE RIGHT MAIN GEAR HIT THE TOP OF A FENCE. SUBSEQUENTLY, THE RIGHT MAIN GEAR COLLAPSED & THE ACFT VEERED OFF THE RWY & HIT AN EMBANKMENT.

Brief of Accident (Continued)

File No. - 992

8/10/84

COULTERVILLE, CA

A/C Reg. No. N210AV

Time (Lcl) - 1730 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

Occurrence #2       IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. OBJECT - FENCE

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

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD

Occurrence #4       LOSS OF CONTROL - ON GROUND  
Phase of Operation   LANDING - ROLL

Finding(s)

5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #5       ON GROUND COLLISION WITH TERRAIN  
Phase of Operation   LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 996      8/18/84      PALO ALTO, CA      A/C Reg. No. N8424J      Time (Lcl) - 1630 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - CESSNA 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- 330/008 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  
SAN JOSE, CA  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 40

Biennial Flight Review

Current      - YES  
Months Since      - 4  
Aircraft Type      - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 105	Last 24 Hrs	- UNK/NR
Make/Model-	105	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	14

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT, THE ENG BEGAN LOSING POWER, THEN STOPPED RUNNING. THE PLT FOUND A DRY LAKE BED THAT HAD BEEN PLOWED & ELECTED TO LAND THERE. WHEN HE LANDED, THE ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THE #2 CONNECTING ROD HAD FAILED. DUE TO THE SEVERE METAL BREAK-UP, THE REASON FOR THE FAILURE COULD NOT BE DETERMINED.



Brief of Accident (Continued)

File No. - 996

8/18/84

PALO ALTO, CA

A/C Reg. No. N8424J

Time (Lcl) - 1630 PDT

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

Finding(s)

1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING

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. - 809

5/18/84

LONGMONT, CO

A/C Reg. No. N42JH

Time (Lcl) - 1035 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
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	0	0	0	0

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

Make/Model - HARPER/CRICRI MK-12  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 366  
No. of Seats - 1

Eng Make/Model - JPX PUL 212  
Number Engines - 2  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 15 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 - 75.0 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

OFF AIRPORT/STRIP

Airport Data

LONGMONT MUNI  
Runway Ident - 11  
Runway Lth/Wid - 4200/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP  
SE LAND, ME LAND

Age - 52

Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - 727

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 12105	Last 24 Hrs -	0
Make/Model-	10	Last 30 Days-	40
Instrument-	1150	Last 90 Days-	143
Multi-Eng -	1198		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HOMEBUILT ACFT WAS ON DOWNWIND LEG OF THE TRAFFIC PATTERN, AFTER INITIAL TAKEOFF, WHEN IT WENT INTO A DIVE & COLLIDED WITH THE GROUND. A WITNESS SAID HE HEARD A POWER REDUCTION BEFORE THE DIVE & POWER ADDED AGAIN AS IT STARTED DOWN. THE PLT'S SON SAID HIS FATHER HAD CONTROL FLUTTER PROBLEMS AT SPEEDS ABOVE 100 MPH. THIS WAS VERIFIED BY A LOGBOOK ENTRY DATED 11/19/85. BY REDUCING SPEED, THE FLUTTER WENT AWAY. THUS, THE FLAPERON (AILERON) PUSH RODS WERE MODIFIED BY THE PLT. THE MODIFICATION CONSISTED OF A DOUBLER, 2 BEARINGS & A 1 INCH HOLE TO RETAIN THE BEARINGS. DURING A POST ACCIDENT INSPECTION, IT WAS FOUND THAT THE BELLCRANK ARM HAD SEPARATED FROM THE BEARING. IT WAS FOUND THAT THE DRILLED HOLE WAS IRREGULAR & LARGE ENOUGH TO ALLOW THE BEARING TO SLIP THRU THE HOLE. THE BEARING WAS THE ONLY MEANS OF RETAINING THE BELLCRANK TO THE FULCRUM POINT. THE RIGHT AILERON AT THE ACCIDENT SCENE WAS SEPARATED FROM THE MAIN WRECKAGE AND THE CONTROL PUSH RODS TO THE ELEVATOR WERE BROKEN AT THE BRACKET ATTACHED TO THE ELEVATOR.

Brief of Accident (Continued)

File No. - 809

5/18/84

LONGMONT, CO

A/C Reg. No. N42UH

Time (Lc1) - 1035 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FLIGHT CONTROL,AILERON ATTACHMENT - IMPROPER
2. MAINTENANCE,MODIFICATION - IMPROPER - PILOT IN COMMAND
3. FLIGHT CONTROL,AILERON - FAILURE,TOTAL
4. FLIGHT CONTROL,AILERON - SEPARATION
5. FLT CONTROL SYST,ELEVATOR CONTROL - FAILURE,TOTAL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT

Phase of Operation APPROACH

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) 1,2,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 934      5/22/84      ENGLEWOOD, CO      A/C Reg. No. N42984      Time (Lcl) - 1510 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

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

Make/Model      - PIPER PA-34-220T  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4750  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL TS10-360-KB  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 220 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - UNK/NR  
Basic Weather      - VMC

Wind Dir/Speed- 080/012 KTS

Visibility      - 50.0      SM

Lowest Sky/Clouds      - 9000 FT

Lowest Ceiling      - 9000 FT BROKEN

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

ASPEN, CO

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance      - IFR

Type Apch/Lndg      - STRAIGHT-IN

FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

ARAPAHOE COUNTY

Runway Ident      - 34R

Runway Lth/Wid      - 8500/ 101

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      - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 1477

Make/Model- 113

Instrument- UNK/NR

Multi-Eng - 131

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 29

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, THE ACFT TOUCHED DOWN DURING A LANDING, THEN BECAME AIRBORNE AGAIN IN UNFAVORABLE WIND CONDITIONS. HE REPORTED THAT THE PLANE THEN SLAMMED BACK ONTO THE RWY & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 934

5/22/84

ENGLEWOOD, CO

A/C Reg. No. N42984

Time (Lc1) - 1510 MDT

Occurrence HARD LANDING  
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 952

6/06/84

DOVE CREEK, CO

A/C Reg. No. N7695N

Time (Lcl) - 0900 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - BEECH V35A  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3400  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - UNK/NR  
Wind Dir/Speed- CALM  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 600 FT SCATTERED  
Lowest Ceiling - 1000 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BOULDER, CO  
Destination  
PAGE, AZ

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 - 51

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 2500	Last 24 Hrs - UNK/NR
Make/Model- 1518	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 8
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE, THE PLT ENCOUNTERED HAZY WX AFTER CROSSING THE CONTINENTAL DIVIDE. NEAR MONTROSE, CO, HE DEVIATED ABOUT 50 MI NORTH TO AVOID ADVERSE WX. HE WAS UNABLE TO GET THRU, SO HE PROCEEDED BACK TO MONTROSE TO SKIRT THE SOUTHERN EDGE OF THE WX. HE STATED THAT NEAR DOVE CREEK "A STORM MOVED IN" & THE WX "STARTED LOOKING BAD." HE INITIATED A CLIMB FROM 8500 FT MSL TO 12,500 FT MSL & WAS "TRYING TO GET OUT OF THE AREA" WHEN SEVERE TURBULENCE WAS ENCOUNTERED. HE STATED THAT HE WAS CLIMBING THRU 11,500 AT 110 KTS WHEN "ALL HELL BROKE LOOSE." ACCORDING TO THE PLT, THE TURBULENCE FLIPPED THE ACFT INVERTED & FORCED IT INTO A CLOUD BANK. HE SAID THE ACFT WAS CARRIED DOWN & UP SEVERAL TIMES, LOSING & GAINING ABOUT 2000 FT EACH TIME. SUBSEQUENTLY, HE RECOVERED AT ABOUT 10,550 FT & AFTER APRX ANOTHER 30 SECONDS IN THE TURBULENCE, HE PROCEEDED TO HIS DESTINATION. AFTER LANDING SEVERAL "RIPPLE" WERE FOUND IN THE WING SKIN. LATER, A MORE THOROUGH EXAM REVEALED EXTENSIVE INTERNAL DAMAGE.

Brief of Accident (Continued)

File No. - 952

6/06/84

DOVE CREEK, CO

A/C Reg. No. N7695N

Time (Lc1) - 0900 MDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH TERRAIN
3. WEATHER CONDITION - HAZE
4. WEATHER CONDITION - CLOUDS
5. CLIMB - INITIATED - PILOT IN COMMAND
6. WEATHER CONDITION - MOUNTAIN WAVE
7. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
8. WEATHER CONDITION - TURBULENCE
9. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 811      6/07/84      PLATTEVILLE, CO      A/C Reg. No. N1275W      Time (Lcl) - 0810 MDT

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

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

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

Make/Model	- WEATHERLY 201B	Eng Make/Model	- P&W R-985	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 3500	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- VARIABLE</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 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 - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>KUGEL-STRONG</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 2300/ 30</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</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)
COMMERCIAL	Current - YES	Total - 435
SE LAND	Months Since - 17	Make/Model- 30
	Aircraft Type - UNK/NR	Instrument- 49
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 52

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AG PLT WAS RETURNING FOR HIS 3RD LOAD. HE SAID THAT AFTER A WHEEL LANDING, HE PULLED BACK ON THE STICK TO LOWER THE TAILWHEEL & THE ACFT BALLOONED BACK INTO THE AIR. THE PLT SAID THAT HE APPLIED POWER TO GO AROUND, BUT THE ACFT SETTLED & HE LOST DIRECTIONAL CONTROL. THE ACFT THEN VEERED OFF THE SIDE OF THE AIRSTRIP & NOSED OVER IN SOFT, SANDY TERRAIN.



Brief of Accident (Continued)

File No. - 811

6/07/84

PLATTEVILLE, CO

A/C Reg. No. N1275W

Time (Lcl) - 0810 MDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2            NOSE OVER  
Phase of Operation       LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 908      6/21/84      GREELEY, CO      A/C Reg. No. N733LA      Time (Lc1) - 1100 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation      -INSTRUCTIONAL

Flight Conducted Under      -14 CFR 91

Accident Occurred During      -LANDING

Fire  
NONE

Crew  
Pass

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

Make/Model      - CESSNA 172

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      - 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

FT MORGAN, CO

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

WELD CO.

Runway Ident      - 09

Runway Lth/Wid      - 7035/      75

Runway Surface      - ASPHALT

Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 59

Biennial Flight Review

Current      - N/A

Months Since      - N/A

Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 56      Last 24 Hrs - 3

Make/Model- 56      Last 30 Days- UNK/NR

Instrument- 1      Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT STATED THAT DURING A LANDING, THE ACFT EITHER BALLOONED OR WAS CAUGHT IN AN UPDRAFT. SHE REACTED BY PUSHING FORWARD ON THE CONTROL WHEEL. THE NOSEWHEEL HIT THE RWY FIRST, THE ACFT BOUNCED IN THE AIR & AGAIN LANDED ON THE NOSEWHEEL. THE FIREWALL WAS BUCKLED & THE NOSEWHEEL TIRE BLEW OUT.

Brief of Accident (Continued)

File No. - 908

6/21/84

GREELEY, CO

A/C Reg. No. N733LA

Time (Lc1) - 1100 MDT

---

Occurrence

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
- 

----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. - 816      4/28/84      MERRITT ISLAND, FL      A/C Reg. No. N1181D      Time (Lcl) - 1655 EST

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

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

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

Make/Model - MURPHY-CHARLES PJ-1 (ADVENTURE)	Eng Make/Model - CONTINENTAL A-75	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 75 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	MERRITT ISLAND
Wind Dir/Speed- 120/010 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 75
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1391
SE LAND	Months Since - 21	Make/Model- 110
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 8
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE PLT WAS MANEUVERING ON FINAL APPROACH TO LAND ON RWY 11, THE ENG LOST POWER. SUBSEQUENTLY, THE ACFT CRASH LANDED IN THE BACKYARD OF A RESIDENCE. THE PLT RECEIVED SERIOUS INJURIES & COULD NOT RECALL DETAILS OF THE ACCIDENT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND DURING AN EXAM OF THE WRECKAGE. THE ACCIDENT OCCURRED AFTER THE PLT TOOK OFF WITH AN ESTIMATED 12 GALS OF FUEL ON BOARD. NO FUEL WAS FOUND IN THE TANKS, BUT THERE WAS EVIDENCE THAT THE FUEL HAD LEAKED OUT AFTER THE PLANE CRASHED. FUEL WAS PRESENT IN THE CARBURETOR & FUEL LINES.

Brief of Accident (Continued)

File No. - 816

4/28/84

MERRITT ISLAND, FL

A/C Reg. No. N1181D

Time (Lc1) - 1655 EST

Occurrence #1 LOSS OF POWER

Phase of Operation MANEUVERING

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 814      5/01/84      DAYTONA BEACH, FL      A/C Reg. No. N65676      Time (Lcl) - 1500 EDT

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

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

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

Make/Model	- BOEING A75L300	Eng Make/Model	- P&W R-985	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2717	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 450 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	NEW SMYRNA, FL	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 050/012 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 30000 FT OVERCAST	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE	- FORCED LANDING	
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 - 4249	Last 24 Hrs - 7
SE LAND, ME LAND	Months Since - 15	Make/Model - 200	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 139	Last 90 Days - 228
		Multi-Eng - 101	

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE ACFT LOST POWER WHILE THE PLT WAS TOWING A BANNER OVER WATER. HE WAS UNABLE TO RESTART THE ENG & SUBSEQUESNTLY DITCHED THE ACFT IN THE OCEAN NEAR DAYTONA BEACH, FL. THE PLT ELECTED TO KEEP THE BANNER ATTACHED TO THE ACFT TO KEEP THE PLANE FROM FLIPPING OVER DURING IMPACT. ACCORDING TO HIM, THE ACFT FUEL SYS WAS NOT EQUIPPED WITH A SUMP DRAIN & FUEL CONTAMINATION WAS PRESENT WITHIN THE SYS.

Brief of Accident (Continued)

File No. - 814

5/01/84

DAYTONA BEACH, FL

A/C Reg. No. N65676

Time (Lc1) - 1500 EDT

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

Finding(s)

1. FUEL SYSTEM, DRAIN - LACK OF
2. AIRCRAFT PREFLIGHT - NOT POSSIBLE -
3. FLUID, FUEL - CONTAMINATION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND

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) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 815      5/08/84      OPA LOCKA, FL      A/C Reg. No. N741H      Time (Lcl) - 1035 EDT

-----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	1	0
Accident Occurred During -LANDING			0	1	0

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

Make/Model - BEECH 65-80	Eng Make/Model - LYCOMING IGSO-540-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 8000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 380 HP	

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

<b>Weather Data</b> Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 110/015 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 1500 FT Lowest Ceiling - 1500 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	<b>Itinerary</b> Last Departure Point WEST PALM BCH, FL Destination SAME AS ACC/INC  <b>ATC/Airspace</b> Type of Flight Plan - NONE Type of Clearance - VFR Type Apch/Lndg - TRAFFIC PATTERN	<b>Airport Proximity</b> OFF AIRPORT/STRIP  <b>Airport Data</b> OPA-LOCKA Runway Ident - 09L Runway Lth/Wid - 8002/ 200 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND, SE SEA	Age - 45 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - PA-28R	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 2010 Make/Model- 34 Instrument- 120 Multi-Eng - 206 Last 24 Hrs - 1 Last 30 Days- 39 Last 90 Days- 65
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE DID NOT CHECK THE ACFT FUEL VISUALLY PRIOR TO DEPARTURE. ABOUT 10 MINUTES AFTER TAKEOFF, WHILE USING AUXILIARY FUEL TANKS, THE RIGHT ENG LOST POWER. THE PLT SELECTED CROSSFEED & THE ENG RESTARTED. HE THEN TURNED OFF THE RIGHT FUEL VALVE. DURING A DOWNWIND ENTRY FOR LANDING, BOTH ENGS LOST POWER. THE PLT THEN TURNED OFF THE LEFT FUEL VALVE & BOTH ENG BOOST PUMPS. ATTEMPTS TO GLIDE TO THE ARPT WERE UNSUCCESSFUL & THE ACFT CRASH LANDED OFF THE ARPT. AN INSPECTION OF THE ACFT AFTER THE ACCIDENT REVEALED THAT THE AUXILIARY TANKS WERE EMPTY, BUT THE MAIN TANKS CONTAINED 14 GALS EACH. THE FUEL SELECTOR VALVES & BOOST PUMP SWITCHES WERE IN THE OFF POSITION.



Brief of Accident (Continued)

File No. - 815

5/08/84

OPA LOCKA, FL

A/C Reg. No. N741H

Time (Lc1) - 1035 EDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
  2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
  3. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 936

5/11/84

FORT MYERS, FL

A/C Reg. No. N1119L

Time (Lc1) - 1027 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

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

Make/Model - CONSOLIDATED LAKE LA-4

Landing Gear - AMPHIBIAN

Max Gross Wt - 2600

No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 200 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS

Method - IN PERSON

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 120/011 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

JACKSONVILLE, FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PAGE FIELD

Runway Ident - 23

Runway Lth/Wid - 6401/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, SE SEA

Age - 61

Biennial Flight Review

Current - NO

Months Since - 32

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1400

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- 1

Last 90 Days- 1

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG WAS HEARD "POPPING" & MISFIRING DURING THE TAKEOFF ROLL. ABOUT 1 MIN LATER WHILE CLIMBING THRU 400-500 FT, THE PLT REPORTED AN ENG FAILURE & WAS CLEARED TO LAND ON ANY RWY. THE ACFT ENTERED A LEFT TURN, STALLED & SPUN INTO A PARKING LOT. AN EXAM OF THE ENG REVEALED THAT THE ENG FUEL SYSTEM (INLINE FUEL FILTER SERVO CONTROL & FUEL FLOW DIVIDER) CONTAINED DIRT & CORROSION CONTAMINATION. THE ACFT HAD RECEIVED AN ANNUAL INSPECTION ON 11/17/83. THE ENG FUEL SYSTEM WAS NOT INSPECTED. THE ACFT HAD FLOWN 3 HRS SINCE THE INSPECTION. THE PLT HAD JUST PURCHASED THE ACFT & HAD FLOWN 1 HR IN THE ACFT THE DAY BEFORE WHICH ENDED WITH A GEAR-UP LANDING. THE LAST ENTRY IN THE PLT'S LOGBOOK WAS A BIENNIAL FLT REVIEW ON 9/17/81. THE PREVIOUS ENTRY INDICATED HE HAD 1300 TOTAL HRS. ON THE DATE OF THE PLT'S LAST MEDICAL EXAM, 4/10/84, THE PLT INDICATED HE HAD 1400 TOTAL HRS WITH NO FLT TIME IN THE PREVIOUS 6 MOS.

Brief of Accident (Continued)

File No. - 936

5/11/84

FORT MYERS, FL

A/C Reg. No. N1119L

Time (Lcl) - 1027 EDT

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

Finding(s)

1. FUEL SYSTEM, FUEL CONTROL - CONTAMINATION
2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL

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

Finding(s)

3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
7. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #4      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) 4,5,6

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. - 802      6/04/84      WINTER HAVEN, FL      A/C Reg. No. N6584T      Time (Lcl) - 0720 EDT

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

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

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

Make/Model - BEECH 19A	Eng Make/Model - LYCOMING O-320-E2C	ELT Installed/Activated - YES-UNK/NR
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	LOUISVILLE, KY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BARTON, FL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 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 - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - UNK/NR	Total - 770
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 41
		Instrument- 72
		Multi-Eng - 53
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A FENCE DURING A FORCED LANDING AFTER THE ENG LOST POWER. THE PLT STATED THAT HE RAN OUT OF FUEL.

Brief of Accident (Continued)

File No. - 802

6/04/84

WINTER HAVEN, FL

A/C Reg. No. N6584T

Time (Lc1) - 0720 EDT

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

Finding(s)

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

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - FENCE

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 830      6/04/84      CEDAR KEY, FL

A/C Reg. No. N8592T

Time (Lc1) - 1216 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

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

Make/Model      - CESSNA 182C  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2650  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL D-470-L  
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- 340/007 KTS  
Visibility      - 8.0 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  
TAMPA, FL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

CEDAR KEY  
Runway Ident      - 18  
Runway Lth/Wid      - 2200/ 50  
Runway Surface      - GRAVEL  
Runway Status      - DRY

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

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

Age - 34  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - UNK/NR  
Make/Model- 605  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - 5  
Last 30 Days- UNK/NR  
Last 90 Days- 100  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ROTATED THE ACFT AT 45 MPH & LIFTED OFF AT APRX 60 MPH. THE ACFT CLIMBED TO ABOUT TREE TOP LEVEL, THEN IT MUSHED AS IT DRIFTED TO THE LEFT. THE LEFT WING HIT A TREE & THE ACFT CARTWHEELED & CRASHED. THE PLT SAID HE DID NOT COMPUTE A WEIGHT & BALANCE PROFILE. THE ACFT'S COMPUTED GROSS WAS 2755 LBS. THE MAX CERTIFICATED GROSS WEIGHT OF THE ACFT WAS 2650 LBS. THE ACFT CRASHED AFTER TRAVELING ABOUT 1100 FT DOWN THE 2200 FT RWY. THE PLT STATED THAT HE HAD BEGUN HIS TAKEOFF ROLL ON THE OVERRUN, PRIOR TO THE THRESHOLD OF THE RWY. ABOUT 39 MI NE, AT GAINESVILLE, FL, THE 1155 EDT WIND WAS FROM 340 DEG AT 7 KTS.

Brief of Accident (Continued)

File No. - 830

6/04/84

CEDAR KEY, FL

A/C Reg. No. N8592T

Time (Lc1) - 1216 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
5. WEATHER CONDITION - WINDSHEAR
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT

Phase of Operation      DESCENT - UNCONTROLLED

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) 4,6,7

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 813      6/07/84      COCOA BEACH, FL      A/C Reg. No. N2493E      Time (Lcl) - 2020 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation      -OTHER WORK USE  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Fire  
NONE

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

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

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
MERRITT ISLAND, FL  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 120/008 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - 3000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

ATC/Airspace

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

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

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

Pilot-In-Command

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

Age - 18

Biennial Flight Review

Current      - YES  
Months Since      - 14  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS FLYING LOW & DROPPING LEAFLETS IN THE VICINITY OF A GRADUATION CROWD AT A HIGH SCHOOL. DURING A MANEUVERING TURN, THE ACFT FELL "FROM THE SKY" & CRASHED IN A CANAL. ACCORDING TO WITNESSES, THE ACFT WAS "LOW & SLOW" WHEN IT STARTED TO TURN PRIOR TO CRASHING.



Brief of Accident (Continued)

File No. - 813

6/07/84

COCOA BEACH, FL

A/C Reg. No. N2493E

Time (Lc1) - 2020 EDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
  2. MANEUVER - INITIATED - PILOT IN COMMAND
  3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  4.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
  5. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 896

6/18/84

MARIANNA, FL

A/C Reg. No. N5630G

Time (Lcl) - 0720 CST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - CESSNA A188B  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 4200  
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 - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MARIANNA, FL  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND

Age - 37

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2500	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A CROP DUSTING OPERATION, THERE WAS AN APPARENT LOSS OF POWER & OIL SPRAYED ON THE WINDSHIELD OF THE ACFT. THE PLT STATED THAT WHEN HE APPLIED POWER, THERE WAS NO RESPONSE. HE MADE A FORCED LANDING ON A ROAD, BUT THE RIGHT WING OF THE ACFT HIT A TREE. AN EXAM OF THE ENG REVEALED THAT THE CRANKSHAFT WAS CRACKED AT THE PROPELLER FLANGE & THAT OIL WAS SEEPING FROM THE CRACK.

Brief of Accident (Continued)

File No. - 896

6/18/84

MARIANNA, FL

A/C Reg. No. N5630G

Time (Lcl) - 0720 CST

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

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - CRACKED
  2. FLUID, OIL - LEAK
  3. FLUID, OIL - STARVATION
  4. PROPELLER SYSTEM/ACCESSORIES, HYDRAULIC PITCH CTL - INOPERATIVE
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      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) 1,2,3

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 873      6/21/84      CHATTAHOOCHEE, FL      A/C Reg. No. N21335      Time (Lc1) - 1245 EDT

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

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

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

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL D-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination PENSACOLA, FL	Airport Data CHATTAHOOCHEE
Completeness - N/A		Runway Ident - 24
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 1800/ 100
Wind Dir/Speed- 220/006 KTS	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Visibility - 5.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 25000 FT	Type Apch/Lndg - NONE	
Lowest Ceiling - 25000 FT OVERCAST		
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 346
SE LAND	Months Since - 13	Make/Model- 32
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF CLIMB AT AN ALTITUDE OF APRX 100 AGL, THE ACFT ENTERED A RIGHT DIVING TURN. IT IMPACTED THE GROUND AND CAME TO REST IN A WOODED AREA TO THE RIGHT OF THE RWY DEPARTURE END. THE PLT STATED THE ENGINE WAS OPERATING NORMALLY. THE ACFT IS EQUIPT WITH A STOL CONVERSION. THE PLT REPORTED 20 DEGREES OF FLAPS WERE USED FOR TAKEOFF. AN EXAM OF THE ACFT AFTER THE ACCIDENT REVEALED THAT THE FLAP ACTUATOR HANDLE WAS IN THE FULL DOWN POSITION. THE FLAPS WERE FOUND TO BE EXTENDED 35 DEGREES.

Brief of Accident (Continued)

File No. - 873

6/21/84

CHATTAHOOCHEE, FL

A/C Reg. No. N21335

Time (Lc1) - 1245 EDT

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

Finding(s)

1. LOWERING OF FLAPS - EXCESSIVE - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 806      6/22/84      MIAMI, FL      A/C Reg. No. N738VS      Time (Lcl) - 1245 EDT

-----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 - CESSNA 172N	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 - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	OPA LOCKA, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	KEY WEST, FL	OPA LOCKA WEST
Wind Dir/Speed- 238/008 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3000/ 60
Lowest Sky/Clouds - 2500 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 169
SE LAND	Months Since - 1	Last 24 Hrs - 18
	Aircraft Type - C-172N	Make/Model- 169
		Instrument- 19
		Last 30 Days- UNK/NR
		Last 90 Days- 150

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HE HAD "CROSS CHANNELED" HIS RADIOS & WAS HAVING COMMUNICATION PROBLEMS. HE DECIDED TO LAND AT THE OPA-LOCKA WEST ARPT. THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 806

6/22/84

MIAMI, FL

A/C Reg. No. N738VS

Time (Lc1) - 1245 EDT

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. COMM/NAV EQUIPMENT - OTHER
2. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - 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) 4,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 819      6/23/84      INDIANTOWN, FL      A/C Reg. No. NONE      Time (Lcl) - 0745 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 103	NONE	Pass 0	0	0	0
Accident Occurred During -UNKNOWN					

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

Make/Model - STOREY SKY PUP	Eng Make/Model - CUYUNA 215RR	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 20 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	JUPITER, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - 06
Wind Dir/Speed- 230/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 12000 FT THIN BKN	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 30000 FT BROKEN	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 390
SE LAND	Months Since - 16	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT EXPERIENCED AN IN-FLIGHT SEPARATION OF THE LEFT WING. THE WING SEPARATED AT THE WING ATTACHMENT FITTING. THE PLT & ULTRALIGHT HAD A PARACHUTE ATTACHED BUT IT DID NOT DEPLOY.



Brief of Accident (Continued)

File No. - 819

6/23/84

INDIANTOWN, FL

A/C Reg. No. NONE

Time (Lc1) - 0745 EDT

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

Finding(s)

1. WING, WING ATTACHMENT FITTING - FAILURE, TOTAL  
-----

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. - 847      6/27/84      FT. PIERCE, FL      A/C Reg. No. N5496F      Time (Lcl) - 1330 EDT

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

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

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

Make/Model - MOONEY A-2A	Eng Make/Model - CONTINENTAL C-90-16F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	FT. PIERCE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ST. LUCIE COUNTY
Wind Dir/Speed- 100/007 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 200
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1732
SE LAND	Months Since - 20	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 1531
		Instrument- 118
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG LOST POWER ABOUT 30 SECS AFTER THE PLT TOOK OFF. DURING A FORCED LANDING, THE ACFT TOUCHED DOWN SHORT OF THE RWY & THE NOSE GEAR COLLAPSED IN TALL GRASS. NO PREIMPACT MECHANICAL DISCREPANCIES WERE FOUND DURING AN EXAM OF THE ENG.

Brief of Accident (Continued)

File No. - 847

6/27/84

FT. PIERCE, FL

A/C Reg. No. N5496F

Time (Lc1) - 1330 EDT

Occurrence #1 LOSS OF POWER  
Phase of Operation CLIMB

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE GEAR COLLAPSED  
Phase of Operation LANDING

Finding(s)

2. TERRAIN CONDITION - HIGH VEGETATION  
3. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 897      7/03/84      PORT ST. JOE, FL      A/C Reg. No. N4980L      Time (Lcl) - 1302 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire Crew  
NONE Pass

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

Make/Model - PIPER PA-28-180  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2450  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 140/005 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 3500 FT

Lowest Ceiling - 3500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BABINS, LA

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

FULL STOP

Airport Proximity  
ON AIRSTRIP

Airport Data

JONES HOMESTEAD

Runway Ident - 18

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

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-WAIVERS/LIMIT

Flight Time (Hours)

Total - 73

Make/Model- 16

Instrument- 2

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APCH TO LAND AT A PRIVATE ARPT, THE ACFT COLLIDED WITH POWER LINES NEAR THE APCH END OF THE RWY. THE PLT STATED THAT HE DID NOT SEE THE POWER LINES UNTIL JUST PRIOR TO IMPACT. HE ATTEMPTED TO FLY UNDER THE LINES, BUT THE VERTICAL STABILIZER OF THE ACFT STRUCK THE WIRES. THE ACFT THEN CRASHED UNCONTROLLED ON THE RWY.

Brief of Accident (Continued)

File No. - 897

7/03/84

PORT ST. JOE, FL

A/C Reg. No. N4980L

Time (Lc1) - 1302 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 860      7/13/84      HIGH SPRINGS, FL      A/C Reg. No. N7776D      Time (Lcl) - 1225 EDT

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

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	RUDY'S GLIDERPORT
Wind Dir/Speed- 330/005 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3236/ 50
Lowest Sky/Clouds - 2500 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 72
SE LAND	Months Since - 2	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 3
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 62

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT AFTER RECOVERING FROM A BOUNCED LANDING, HE STARTED TO LOSE DIRECTIONAL CONTROL. HE STATED THAT HE OVER COMPENSATED FOR THE TURN & ADDED POWER TO TAKEOFF AGAIN. HOWEVER, THE ACFT VEERED LEFT & SUBSEQUENTLY NOSED OVER.

Brief of Accident (Continued)

File No. - 860

7/13/84

HIGH SPRINGS, FL

A/C Reg. No. N7776D

Time (Lcl) - 1225 EDT

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND

Phase of Operation      LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
  3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
  4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
- 

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) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 969      7/14/84      HOLLYWOOD, FL      A/C Reg. No. N8001E      Time (Lcl) - 1415 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

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

Make/Model - LAKE LA-4-200  
Landing Gear - AMPHIBIAN  
Max Gross Wt - 2600  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B  
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- 120/009 KTS

Visibility - 10.0 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

FT. LAUDERDALE, FL

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN  
FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND, SE SEA

Age - 40

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4000

Make/Model- 72

Instrument- 1020

Multi-Eng - 3500

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER ARRIVING AT SOUTH LAKE, THE PLT MADE A WATER LANDING ON A WESTERLY HEADING. HE STATED THAT HE WAS ATTEMPTING A STEP-LANDING & AFTER TOUCHING DOWN, THE ACFT TRAVELED ABOUT 100 FT, THEN THE CONTROL YOKE WAS JERKED FROM HIS HANDS. HE & THE PASSENGERS STATED THAT IT FELT LIKE THE NOSE COLLAPSED & THE ACFT FLIPPED OVER. A WITNESS STATED THAT HE DISTINCTLY REMEMBERED OBSERVING THAT THE GEAR WAS RETRACTED. THE NOSE & LEFT MAIN GEAR WERE FOUND IN THE UP & LOCKED POSITION. THE RIGHT MAIN GEAR WAS UNLOCKED, BUT IT WAS DAMAGED. THE RIGHT WING FLOAT HAD SEPARATED, ITS MOUNTING BRACKETS WERE BENT AFT & INBOARD. ALSO, THE OUTER PORTION OF THE RIGHT WING WAS DEFORMED UPWARD & AFT. ABOUT 10 MI NORTH AT FT LAUDERDALE, FL, THE 1342 EDT WIND WAS FROM 120 DEG AT 9 KTS.



Brief of Accident (Continued)

File No. - 969

7/14/84

HOLLYWOOD, FL

A/C Reg. No. N8001E

Time (Lc1) - 1415 EDT

-----  
Occurrence #1      DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
  2. WEATHER CONDITION - CROSSWIND
  3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
- 

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) 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. - 941      7/24/84      MIAMI, FL      A/C Reg. No. N2166Y      Time (Lcl) - 1800 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	1
Accident Occurred During -LANDING					

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

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL C-65	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BURRS FIELD
Wind Dir/Speed- CALM		Runway Ident - 18
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - 2000 -UNK/NR
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 8000 FT OVERCAST	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 610
SE LAND	Months Since - 1	Last 24 Hrs - 9
	Aircraft Type - UNK/NR	Make/Model- 52
		Last 30 Days- UNK/NR
		Instrument- 48
		Last 90 Days- 50
		Multi-Eng - 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT AT ABOUT 100 FT AGL THE ENG LOST POWER BUT CONTINUED TO RUN AT A LOWER POWER UNTIL GROUND IMPACT. NO ENG MALFUNCTION WAS FOUND. A POST ACCIDENT EXAM OF THE ACFT REVEALED NO REASON FOR THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 941

7/24/84

MIAMI, FL

A/C Reg. No. N2166Y

Time (Lcl) - 1800 EDT

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

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY  
-----

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. - 949

7/26/84

PANAMA CITY, FL

A/C Reg. No. N6104M

Time (Lc1) - 0957 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

Crew  
Pass

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

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

Eng. Make/Model - LYCOMING O-235-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  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 190/004 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 2000 FT SCATTERED  
Lowest Ceiling - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

Pilot-In-Command

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

Age - 23

Biennial Flight Review

Current - NO  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	-	126	Last 24 Hrs -	3
Make/Model-	67	Last 30 Days-	UNK/NR	
Instrument-	2	Last 90 Days-	5	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD EXPERIENCED AN ENG FAILURE DUE TO FUEL EXHAUSTION & HAD SAFELY EXECUTED A FORCED LANDING ON A 1,100 FT ROAD IN FRONT OF CONDOMINIUMS. AFTER HAVING FUEL BROUGHT FROM A LOCAL ARPT, HE ATTEMPTED A TAKEOFF. AFTER LIFT-OFF, AT AN ALTITUDE OF ABOUT 6 FT, THE ACFT & WHEELS CONTACTED SHRUBS & BUSHES CAUSING THE ACFT TO DECELERATE & COLLIDE WITH A FENCE. THE PLT STATED THAT BECAUSE THE "PRESS" WAS PRESENT, HE DID NOT LIMIT THE REFUELING OF THE ACFT & ADDED 120 LBS OF FUEL. HE ALSO ATTEMPTED THE TAKEOFF WITH THE PASSENGER ON BOARD.

Brief of Accident (Continued)

File No. - 949

7/26/84

PANAMA CITY, FL

A/C Reg. No. N6104M

Time (Lcl) - 0957 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH VEGETATION
5. OBJECT - FENCE

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 825

3/18/84

ATLANTA,GA

A/C Reg. No. N53655

Time (Lcl) - 1915 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	1

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

Fire  
NONE

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

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

Eng Make/Model - LYCOMING O-320-D2J  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC

Itinerary

Last Departure Point  
THOMASVILLE,GA  
Destination  
MARIETTA,GA

Airport Proximity  
ON AIRPORT

Airport Data

ATLANTA/THL  
Runway Ident - 27L  
Runway Lth/Wid - 9000/ 150  
Runway Surface - CONCRETE  
Runway Status - DRY

Wind Dir/Speed- 200/006 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 25000 FT  
Lowest Ceiling - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 34

Biennial Flight Review

Current - YES  
Months Since - 5  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 372	Last 24 Hrs - 4
Make/Model- 40	Last 30 Days- UNK/NR
Instrument- 12	Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS HAVING TROUBLE WITH HIS RADIOS, ELECTRICAL SYSTEM, FUEL/ENG GAGES & AMMETER, SO HE TURNED OFF HIS ELECTRICAL EQUIPMENT & PREPARED TO MAKE AN EMERGENCY LANDING. BECAUSE HE WAS AFRAID OF FUEL EXHAUSTION, HIS SPACING BEHIND ANOTHER ACFT IN THE LANDING PATTERN WAS CLOSE & HE ENCOUNTERED WAKE TURBULENCE AS HE FLARED. THE RGT WING HIT THE GROUND & THE ACFT SLID TO A STOP. AN EXAM REVEALED THAT THE BATTERY WAS DEAD, THERE WAS A FAULTY BATTERY CONTACTOR & THE STARTER WAS ENGAGED. DURING A TEST FLT AFTER REPAIRS, THE ALTERNATOR CONTROL UNIT MALFUNCTIONED. IT WAS CHANGED & NO FURTHER DISCREPANCIES WERE NOTED.

Brief of Accident (Continued)

File No. - 825

3/18/84

ATLANTA,GA

A/C Reg. No. N53655

Time (Lc1) - 1915 EST

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

Finding(s)

1. ELECTRICAL SYSTEM - UNDETERMINED
2. ENGINE ACCESSORIES,ENGINE STARTER - ENGAGED
3. ELECTRICAL SYSTEM,ALTERNATOR - DISABLED
4. ELECTRICAL SYSTEM,BATTERY - OTHER
5. COMM/NAV EQUIPMENT - INOPERATIVE

Occurrence #2 VORTEX TURBULENCE ENCOUNTERED  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
7. LIGHT CONDITION - DARK NIGHT
8. FLUID,FUEL - LOW LEVEL
9. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
10. VISUAL SEPARATION - INADEQUATE - 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) 1,10

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 856      3/23/84      WOODSTOCK,GA      A/C Reg. No. N4809S      Time (Lcl) - 1830 EST

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

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

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

Make/Model - PIPER PA-32-260	Eng Make/Model - LYCOMING O-540-E4B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		AIR ACRES
Basic Weather - VMC	ATC/Airspace	Runway Ident - 36
Wind Dir/Speed- CALM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 65
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1498
SE LAND	Months Since - 1	Make/Model- 670
	Aircraft Type - UNK/NR	Instrument- 30
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 47

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER BREAKING GROUND DURING THE TAKEOFF, THE ENGINE LOST POWER & THE ACFT CAME BACK DOWN TO THE RWY. THE ENGINE REGAINED POWER & THE PLT CONTINUED THE TAKEOFF. THE ENGINE AGAIN LOST POWER. SUBSEQUENTLY, THE ACFT IMPACTED ON AN UNEVEN, GRASSY, OPEN AREA ABOUT 900 FT NORTH OF THE AIRSTRIP. THE PLT RECEIVED A HEAD INJURY & WAS UNABLE TO REMEMBER DETAILS OF THE ACCIDENT. THE ACFT WAS NOT EQUIPPED WITH SHOULDER HARNESSSES. AN INVESTIGATION REVEALED THAT THERE WAS WATER IN THE RIGHT TANK & THE FUEL SELECTOR WAS FOUND POSITIONED TO THE RIGHT TANK.



Brief of Accident (Continued)

File No. - 856

3/23/84

WOODSTOCK,GA

A/C Reg. No. N4809S

Time (Lc1) - 1830 EST

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

Finding(s)

1. FLUID,FUEL - WATER
  2. AIRCRAFT PREFLIGHT - 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)

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. - 890      3/26/84      TIFTON,GA

A/C Reg. No. N86520

Time (Lcl) - 0515 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire      Crew  
NONE      Pass

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

Make/Model - CESSNA 337E  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4400  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-360-A  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 210 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 010/004 KTS  
Visibility - 12.0 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  
WEST PALM BEACH,FL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

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

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

Pilot-In-Command

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

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT REPORTEDLY WAS NOT TIED DOWN. THE PLT WAS HAND PROPPING THE AFT ENGINE WHILE THE FORWARD ENGINE WAS RUNNING. IN AN ATTEMPT TO BOARD THE ACFT THE PILOT WAS RUN OVER BY THE RIGHT MAIN GEAR. THE ACFT CONTINUED TO TRAVEL UNTIL IT COLLIDED WITH TREES.

Brief of Accident (Continued)

File No. - 890

3/26/84

TIFTON, GA

A/C Reg. No. N86520

Time (Lcl) - 0515 EST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI

Finding(s)

1. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
3. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INTENTIONAL - 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) 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. - 898      5/05/84      JESUP, GA      A/C Reg. No. N90856      Time (Lcl) - 1615 EDT

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

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

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

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540-B2C5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 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	WAYNE COUNTY
Wind Dir/Speed- 140/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 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 - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 300
NONE	Months Since - 8	Make/Model- 15
	Aircraft Type - 112B	Instrument- 13
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED HE WAS SPRAYING WATER AND AT THE END OF A SWATH RUN WHEN HE TURNED OFF THE SPRAY AND PULLED UP, THE ENGINE LOST POWER. THE ACFT COLLIDED WITH TREES DURING THE FORCED LANDING. NO MECHANICAL DISCREPENCIES OR MALFUNCTIONS WERE FOUND AFTER THE ACCIDENT. THE CHEMICAL DISPENSING CONTROL AND THE THROTTLE QUADRANT ARE BOTH LOCATED ON THE LEFT SIDE OF THE COCKPIT. THE THROTTLE, MIXTURE AND DISPENSING CONTROLS ALL MOVE WITH A FORE AND AFT MOTION. THE PILOT STATED HE LOOKED DOWN AND VERIFIED THAT HE INDEED MOVED THE DISPENSING CONTROL AND NOT THE THROTTLE.

Brief of Accident (Continued)

File No. - 898

5/05/84

JESUP,GA

A/C Reg. No. N90856

Time (Lc1) - 1615 EDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY  
-----

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

Finding(s)  
2. TERRAIN CONDITION - TREE(S)  
-----

-----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. - 857      6/06/84      AUGUSTA, GA      A/C Reg. No. N44372      Time (Lcl) - 1750 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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      - PIPER PA-28-140  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1950  
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- 120/008 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - 2800 FT THIN OVC  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

DANIEL FIELD  
Runway Ident      - 10  
Runway Lth/Wid      - 3773/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 18  
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      - 10      Last 24 Hrs - 2  
Make/Model- 2      Last 30 Days- 2  
Instrument- 0      Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT THE ACFT TOUCHED DOWN AT ABOUT MIDFIELD AT APRX 90 MPH. HE WAS UNABLE TO STOP THE ACFT & IT STRUCK A CHAIN LINK FENCE NEAR THE END OF THE RWY. THE STUDENT HAD ONLY 2 HRS OF TOTAL FLT TIME IN THIS MAKE & MODEL OF ACFT.

Brief of Accident (Continued)

File No. - 857

6/06/84

AUGUSTA,GA

A/C Reg. No. N44372

Time (Lcl) - 1750 EDT

Occurrence #1      OVERRUN

Phase of Operation      LANDING - ROLL

Finding(s)

1. JUDGEMENT - POOR - FLIGHT INSTRUCTOR(ON GROUND)
2.      IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3.      IMPROPER DECISION,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
7. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT

Phase of Operation      LANDING - ROLL

Finding(s)

8. OBJECT - FENCE

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 901      7/08/84      KENNESAW,GA

A/C Reg. No. N88639

Time (Lcl) - 2200 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -EXECUTIVE/CORPORATE  
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	3

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

Make/Model      - CESSNA 421C  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 7500  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL GTS10-520-L      ELT Installed/Activated - YES/NO  
Number Engines - 2      Stall Warning System - YES  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 375 HP

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- VARIABLE/001 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(BRIGHT)

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
NORMAN,OK

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

MCCOLLUM  
Runway Ident      - 27  
Runway Lth/Wid      - 4580/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 54

Biennial Flight Review  
Current      - YES  
Months Since      - 3  
Aircraft Type      - C-412C

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

Total	- 8830	Last 24 Hrs	- UNK/NR
Make/Model-	2000	Last 30 Days-	UNK/NR
Instrument-	1120	Last 90 Days-	45
Multi-Eng -	3000	Rotorcraft -	325

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING THE TAKEOFF ROLL, AT ABOUT 80 KTS, THE RIGHT BAGGAGE DOOR CAME OPEN. HE ABORTED THE TAKEOFF & THE ACFT RAN OFF THE END OF THE RWY.



Brief of Accident (Continued)

File No. - 901

7/08/84

KENNESAW, GA

A/C Reg. No. N88639

Time (Lc1) - 2200 EDT

Occurrence            OVERRUN

Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. LIGHT CONDITION - NIGHT
2. DOOR, CARGO - OPEN
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 972

7/28/84

NAHUNTA,GA

A/C Reg. No. N2426P

Time (Lcl) - 1950 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation -INSTRUCTIONAL

Fire  
NONE

Crew  
Pass

Flight Conducted Under -14 CFR 91

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

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 140/005 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 6000 FT

Lowest Ceiling - 6000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

JEKYLL ISLAND,GA

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - STOP AND GO

Airport Proximity  
ON AIRPORT

Airport Data

BRANTLEY

Runway Ident - 18

Runway Lth/Wid - 3000/ 50

Runway Surface - ASPHALT

Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - 31

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 567

Make/Model- 47

Instrument- 72

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 43

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER THE STUDENT MADE A FULL STOP LANDING ON A 3000 FT RWY, HE STARTED TO TURN AROUND & BACK TAXI TO THE APCH END TO TAKEOFF; HOWEVER, THE INSTRUCTOR (CFI) TOLD HIM TO MAKE A SHORT FIELD TAKEOFF FROM WHERE HE HAD STOPPED. A TAKEOFF WAS INITIATED WITH ABOUT 1400 FT REMAINING. AT ABOUT 100 FROM THE END OF THE RWY, ROTATION WAS INITIATED. AS THE ACFT WAS ROTATED, THE STALL WARNING HORN SOUNDED. SHORTLY THEREAFTER, BRUSH WAS HEARD SCRAPING ON THE BOTTOM OF THE ACFT. THE CFI TOOK CONTROL & TRIED TO RECOVER FROM THE STALL, BUT THE ACFT AGAIN IMPACTED THE BRUSH & SUBSEQUENTLY CAME TO REST ABOUT 300 YARDS PAST THE END OF THE RWY.

Brief of Accident (Continued)

File No. - 972

7/28/84

NAHUNTA, GA

A/C Reg. No. N2426P

Time (Lcl) - 1950 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND(CFI)
2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND(CFI)
3. AIRSPEED(VLOF) - NOT OBTAINED -
4. LIFT-OFF - PREMATURE -
5. STALL/MUSH - INADVERTENT -

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      TAKEOFF

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 826

5/04/84

SHELDON, IA

A/C Reg. No. N3761R

Time (Lcl) - 1051 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire NONE

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

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

Make/Model - PIPER PA-28-180  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2450  
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/YES  
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS  
Method - ACFT RADIO  
Completeness - PARTIAL,LMTD BY PILOT  
Basic Weather - VMC  
Wind Dir/Speed- 200/005 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - OVERCAST  
Obstructions to Vision- NONE  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MADISON,MN  
Destination  
KANSAS CITY,MO

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 - 53  
Biennial Flight Review  
Current - YES  
Months Since - 20  
Aircraft Type - PA-28

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

Total	- 637	Last 24 Hrs	- UNK/NR
Make/Model-	201	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 1015 CDT, WHILE EN ROUTE, THE PLT RADIOED A FSS & REQUESTED THE KANSAS CITY WX. VMC CONDITIONS WERE REPORTED AT KANSAS CITY, BUT THE PLT WAS INFORMED OF AN AIRMET, WHICH PROVIDE A CAUTION OF LOW CEILINGS & REDUCE VISIBILITIES ACROSS HIS ROUTE OF FLT. THE PLT ACKNOWLEDGED THE REPORT & CONTINUED HIS FLT TOWARD KANSAS CITY. AT ABOUT 1051 CDT, GROUND WITNESSES HEARD A SNAP OR BOOM NOISE WHICH WAS FOLLOWED BY A HIGH PITCH SOUND OF THE ACFT'S ENG. THEY THEN OBSERVED THE ACFT SPIN OR ROLL OUT OF THE OVERCAST SKY AT AN ESTIMATED 1500 TO 2000 FT AGL. THEY SAID THE ACFT CONTINUED TO SPIN OR ROLL UNTIL IMPACTING THE GROUND. THE WITNESSES ALSO REPORTED LIGHT RAIN WAS FALLING. AN EXAM OF THE WRECKAGE REVEALED THAT BOTH OUTER WING PANELS HAD SEPARATED IN FLT. THEY WERE LOCATED 3116 & 2376 FT FROM THE MAIN WRECKAGE. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THE NON-INSTRUMENT RATED PLT HAD ONLY 5 HRS OF SIMULATED INSTRUMENT TIME. THERE WAS NO EVIDENCE OF A PREFLT WX BRIEFING.

Brief of Accident (Continued)

File No. - 826

5/04/84

SHELDON,IA

A/C Reg. No. N3761R

Time (Lcl) - 1051 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. HAZARDOUS WEATHER ADVISORY - ISSUED - ATC PERSONNEL(FSS)
3. WEATHER CONDITION - CLOUDS
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - RAIN
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
7. IMPROPER DECISION,LACK OF TOTAL INSTRUMENT TIME - 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 EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. WING - OVERLOAD
11. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
12. WING - SEPARATION

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8,9,11

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 812      6/10/84      WATERLOO, IA      A/C Reg. No. N5614T      Time (Lcl) - 1030 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					1

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

Make/Model - CESSNA 172E	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	PERRY, IA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WATERLOO MUNI
Wind Dir/Speed- 280/016 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8400/ 150
Lowest Sky/Clouds - 2800 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 59
SE LAND	Months Since - 11	Make/Model- 7
	Aircraft Type - C-172	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THERE WAS HEAVY TRAFFIC AT THE ARPT & THE WINDS WERE FROM 280 DEG AT 16 KTS GUSTING TO 25 KTS. RATHER THAN WAITING FOR THE PRIMARY RWY (24), THE PLT ELECTED TO LAND ON RWY 18. DURING THE LANDING, A GUST OF WIND LIFTED THE RIGHT WING & THE LEFT WING DRAGGED ON THE RWY. THE LEFT WING TIP WAS DAMAGED & THE PROP WAS BENT DURING THE OCCURRENCE.

Brief of Accident (Continued)

File No. - 812

6/10/84

WATERLOO, IA

A/C Reg. No. N5614T

Time (Lcl) - 1030 CDT

-----  
Occurrence DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation LANDING - ROLL

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
  2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  3. WEATHER CONDITION - CROSSWIND
  4. WEATHER CONDITION - GUSTS
  5. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - 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
- 

----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. - 867      7/07/84      DES MOINES, IA      A/C Reg. No. NONE      Time (Lcl) - 1030 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 103  
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 - UFM EASY RISER  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - UNK/NR  
No. of Seats - 1

Eng Make/Model - YAMAHA 100  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 15 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- 090/010 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

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)  
NONE

Age - 32  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

Total	-	100	Last 24 Hrs -	1
Make/Model-	100		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT WAS MAKING TURNS AT LOW ALT WHEN IT STALLED AND SPUN INTO THE GROUND. THE PLT WAS UNABLE TO RECOVER BEFORE GROUND IMPACT.



Brief of Accident (Continued)

File No. - 867

7/07/84

DES MOINES, IA

A/C Reg. No. NONE

Time (Lc1) - 1030 CDT

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

Finding(s)

1. MANEUVER - INITIATED - PILOT IN COMMAND
2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 944

8/07/84

WINTERSET,IA

A/C Reg. No. N35140

Time (Lcl) - 1900 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire Crew  
NONE Pass

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

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

Eng Make/Model - LYCOMING O-360-A1F6D  
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- 360/008 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 4000 FT

Lowest Ceiling - 4000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

KNOXVILLE,IA

Destination

HARLAN,IA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity  
ON AIRPORT

Airport Data

MADISON COUNTY

Runway Ident - 32

Runway Lth/Wid - 3000/ 50

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 36

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 86

Make/Model- 8

Instrument- 1

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD DIVERTED & WAS MAKING A PRECAUTIONARY LANDING DUE TO AN APPROACHING STORM. AT ABOUT 50 FT OVER THE RWY, THE ACFT STALLED & LANDED HARD. IT THEN BOUNCED 3 TIMES, DAMAGING THE NOSE GEAR, FORWARD FUSELAGE & RIGHT WING.

Brief of Accident (Continued)

File No. - 944

8/07/84

WINTERSET, IA

A/C Reg. No. N35140

Time (Lc1) - 1900 CDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - 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) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 807      3/15/84      HUMPHREY, ID      A/C Reg. No. N29033      Time (Lcl) - 1530 MST

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

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

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

Make/Model - PIPER PA-28RT-201T	Eng Make/Model - CONTINENTAL TSIO-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	DILL, MT	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	IDAHO FALLS, ID	Runway Ident - N/A
Wind Dir/Speed- 260/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 885	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 20	Make/Model - 516	Last 30 Days - UNK/NR
	Aircraft Type - PA-28RT	Instrument - 49	Last 90 Days - 26
		Multi-Eng - 11	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A X-COUNTRY FLT, THE ACFT ENTERED AN AREA OF RISING TERRAIN & BLOWING SNOW & THE PLT INITIATED A TURN TO REVERSE DIRECTION. DURING THE TURN, HE ENCOUNTERED REDUCED VISIBILITY & THE ACFT COLLIDED WITH THE TOP OF A KNOLL ON SNOW COVERED ROLLING TERRAIN. THE ACFT TRAVELED ABOUT 400 FT AFTER IMPACT, SHEDDING THE ENG & WINGS & CAME TO REST ON ITS RIGHT SIDE.

Brief of Accident (Continued)

File No. - 807

3/15/84

HUMPHREY, ID

A/C Reg. No. N29033

Time (Lc1) - 1530 MST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. TERRAIN CONDITION - SNOW COVERED
4. WEATHER CONDITION - HIGH WIND
5. WEATHER CONDITION - SNOW
6. WEATHER CONDITION - WHITEOUT
7. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

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

Finding(s)

9. TERRAIN CONDITION - RISING
10. 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) 1,7,10

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 833      5/05/84      RIDGE FARM, IL      A/C Reg. No. N13012      Time (Lcl) - 2002 CDT

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

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

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

Make/Model - BELL 47D-1	Eng Make/Model - FRANKLIN 6 VS-335-A	ELT Installed/Activated - UNK/NR
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 15000 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 15000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1751
SE LAND,ME LAND,SE SEA	Months Since - 12	Make/Model- 313
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 125
		Multi-Eng - 50
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 6
		Rotorcraft - 313

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER ROLLED OVER AFTER A HARD LANDING FOLLOWING LOSS OF ROTOR RPM. THE PLT REPORTED THAT DURING INITIAL CLIMB AT ABOUT 300 FT AGL THE ROTOR DECREASED ABOUT 500 RPM. HE TRIED TO REGAIN ROTOR RPM UNTIL ABOUT 100 FT AGL AND THEN TRIED AN AUTOROTATION. UPON LANDING THE ACFT ROLLED OVER. POST ACCIDENT INVESTIGATION REVEALED NO MECHANICAL DISCREPENCIES WITH THE ACFT.

Brief of Accident (Continued)

File No. - 833

5/05/84

RIDGE FARM, IL

A/C Reg. No. N13012

Time (Lc1) - 2002 CDT

Occurrence #1      LOSS OF POWER(PARTIAL) - NON-MECHANICAL

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING

Phase of Operation      DESCENT - EMERGENCY

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3      OTHER GEAR COLLAPSED

Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, SKID ASSEMBLY - OVERLOAD
4. FLARE - NOT POSSIBLE - PILOT IN COMMAND

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 931      5/31/84      GRAYSLAKE, IL      A/C Reg. No. N1062G      Time (Lcl) - 1945 CDT

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

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

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

Make/Model - ADAMS A55S	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - 900	Engine Type - N/A	
No. of Seats - UNK/NR	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FOX RIVER GROVE, IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 210/009 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 - FULL STOP	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 70
NONE	Months Since - 11	Make/Model- 70
FREE BALLOON	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 PLT STATED THAT AS THE BALLOON TOUCHED DOWN, HE LOST HIS FOOTING & HIS LEFT ANKLE SLIPPED INTO THE CORNER OF THE GONDALA. HE SUFFERED A FRACTURED, DISLOCATED ANKLE.



Brief of Accident (Continued)

File No. - 931

5/31/84

GRAYSLAKE, IL

A/C Reg. No. N1062G

Time (Lc1) - 1945 CDT

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

Finding(s)

1. MISCELLANEOUS - 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. - 958      6/03/84      LANSING, IL      A/C Reg. No. N7443R      Time (Lcl) - 1400 CDT

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	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 - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	GARY, IN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LANSING MUNICI.
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2432/ 75
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light. - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 162
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 162
		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 2432 FT RWY HAD A 224 FT DISPLACED THRESHOLD DUE TO TREES NEAR THE APCH END. THE PLT STATED THAT WHEN HE LANDED, THE ACFT TOUCHED DOWN "SOMEWHAT DOWN THE RWY PAST THE TRESHOLD" WITH 25 DEG OF FLAPS. HE STATED THAT BRAKING HAD LITTLE EFFECT BECAUSE THE FLAPS WERE STILL PROUDUCING LIFT ON THE WINGS. THE PLT THEN REALIZED THAT THE ACFT WAS TOO FAR DOWN THE RWY TO SAFELY GO AROUND. IT SUBSEQUENTLY WENT OF THE END & HIT A DITCH. THE PA-28 OWNER'S HANDBOOK STATES THERE WILL BE LESS CHANCE OF SKIDDING THE TIRES IF THE FLAPS ARE RETRACTED BEFORE APPLYING THE BRAKES.

Brief of Accident (Continued)

File No. - 958

6/03/84

LANSING, IL

A/C Reg. No. N7443R

Time (Lcl) - 1400 CDT

Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DISPLACED THRESHOLD
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 836      6/19/84      WHEELING, IL      A/C Reg. No. N4608V      Time (Lcl) - 1755 CDT

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

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

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

Make/Model - CESSNA 172RG	Eng Make/Model - LYCOMING O-360-F1A6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	KENOSHA, WI	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PALWAUKEE
Wind Dir/Speed- 040/010 KTS		Runway Ident - UNK/NR
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - 3652/ 50
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - STRAIGHT-IN	
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)
PRIVATE	Current - YES	Total - 785
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - C-172RG	Make/Model- 13
		Instrument- 48
		Last 30 Days- UNK/NR
		Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED BY WITNESSES TO SLOW AND APPEAR TO STALL AND FALL TO THE RWY AS A BURST OF POWER WAS HEARD. THE ACFT WENT OFF THE RWY AND COLLIDED WITH A PARKED C-310. THE PLT SAID A GUST OF WIND BALLOONED THE ACFT AND HE ATTEMPTED TO GO-AROUND BUT THE TACH DID NOT COME UP TO FULL RPM. POST ACCIDENT TEST REVEALED NO DISCREPANCIES WITH THE ACFT.

Brief of Accident (Continued)

File No. - 836

6/19/84

WHEELING, IL

A/C Reg. No. N4608V

Time (Lc1) - 1755 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND

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

Finding(s)

4. FLARE - IMPROPER - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - AIRCRAFT PARKED
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

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

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

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. - 874

6/22/84

KILBOURNE, IL

A/C Reg. No. N734FP

Time (Lc1) - 1145 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	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAXI

Fire  
NONE

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

Make/Model - CESSNA 172N

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

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 186/008 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

AL BAKER

Runway Ident - 09

Runway Lth/Wid - 1000/ 50

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 24

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

Make/Model- 64

Instrument- 3

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT THE NOSE WHEEL COCKED IN SAND WHILE TAXING AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 874

6/22/84

KILBOURNE,IL

A/C Reg. No. N734FP

Time (Lc1) - 1145 CDT

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

Finding(s)  
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
-----

Occurrence #2        NOSE OVER  
Phase of Operation    TAXI - TO TAKEOFF

Finding(s)  
2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY  
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. - 905

6/23/84

BATAVIA, IL

A/C Reg. No. N4048F

Time (Lcl) - 2005 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE  
Crew Pass

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

Make/Model - BARNES AX-7  
Landing Gear - UNK/NR  
Max Gross Wt - 900  
No. of Seats - UNK/NR

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 - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 350/015 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 2500 FT  
Lowest Ceiling - 2500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
GENEVA, IL  
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 - FULL STOP

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

Pilot-In-Command

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

Age - 43

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- 94	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RECEIVED A WX BRIEFING BEFORE THE FLT. THE 1950 SURFACE OBSERVATION REPORTED WINDS FROM 090 DEG AT 4 KTS. DURING FLT, THE WINDS SUDDENLY PICKED UP & THE PLT ATTEMPTED A LANDING. A RAPID RATE OF DESCENT DEVELOPED & THE BALLOON COLLIDED WITH TREES BEFORE THE DESCENT RATE COULD BE CORRECTED. THE 2008 SPECIAL OBSERVATION REPORTED WINDS FROM 350 DEG AT 15 KTS GUSTING 25 KTS.



Brief of Accident (Continued)

File No. - 905

6/23/84

BATAVIA, IL

A/C Reg. No. N4048F

Time (Lc1) - 2005 CDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  2. LIGHT CONDITION - DUSK
  3. WEATHER CONDITION - UNFAVORABLE WIND
  4. WEATHER CONDITION - HIGH WIND
  5. WEATHER CONDITION - GUSTS
- 

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

Finding(s)

6. PRECAUTIONARY LANDING - DELAYED - PILOT IN COMMAND
  7. TERRAIN CONDITION - HIGH OBSTRUCTION(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) 1,6

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. - 906      6/25/84      KANKAKEE,IL      A/C Reg. No. N40712      Time (Lcl) - 1400 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

-----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 - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 070/009 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
ROMEOVILLE,IL

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 - 42

Biennial Flight Review

Current - YES  
Months Since - 10  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 178	Last 24 Hrs - UNK/NR
Make/Model- 47	Last 30 Days- UNK/NR
Instrument- 6	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG QUIT SHORTLY AFTER TAKEOFF & THE ACFT LANDED IN A BEAN FIELD. THE FUEL SELECTOR WAS FOUND ON THE EMPTY RIGHT MAIN FUEL TANK. THE LEFT MAIN FUEL TANK & TIP TANKS WERE FULL OF FUEL.

Brief of Accident (Continued)

File No. - 906

6/25/84

KANKAKEE,IL

A/C Reg. No. N40712

Time (Lc1) - 1400 CDT

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

Finding(s)

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

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

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-----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. - 957      6/10/84      MADISON, IN      A/C Reg. No. N8055W      Time (Lcl) - 0900 EST

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

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

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

Make/Model      - GRUMMAN AA-1C	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear      - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 1560	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- 045/005 KTS</p> <p>Visibility        - 20.0    SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling    - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation     - NONE</p> <p>Condition of Light      - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point 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 TOUCH AND GO</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>MADISON MUNICIPAL</p> <p>Runway Ident        - 21</p> <p>Runway Lth/Wid     - 3200/    60</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>STUDENT</p>	<p>Age - 50</p> <p>Biennial Flight Review</p> <p>Current            - N/A</p> <p>Months Since      - N/A</p> <p>Aircraft Type      - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total              - 33</p> <p>Make/Model-        10</p> <p>Instrument-          1</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 9</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS PRACTICING TOUCH-&-GO LANDINGS WITH AN AERONCA IN THE TRAFFIC PATTERN AHEAD OF HIM. HE STATED THAT WHEN HE TOUCHED DOWN, THE AERONCA WAS STILL ON THE RWY, SO HE DECIDED TO ABORT THE LANDING TO AVOID THE OTHER ACFT. THE PLT STATED HE HAD LIFTED OFF & REACHED AN ALT OF APRX 15 TO 20 FT WHEN THE ACFT STALLED & IMPACTED IN THE GRASS OFF THE RIGHT SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 957

6/10/84

MADISON, IN

A/C Reg. No. N8055W

Time (Lc1) - 0900 EST

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

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ABORTED LANDING - DELAYED - PILOT IN COMMAND
4. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
5. LIFT-OFF - PREMATURE - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - 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) 3,4,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 940      6/29/84      FT. WAYNE, IN      A/C Reg. No. N94111      Time (Lcl) - 1100 EST

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

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

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

Make/Model    - CESSNA 152	Eng Make/Model - LYCOMING O-235-N2C	ELT Installed/Activated - YES-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    - 108 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- 060/007 KTS</p> <p>Visibility          - 15.0    SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling     - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation       - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance   - VFR</p> <p>Type Apch/Lndg      - TRAFFIC PATTERN TOUCH AND GO</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>BAER FIELD</p> <p>Runway Ident        - 09</p> <p>Runway Lth/Wid     - 5999/ 150</p> <p>Runway Surface      - ASPHALT</p> <p>Runway Status       - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 33</p> <p>Biennial Flight Review</p> <p>Current            - N/A</p> <p>Months Since      - N/A</p> <p>Aircraft Type      - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 39</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model-</td> <td>29</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>5</td> <td>Last 90 Days-</td> <td>10</td> </tr> </table>	Total	- 39	Last 24 Hrs	- 1	Make/Model-	29	Last 30 Days-	UNK/NR	Instrument-	5	Last 90 Days-	10
Total	- 39	Last 24 Hrs	- 1											
Make/Model-	29	Last 30 Days-	UNK/NR											
Instrument-	5	Last 90 Days-	10											

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING, THE ACFT BOUNCED & LANDED ON THE NOSE WHEEL, COLLAPSING THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 940

6/29/84

FT. WAYNE, IN

A/C Reg. No. N94111

Time (Lc1) - 1100 EST

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

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
  2. FLARE - IMPROPER - PILOT IN COMMAND
  3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2           NOSE GEAR COLLAPSED  
Phase of Operation    LANDING

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 879      7/01/84      INDIANAPOLIS, IN      A/C Reg. No. N21770      Time (Lcl) - 1030 EST

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

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

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

Make/Model	- NORTH AMERICAN P-51 MUSTANG X	Eng Make/Model	- RANGER V770	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 11600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- UNK/NR		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method	- N/A	INDIANAPOLIS, IN	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	MT. COMFORT
Wind Dir/Speed	- 020/004 KTS	ATC/Airspace	Runway Ident - 25
Visibility	- 5.0 SM	Type of Flight Plan	- NONE
Lowest Sky/Clouds	- 25000 FT	Type of Clearance	- NONE
Lowest Ceiling	- 25000 FT OVERCAST	Type Apch/Lndg	- TRAFFIC PATTERN
Obstructions to Vision	- NONE	FULL STOP	
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - UNK/NR	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 1	Make/Model - 15	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - 250	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A BOUNCED LANDING OCCURED DURING WHICH THE LEFT MAIN GEAR COLLAPSED FOLLOWED BY A GROUND LOOP.



Brief of Accident (Continued)

File No. - 879

7/01/84

INDIANAPOLIS, IN

A/C Reg. No. N21770

Time (Lc1) - 1030 EST

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
- 

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

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 994

6/10/84

SATANTA,KS

A/C Reg. No. N4452Y

Time (Lcl) - 0855 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

DESTROYED

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

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

ON GROUND

Pass

Accident Occurred During -DESCENT

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

Make/Model - PIPER PA-25-235

Eng Make/Model - LYCOMING O-540-B2B5

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2900

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 235 HP

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 040/015 KTS

Visibility - 15.0 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

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1880

Make/Model- 253

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 53

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER MAKING A SWATH RUN, THE PLT INITIATED A TURN-AROUND IN A DOWNWIND DIRECTION. DURING THE TURN, A WING DROPPED & THE ACFT ENTERED A DESCENT & STRUCK THE GROUND, NOSE 1ST. IT THEN BOUNCED & TRAVELED ANOTHER 53 FT BEFORE STOPPING & BURSTING INTO FLAMES. THE FLAMES SPREAD QUICKLY FORM A RUPTURED FUEL TANK, BUT THE STRONG WIND KEPT THE FLAMES FROM ENGULFING THE PLT COMPARTMENT. THE OPERATOR, WHO WAS ACTING AS A FLAGMAN, PULLED THE PLT FROM THE PLANE & TOOK HIM TO THE HOSPITAL. IN ADDITION TO SERIOUS IMPACT INJURIES, THE PLT WAS TREATED FOR PARATHION POISONING.

Brief of Accident (Continued)

File No. - 994

6/10/84

SATANTA,KS

A/C Reg. No. N4452Y

Time (Lc1) - 0855 CDT

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

Finding(s)

1. MANEUVER - INITIATED - PILOT IN COMMAND
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

-----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. - 1000      6/29/84      ATWOOD,KS      A/C Reg. No. N6797Z      Time (Lcl) - 0710 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Fatal	Injuries	
	SUBSTANTIAL		Serious	Minor
Type of Operation -AERIAL APPLICATION	Fire	0	0	0
Flight Conducted Under -14 CFR 137	ON GROUND	Crew 0	0	1
Accident Occurred During -LANDING		Pass 0	0	0

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

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540-B2B5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ATWOOD,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 280/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1298
SE LAND	Months Since - 2	Last 24 Hrs - 9
	Aircraft Type - C-150	Make/Model- 300
		Last 30 Days- UNK/NR
		Instrument- 49
		Last 90 Days- 148
		Multi-Eng - 12

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SWATH RUN, THE ENG BEGAN LOSING POWER. THE PLT PULLED UP & LOOKED FOR A PLACE TO LAND, THEN DUMPED HIS CHEMICAL LOAD. ENG RPM CONTINUED DECREASING SO HE ELECTED TO LAND IN A FIELD THAT WAS BEING SUMMER FALLOWED. DURING THE LANDING, THE ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THE #4 EXHAUST VALVE HAD BECOME FROZEN SHUT & THE PUSH ROD HAD BENT.

Brief of Accident (Continued)

File No. - 1000

6/29/84

ATWOOD,KS

A/C Reg. No. N6797Z

Time (Lc1) - 0710 CDT

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY, VALVE - JAMMED
2. ENGINE ASSEMBLY, PUSH ROD - BENT

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 918

7/08/84

TOPEKA,KS

A/C Reg. No. N5537W

Time (Lcl) - 1215 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - CESSNA P210N  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3400  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-P  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 310 HP

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

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 210/014 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 10500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FARGO,ND

Destination

CHANUTE,KS

Airport Proximity

ON AIRPORT

Airport Data

FORBES

Runway Ident - 13

Runway Lth/Wid - 12819/ 200

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 47

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3234

Make/Model- 147

Instrument- 366

Multi-Eng - 2271

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 53

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLT, THE PLT DECIDED TO DIVERT TO TOPEKA, KS. WHILE LANDING ON RWY 13, THE ACFT VEERED TO THE RIGHT. SUBSEQUENTLY, IT WENT OFF THE SIDE OF THE RWY, ENCOUNTERED SOFT, MUDDY TERRAIN & NOSED OVER. THE WIND WAS FROM 210 DEGS AT 14 GUSTING 22 KTS.

Brief of Accident (Continued)

File No. - 918

7/08/84

TOPEKA,KS

A/C Reg. No. N5537W

Time (Lc1) - 1215 CDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SOFT
8. 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) 2,3,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 975      7/11/84      BEUAMONT,KS      A/C Reg. No. N21AT      Time (Lcl) - 1515 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire      Crew      Pass  
NONE      0      0

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

Make/Model      - CESSNA 172  
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      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 035/005 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  
AUGUSTA,KS

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

BEAUMONT HOTEL  
Runway Ident      - 36  
Runway Lth/Wid      - 2500/ 80  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

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

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

Age - 20  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 51      Last 24 Hrs - 1  
Make/Model- 6      Last 30 Days- UNK/NR  
Instrument- 3      Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS TAKING OFF TO THE NORTH ON A SOD RWY WITH A LIGHT, NORTHEAST WIND. THE RWY WAS OUTLINED WITH OLD AUTOMOBILE TIRES. THE PLT ELECTED TO USE THE LEFT SIDE OF THE RWY, SINCE IT APPEARED TO BE SMOOTHER. AFTER LIFT-OFF, THE ACFT DRIFTED LEFT & THE LEFT MAIN GEAR HIT A TIRE. THE TIRE FLIPPED UP & HIT THE HORIZONTAL STABILIZER & JAMMED THE ELEVATOR. WITH THE AID OF THE RIGHT FRONT SEAT PASSENGER, THE PLT WAS ABLE TO MOVE THE ELEVATOR CONTROL. HE THEN LANDED SAFELY WHILE USING THE POWER TO CONTROL THE PITCH ATTITUDE.



Brief of Accident (Continued)

File No. - 975

7/11/84

BEUAMONT,KS

A/C Reg. No. N21AT

Time (Lc1) - 1515 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
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. - 882      7/24/84      GARDEN CITY,KS      A/C Reg. No. N3669X      Time (Lcl) - 1030 CDT

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

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

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

Make/Model	- AERO COMMANDER S2R	Eng Make/Model	- P&W R-134-O	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 6000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	Runway Ident	- N/A
Wind Dir/Speed	- 135/005 KTS	Runway Lth/Wid	- N/A
Visibility	- 10.0 SM	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Runway Status	- N/A
Lowest Ceiling	- NONE		
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)				
COMMERCIAL	Current	- YES	Total	- 1792	Last 24 Hrs	- UNK/NR
SE LAND	Months Since	- 20	Make/Model	- 78	Last 30 Days	- UNK/NR
	Aircraft Type	- UNK/NR	Instrument	- UNK/NR	Last 90 Days	- 114
			Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AFTER THE ACFT WAS FUELED HE FAILED TO VISUALLY CHECK THE FUEL TANKS AND JUST ASSUMED BOTH TANKS WERE FULL. HE STATED THE LEFT FUEL GAGE HAD BEEN INOPERATIVE ABOVE 1/2 TANK OF FUEL. DURING A SPRAY RUN, WHEN THE RIGHT TANK REACHED 1/4, HE SWITCHED TO THE LEFT TANK AND THE ENGINE BEGAN RUNNING ROUGH THEN IT LOST ALL POWER. THE PLT STATED THAT AFTER THE SOFT FIELD LANDING HE APPLIED LEFT RUDDER AND PURPOSELY GROUND LOOPED THE ACFT TO AVOID CONTACTING A DIRT BENCH.

Brief of Accident (Continued)

File No. - 882

7/24/84

GARDEN CITY,KS

A/C Reg. No. N3669X

Time (Lc1) - 1030 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

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

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DIRT BANK
7. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 876      2/13/84      MORGAN CITY, LA      A/C Reg. No. N70709      Time (Lcl) - 1630 CDT

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

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

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

Make/Model - SIKORSKY S-58E	Eng Make/Model - WRIGHT R-1820-84	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 12500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 14	Rated Power - 1525 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	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 270/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
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)
COMMERCIAL	Current - YES	Total - 3124
NONE	Months Since - 8	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 63
		Instrument- 69
		Last 30 Days- UNK/NR
		Last 90 Days- 63
		Rotorcraft - 3124

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE HELICOPTER WAS HOVERING ABOVE TREES AT ABOUT 100 FT AGL WHEN THE TAIL ROTOR CHIP DETECTOR LGT FLICKERED SVRL TIMES, THEN ILLUMINATED STEADILY. THIS WAS FOLLOWED BY A LOUD GRINDING NOISE FROM THE TAIL AREA & THE ACFT YAWED TO THE RIGHT. THE ACFT ENTERED AN AUTOROTATION AFTER MAKING 3 TURNS TO THE RIGHT. IT DESCENDED INTO THE TREES AT WHICH TIME THE MAIN ROTOR BLADES WERE BROKEN OFF. AN EXAM OF THE INTERMEDIATE TAIL ROTOR GEAR BOX DISCLOSED THAT 6 TEETH IN THE INPUT BEVEL PINION GEAR, PN S1635-64114, HAD FAILED IN THE ROOT AREA. A METALLURGICAL EXAM DETERMINED THAT THE FAILURE ZONE HAD FATIGUE INDICATIONS. CRACKS WERE FOUND IN OTHER AREAS OF THE GEAR BOX. SIKORSKY ENGINEERS DETERMINED THAT THE GEAR BOX HAD BEEN SUBJECTED TO HEAVY LOADS. THE GEAR BOX HAD BEEN LAST OPENED IN 1968. ONE GEAR WAS NOT A SIKORSKY PRODUCT.

Brief of Accident (Continued)

File No. - 876

2/13/84

MORGAN CITY, LA

A/C Reg. No. N70709

Time (Lc1) - 1630 CDT

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

Finding(s)

1. ROTOR DRIVE SYSTEM, INTERMEDIATE GEAR BOX(42 DEG) - FATIGUE

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

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) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 984      4/15/84      GRAND ISLE, LA      A/C Reg. No. N2177Q      Time (Lcl) - 1700 CST

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

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

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

Make/Model - CESSNA A185F	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination BATON ROUGE, LA	Airport Data
Completeness - N/A	ATC/Airspace	ELMER'S ISLAND
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Ident - 09
Wind Dir/Speed- 045/015 KTS	Type of Clearance - NONE	Runway Lth/Wid - 2800 -UNK/NR
Visibility - 7.0 SM	Type Apch/Lndg - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR		Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3006
SE LAND, ME LAND	Months Since - 19	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 116
		Instrument- 60
		Multi-Eng - 1500
		Last 30 Days- UNK/NR
		Last 90 Days- 36
		Rotorcraft - 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ESTIMATED THAT THE WIND WAS FROM THE NORTHEAST AT 15 KTS GUSTING TO 25 KTS. DURING AN EASTERLY TAKEOFF FROM A PRIVATE STRIP, THE ACFT ENCOUNTERED A GUST WHICH LIFTED THE LEFT WING CAUSING THE PLANE TO DRIFT RIGHT & LIFT OFF. THE ACFT CLIMBED TO AN ALT OF ABOUT 30 FT AGL, BUT WOULD NOT REMAIN AIRBORNE. IT SETTLED INTO A MARSH WHERE THE LEFT GEAR COLLAPSED & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 984

4/15/84

GRAND ISLE, LA

A/C Reg. No. N2177Q

Time (Lc1) - 1700 CST

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. LIFT-OFF - PREMATURE - PILOT IN COMMAND
6. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - WET
9. TERRAIN CONDITION - SOFT

Occurrence #3      MAIN GEAR COLLAPSED  
Phase of Operation      OTHER

Finding(s)

10. LANDING GEAR, MAIN GEAR - OVERLOAD

Occurrence #4      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) 4,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 983      4/15/84      MONTEREY, LA      A/C Reg. No. N8284F      Time (Lcl) - 1630 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 340/012 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

PRIVATE  
Runway Ident - 34  
Runway Lth/Wid - 1500  
Runway Surface - GRASS/TURF  
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 58

Biennial Flight Review

Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 136	Last 24 Hrs	- 2
Make/Model-	29	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED AT AN IMPROVED PRIVATE STRIP. LATER, HE TOOK OFF IN WINDS THAT HE REPORTED WERE DOWN THE RWY AT 12 KTS GUSTING TO 14 KTS. AFTER LIFT-OFF THE ACFT "CLIMBED NORMALLY" & CLEARED A POWER LINE AS WELL AS LOW TREES AT THE END OF THE STRIP. HOWEVER, THE PLT STATED THAT HE ENCOUNTERED TURBULENCE OVER THE LOW TREES & WAS CONCERNED ABOUT CLEARING A SINGLE REMAINING TALL TREE. SUBSEQUENTLY, THE ACFT COLLIDED WITH THE TALLER TREE AND CRASHED TO THE GROUND. THE PLT REPORTED THE STRIP WAS 3000 FT LONG. THE OWNER SAID IT WAS 1500 FT LONG & CAME TO AN ABRUPT STOP WHERE THE POWER LINE & A ROAD RAN PERPENDICULAR TO IT AT THE NORTH END.



Brief of Accident (Continued)

File No. - 983

4/15/84

MONTEREY, LA

A/C Reg. No. N8284F

Time (Lc1) - 1630 CST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  2. WEATHER CONDITION - GUSTS
  3. WEATHER CONDITION - TURBULENCE
  4. OBJECT - TREE(S)
  5. CLEARANCE - NOT ATTAINED - 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

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. - 974      4/18/84      BELLE CHASSE, LA      A/C Reg. No. N69GV      Time (Lcl) - 0730 CST

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

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

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

Make/Model	- CESSNA 185F	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- YES/NO
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3100	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	ON AIRPORT	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	Runway Ident	- N/A
Wind Dir/Speed	- 230/007 KTS	Runway Lth/Wid	- N/A
Visibility	- 7.0 SM	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Runway Status	- N/A
Lowest Ceiling	- NONE		
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4001	Last 24 Hrs - 6
SE LAND, ME LAND	Months Since - 8	Make/Model - 1355	Last 30 Days - 45
GLIDER	Aircraft Type - UNK/NR	Instrument - 46	Last 90 Days - 135
		Multi-Eng - 37	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN THE PLT ATTEMPTED TO START THE ENG, IT "HUNG UP IN THE MIDDLE OF THE COMPRESSION STROKE." HE STATED THAT AFTER CONFIRMING THAT THE MAGNETOS WERE OFF, HE ATTEMPTED TO "FREE THE PROPELLER BY HAND." THE ENG STARTED AS SOON AS THE PROPELLER WAS MOVED. THE NON-PLT PASSENGER IN THE RIGHT FRONT SEAT TRIED TO STOP THE AIRPLANE WITH THE MAGNETO SWITCH. HOWEVER, THE ACFT CONTINUED ABOUT 100 YDS, ROLLED THRU A GUARD RAIL & NOSED DOWN INTO A CANAL. THE MAGNETO SWITCH WAS FOUND IN THE "BOTH" POSITION, FUEL MIXTURE WAS FULL RICH & THE THROTTLE WAS ADVANCED. A CHECK OF THE MAGNETOS REVEALED NO MALFUNCTION.

Brief of Accident (Continued)

File No. - 974

4/18/84

BELLE CHASSE, LA

A/C Reg. No. N69GV

Time (Lcl) - 0730 CST

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

Finding(s)

1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
  2. POWERPLANT CONTROLS - INADVERTENT USE - PILOT IN COMMAND
  3. OBJECT - FENCE
- 

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

-----  
Occurrence #3            NOSE DOWN  
Phase of Operation      OTHER

-----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. - 925

4/01/84

HOPEDALE, MA

A/C Reg. No. N46837

Time (Lcl) - 1150 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

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

2

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- 010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

HOPEDALE-DRAPER

Runway Ident - 36

Runway Lth/Wid - 3193/ 100

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)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 21

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 368 Last 24 Hrs - UNK/NR

Make/Model- 362 Last 30 Days- UNK/NR

Instrument- 55 Last 90 Days- 167

Multi-Eng - 6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE SIXTH LANDING ON THE DUAL INSTRUCTIONAL FLT, THE ACFT VEERED TO THE LEFT. THE INSTRUCTOR TOOK OVER THE CONTROLS AND APPLIED RIGHT RUDDER BUT THE ACFT CONTACTED A SNOW BANK AND NOSED OVER.

Brief of Accident (Continued)

File No. - 925

4/01/84

HOPEDALE,MA

A/C Reg. No. N46837

Time (Lc1) - 1150 EST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
  2. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
  3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)
- 

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

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
- 

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 903      4/01/84      HAGERSTOWN, MD      A/C Reg. No. N2477L      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

Crew  
Pass

Fatal  
0  
0

Injuries

Serious      Minor  
0      1  
1      1

None  
0  
1

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

Make/Model      - CESSNA 172H  
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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Wind Dir/Speed- 300/012 KTS  
Visibility      - 20.0      SM  
Lowest Sky/Clouds      - 5000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

ATC/Airspace

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

Airport Data

WASHINGTON CO. REGIONAL  
Runway Ident      - 27  
Runway Lth/Wid      - 5450/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 48

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 226      Last 24 Hrs - 1  
Make/Model- 173      Last 30 Days- UNK/NR  
Instrument- 4      Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT INITIATED A 5 MI STRAIGHT-IN APPROACH. WHEN THE ACFT WAS WITHIN 2 MI OF THE ARPT, THE PLT REDUCED POWER, APPLIED CARB HEAT & SLOWED THE ACFT. WHEN IT APPEARED HE WAS GOING TO LAND SHORT, HE ADDED POWER, BUT THE ENG WOULD NOT RESPOND. THE ACFT WAS LANDED 3/4 MI SHORT OF THE RWY. NO PRE-ACCIDENT MECHANICAL PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 903

4/01/84

HAGERSTOWN, MD

A/C Reg. No. N2477L

Time (Lc1) - 1505 EST

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

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY  
-----

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. - 902      4/27/84      CLINTON, MD      A/C Reg. No. N6605R      Time (Lcl) - 1335 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

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

Make/Model      - BEECH B24R  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2750  
No. of Seats      - 4

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

ELT Installed/Activated - YES-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- 130/010 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
OCEAN CITY, MD  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

HYDE FIELD  
Runway Ident      - 31  
Runway Lth/Wid      - 1930/ 30  
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)  
PRIVATE  
SE LAND

Age - 57  
Biennial Flight Review  
Current      - YES  
Months Since      - 6  
Aircraft Type      - UNK/NR

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

Total	- 919	Last 24 Hrs	- 2
Make/Model-	438	Last 30 Days-	UNK/NR
Instrument-	223	Last 90 Days-	10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE MAIN RWY AT THE ARPT WAS CLOSED DUE TO RESURFACING. THE PLT WAS ATTEMPTING A LANDING ON RWY 31 KNOWING IT WOULD BE A DELIBERATE DOWNWIND LANDING. ACCORDING TO THE OPERATOR OF THE ARPT, PLTS WERE DISCOURAGED FROM USING RWY 13 BECAUSE THE TRAFFIC DIRECTLY INTERFERS WITH TRAFFIC AT A NEARBY ARPT. THE PLT LANDED LONG & EXECUTED A GO-AROUND, BUT WAS UNABLE TO CLEAR TREES.



Brief of Accident (Continued)

File No. - 902

4/27/84

CLINTON,MD

A/C Reg. No. N6605R

Time (Lc1) - 1335 EST

---

Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING

Finding(s)

1. WEATHER CONDITION - TAILWIND
  2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
  3. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
  4. GO-AROUND - DELAYED - PILOT IN COMMAND
  5. OBJECT - TREE(S)
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 928      4/28/84      COCKEYSVILLE,MD      A/C Reg. No. N6079R      Time (Lcl) - 1507 EST

-----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  
NONE

Crew  
Pass

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

Make/Model - MACHEN SUPERSTAR I PA-60-601P	Eng Make/Model - LYCOMING IO-540-S1A5MM	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 325 HP	

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL

Basic Weather - VMC  
Wind Dir/Speed- CALM

Visibility - 20.0 SM  
Lowest Sky/Clouds - 4200 FT

Lowest Ceiling - 4200 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LANCASTER,PA

Destination

GAINESVILLE,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 - IFR

Type of Clearance - IFR

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,ME LAND,SE SEA

Age - 58

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2500

Make/Model- 105

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-----

ON THE DAY OF DEPARTURE THE PLT HAD RECEIVED A 30 MIN FAMILIARIZATION FLT UPON COMPLETION OF THE SUPERSTAR CONVERSION. EMPHASIS WAS DIRECTED TO ENG GAGES, FUEL FLOW & COUNTER, & POWER SETTINGS. THE FLT WAS FLOWN AT 5,500 FT. THE PLT THEN OBTAINED A WX BRIEFING & FILED A FLT PLAN. ABOUT 15 MIN AFTER DEPARTURE, WHILE CLIMBING THRU FL 170, THE PLT RADIOED THAT HE HAD LOST BOTH ENGS. THE ACFT WAS SUBSEQUENTLY OBSERVED DESCENDING UNCONTROLLED OUT OF THE OVERCAST. AT ABOUT 1,000 FT AGL THE RIGHT AILERON SEPARATED. THE FUEL BOOST PUMPS WERE FOUND IN THE "OFF" POSITION. THE AFM STATES THAT THE BOOST PUMPS SHOULD BE ON DURING CLIMB ABOVE 10,000 FT. THE PLT HAD BEEN ENROLLED IN AN AEROSTAR TRANSITION SCHOOL THE PREVIOUS MONTH DURING WHICH A 2-HR COMBINED DEMONSTRATION/FLT EVALUATION FLT WAS CONDUCTED. THE INSTRUCTOR PLT RECOMMENDED FURTHER MULTI-ENG TRAINING.

Brief of Accident (Continued)

File No. - 928

4/28/84

COCKEYSVILLE, MD

A/C Reg. No. N6079R

Time (Lc1) - 1507 EST

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

Finding(s)

1. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND
2. FLUID, FUEL - STARVATION
3. FUEL BOOST PUMP SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

5. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE
6. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE RECURRENT TRAINING - PILOT IN COMMAND

Occurrence #3      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

9. FLIGHT CONTROL, AILERON - OVERLOAD
10. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
11. FLIGHT CONTROL, AILERON - SEPARATION

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6,7,9,10

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 834      4/04/84      PONTIAC, MI      A/C Reg. No. N3645T      Time (Lcl) - 0722 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

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

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

Fire      Crew      Pass  
NONE      0      0

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

Make/Model      - PIPER AEROSTAR 600  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 6600  
No. of Seats      - 2

Eng Make/Model      - LYCOMING IO-540-K1J5  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 290 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      - IMC  
Wind Dir/Speed- 140/010 KTS  
Visibility      - .500 SM  
Lowest Sky/Clouds      - 100 FT  
Lowest Ceiling      - 100 FT OBSCURED  
Obstructions to Vision- FOG  
Precipitation      - DRIZZLE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
COLUMBUS, OH  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - ILS-COMPLETE

Airport Proximity  
ON AIRPORT

Airport Data

PONTIAC/OAKLAND  
Runway Ident      - 09R  
Runway Lth/Wid      - 6200/ 150  
Runway Surface      - ASPHALT  
Runway Status      - WET

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

Pilot-In-Command

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

Age - 28  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type      - PA-60

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1615
Last 24 Hrs	- 3
Last 30 Days	- UNK/NR
Last 90 Days	- 103
Make/Model	- 250
Instrument	- 220
Multi-Eng	- 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN ILS APCH, THE ACFT COLLIDED WITH TREETOPS WHILE IT WAS SLIGHTLY LEFT OF THE APCH COURSE NEAR THE MIDDLE MARKER. THE PLT CONTINUED TO FLY THE ACFT TO THE RWY & THE PLANE TOUCHED DOWN ABOUT 1000 FT BEYOND THE THRESHOLD. AT TOUCHDOWN, THE ACFT VEERED TO THE RIGHT & SKIDDED TO A STOP BETWEEN THE RWY & A TAXIWAY. AN EXAM REVEALED THAT THE LEADING EDGES OF THE WINGS & THE RIGHT MAIN GEAR WERE DAMAGED DURING IMPACT WITH THE TREES. SCRAPE MARKS WERE FOUND ON THE TREAD OF THE RIGHT MAIN TIRE WHICH SHOWED THAT IT HAD SKIDDED ABOUT 90 DEG TO THE PLANE OF ROTATION AS IF IT HAD BEEN COCKED AT TOUCHDOWN. THE PLT STATED THAT SHE WAS CHASING THE NEEDLE DEFLECTION WHILE ON THE ILS APCH & WAS NOT PROPERLY OBSERVING THE ALTIMETER WHEN THE ACFT HIT THE TREES. THE DECISION HEIGHT FOR THE ILS APCH WAS 1180 FT MSL. THE ARPT ELEVATION WAS 980 FT MSL.

Brief of Accident (Continued)

File No. - 834

4/04/84

PONTIAC, MI

A/C Reg. No. N3645T

Time (Lc1) - 0722 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - BELOW APPROACH MINIMUMS
5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. DECISION HEIGHT - NOT IDENTIFIED - PILOT IN COMMAND
7. OBJECT - TREE(S)
8. LANDING GEAR, MAIN GEAR - OVERLOAD

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

Finding(s)

9. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
10. 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) 5,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 929      4/20/84      BAD AXE,MI      A/C Reg. No. N2472U      Time (Lcl) - 1215 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	1

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

Fire NONE  
Crew  
Pass

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

Make/Model - CESSNA 172D  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
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 - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 300/010 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  
SAME AS ACC/INC  
Destination  
URBANA,IL

Airport Proximity  
ON AIRPORT

Airport Data

HURON MEMORIAL  
Runway Ident - 03  
Runway Lth/Wid - 3500/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 32

Biennial Flight Review

Current - YES  
Months Since - 9  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 89	Last 24 Hrs - 0
Make/Model- 45	Last 30 Days- UNK/NR
Instrument- 5	Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TRAVELING 100-150 FT ON THE TAKEOFF ROLL, THE RGT BRAKE SEIZED & THE ACFT VEERED SHARPLY TO THE RGT. THE ACFT DEPARTED THE RWY & WENT INTO A MUDDY AREA WHERE THE NOSE GEAR COLLAPSED & THE ACFT NOSED DOWN. THE PLT REPORTED THAT THERE WERE 200 FT LONG SKID MARKS ON THE RWY FROM THE RGT TIRE. HE ALSO REPORTED THAT THE PINS ON THE BRAKE PAD WERE LOOSE WHICH ALLOWED IT TO MOVE & SUBSEQUENTLY SEIZE.

Brief of Accident (Continued)

File No. - 929

4/20/84

BAD AXE,MI

A/C Reg. No. N2472U

Time (Lc1) - 1215 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - BINDING(MECHANICAL)

Occurrence #2 LOSS OF CONTROL - ON GROUND  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

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

Occurrence #3 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF

Finding(s)

4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
5. TERRAIN CONDITION - WET
6. TERRAIN CONDITION - SOFT

Occurrence #4 NOSE GEAR COLLAPSED  
Phase of Operation TAKEOFF

Finding(s)

7. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #5 NOSE DOWN  
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) 5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 959      5/28/84      DRUMMOND ISLAND, MI      A/C Reg. No. N10174      Time (Lcl) - 1615 EDT

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

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

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

Make/Model - BELL 47G	Eng Make/Model - FRANKLIN 6VS 335A	ELT Installed/Activated - NO -N/A
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BALD ISLAND, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 315/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - WATER - CHOPPY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7647
SE LAND, ME LAND	Months Since - 4	Make/Model- 47
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 814
		Multi-Eng - 5286
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 118
		Rotorcraft - 130

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD PREVIOUSLY MADE 2 LOCAL FLTS, DURING WHICH, HE PRACTICED WATER LANDINGS & TAKEOFFS AS WELL AS OTHER MANEUVERS. ON THE 3RD FLT, HE MADE SEVERAL WATER TAKEOFFS & LANDINGS. THEN WHILE ON A LANDING, THE HELICOPTER BEGAN TO ROLL QUICKLY TO THE RIGHT. HE APPLIED LEFT CYCLIC & UP COLLECTIVE, BUT THE ROTOR BLADES STRUCK THE WATER. THE HELICOPTER ROLLED INVERTED, BUT CONTINUED TO BE SUPPORTED BY THE FLOATS. THE PASSENGER SUFFERED WATER INJECTION & WAS HOSPITALIZED. THE PLT ESTIMATED THAT THE WIND WAS FROM THE NORTHWEST AT 15 KTS.



Brief of Accident (Continued)

File No. - 959

5/28/84

DRUMMOND ISLAND, MI

A/C Reg. No. N10174

Time (Lcl) - 1615 EDT

-----  
Occurrence ..... ROLL OVER  
Phase of Operation ..... LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH WIND
3. TERRAIN CONDITION - WATER, ROUGH

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

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

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. - 828

6/11/84

MARINE CITY, MI

A/C Reg. No. N4857B

Time (Lcl) - 1530 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 - INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

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 - 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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

MARINE CITY  
Runway Ident - 04  
Runway Lth/Wid - 2248/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

Wind Dir/Speed- 060/008 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN  
TOUCH AND GO

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 53

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 62

Make/Model- 47

Instrument- 0

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT REACHED DOWN TO ADJUST THE TRIM AFTER TOUCHDOWN & THE ACFT BECAME AIRBORNE AGAIN. THE ACFT THEN BOUNCED HARD, 2 TIMES, & THE STUDENT MADE A GO-AROUND. HE DID NOT REALIZE THE EXTENT OF THE NOSE GEAR DAMAGE UNTIL AFTER THE NEXT LANDING. DURING THE LANDING ROLL-OUT, THE ACFT NOSED DOWN. THE PROP, ENG COWL, FIREWALL, ENG MOUNT & LEFT WING TIP WERE DAMAGED.

Brief of Accident (Continued)

File No. - 828

6/11/84

MARINE CITY, MI

A/C Reg. No. N4857B

Time (Lcl) - 1530 EDT

Occurrence #1      HARD LANDING  
Phase of Operation      LANDING

Finding(s)

1. FLARE - PERFORMED - PILOT IN COMMAND
2. ELEVATOR TRIM - IMPROPER USE OF - PILOT IN COMMAND
3.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
4. LIFT-OFF - INADVERTENT - PILOT IN COMMAND
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
6. LANDING GEAR, NOSE GEAR - OVERLOAD
7.      FLARE - IMPROPER - PILOT IN COMMAND
8. GO-AROUND - PERFORMED - PILOT IN COMMAND

Occurrence #2      NOSE DOWN  
Phase of Operation      LANDING - ROLL

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

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

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. - 932      6/13/84      TROY, MI      A/C Reg. No. N1394H      Time (Lcl) - 1145 EDT

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

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

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

Make/Model - ROBERT JUDD SONERAI II	Eng Make/Model - VOLKSWAGON 1850 CC	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	BIG BEAVER AIRPORT
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 40
Lowest Sky/Clouds - 4000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		
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)
PRIVATE	Current - YES	Total - 145
SE LAND	Months Since - 8	Last 24 Hrs - 9
	Aircraft Type - UNK/NR	Make/Model- 9
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AFTER A LOCAL FLT HE BEGAN A REDUCED POWER (1800 RPM) DESCENT FROM 4500 FT MSL BACK TO THE ARPT. AT 3300 FT MSL THE ENG QUIT. THE PLT WAS UNABLE TO RESTART THE ENG AS THE PROP WAS NOT WINDMILLING & THE ACFT WAS NOT EQUIPPED WITH AN ENG STARTER. THE WING SCRAPPED A PARKED VEHICLE ABOUT 100 FT FROM THE APPROACH END OF THE RWY BEFORE THE ACFT COLLIDED WITH A FENCE. THE SPARK PLUGS & EXHAUST PIPES WERE REPORTEDLY COVERED WITH BLACK SOOT. THE CARBURETOR WAS NOT EQUIPPED WITH CARBURETOR HEAT.

Brief of Accident (Continued)

File No. - 932

6/13/84

TROY, MI

A/C Reg. No. N1394H

Time (Lc1) - 1145 EDT

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

Finding(s)

1. CARBURETOR HEAT CONTROL - LACK OF
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. FUEL SYSTEM, CARBURETOR - ICE

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. ENGINE ACCESSORIES, ENGINE STARTER - LACK OF
5. STARTING PROCEDURE - NOT POSSIBLE -

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

Finding(s)

6. OBJECT - VEHICLE
7. OBJECT - FENCE

-----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) 2,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 919 7/01/84 OSSEO,MI

A/C Reg. No. N1106B

Time (Lcl) - 1615 EDT

-----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  
Pass

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

Make/Model - GLASFLUGEL LIBELLE  
Landing Gear - UNK/NR  
Max Gross Wt - 660  
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 - 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- 060/005 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 4000 FT THIN OVC

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MONTPELIER,OH

Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

HILLSDALE  
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

NONE

GLIDER

Age - 46

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 122

Make/Model- 60

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE THERMALS DISSIPATED & HE HAD TO MAKE AN OFF ARPT LANDING. THE LANDING WAS MADE IN A FIELD OF TALL GRASS & THE LEFT WING CONTACTED THE GRASS FIRST RESULTING IN A 90 DEG GROUND LOOP. THE AFT FUSELAGE SECTION SEPARATED.

Brief of Accident (Continued)

File No. - 919

7/01/84

OSSE0,MI

A/C Reg. No. N1106B

Time (Lc1) - 1615 EDT

Occurrence ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH VEGETATION

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 904      7/08/84      FLINT,MI      A/C Reg. No. N49185      Time (Lc1) - 1810 EDT

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

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

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

Make/Model1 - 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	GRANDLEDGE,MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BISHOP
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 14.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - VFR	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 - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 5378
SE LAND,ME LAND,SE SEA	Months Since - 12	Make/Model- 380
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 635
		Multi-Eng - 1323
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 50
		Rotorcraft - 2360

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DURING PREFLIGHT, HE NOTICED THAT AFTER STRAINING THE FUEL SUMP, THE STRAINER HANDLE DID NOT GO BACK IN AS FAR AS IT SHOULD HAVE. HE CHECKED TO MAKE SURE NO FUEL WAS LEAKING & DECIDED TO TAKE OFF. EN ROUTE, HE SMELLED FUEL VAPORS. THE ENG QUIT AS THE PLT WAS CLEARED TO LAND BY FLINT TOWER. THE FUEL TANKS WERE FOUND EMPTY. WITNESSES AT THE ACCIDENT SITE REPORTED THAT THE FUEL STRAINER HANDLE WAS NOT FULLY SEATED. THE FLT HAD DEPARTED WITH AN ESTIMATED 6-1/2 GALS OF FUEL ON BOARD ABOUT 15 MIN PRIOR TO THE ACCIDENT.



Brief of Accident (Continued)

File No. - 904

7/08/84

FLINT,MI

A/C Reg. No. N49185

Time (Lc1) - 1810 EDT

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

Finding(s)

1. FUEL SYSTEM,STRAINER - NOT ENGAGED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL SYSTEM,STRAINER - LEAK
4. FLUID,FUEL - FUMES
5. FLUID,FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
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) 1,2,3,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 922      7/14/84      ALMONT, MI      A/C Reg. No. N2492B      Time (Lcl) - 1645 EDT

-----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	1

-----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	- 3600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 115 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- UNK/NR	MACKINAC ISLAND, MI		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- VMC	FRASER, MI	ALMONT	
Wind Dir/Speed	- 240/014 KTS		Runway Ident	- N/A
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Flight Plan	Runway Surface	- N/A
Lowest Ceiling	- 25000 FT OVERCAST	Type of Clearance	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 138	Last 24 Hrs - 5
SE LAND	Months Since - 3	Make/Model - 73	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 3	Last 90 Days - 34

Instrument Rating(s) - NONE

-----Narrative-----

ON 7/13, THE PLT DEPARTED FRASER, MI, WITH FULL FUEL TANKS & FLEW TO LAKES OF THE NORTH. THE NEXT DAY HE FLEW TO MACKINAC ISLAND. HE THEN DEPARTED MACKINAC ISLAND WITHOUT REFUELING. NEAR FLINT, MI, THE PLT CONTACTED APCH CONTROL & INFORMED THEM HE WAS LOW ON FUEL. WHILE RECEIVING VECTORS TO ALMONT ARPT, THE ENG QUIT DUE TO FUEL EXHAUSTION & THE ACFT LANDED IN A WHEAT FIELD AND WAS DAMAGED.

Brief of Accident (Continued)

File No. - 922

7/14/84

ALMONT, MI

A/C Reg. No. N2492B

Time (Lcl) - 1645 EDT

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

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 DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - CROP

-----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. - 921 7/16/84 ALPENA,MI

A/C Reg. No. N8684U

Time (Lcl) - 0005 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire Crew  
NONE Pass

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

Make/Model - CESSNA 172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
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 - FSS  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- VARIABLE  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 5000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

PHELPS COLLINS  
Runway Ident - 10  
Runway Lth/Wid - 9000/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 46

Biennial Flight Review

Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1553	Last 24 Hrs	- 2
Make/Model-	142	Last 30 Days-	UNK/NR
Instrument-	477	Last 90 Days-	85
Multi-Eng	- 644		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHILE FLARING FOR THEIR 5TH STOP-&-GO AT NIGHT, A DEER RAN OUT ONTO THE RWY. THE ACFT COLLIDED WITH THE DEER & THE LEFT MAIN LANDING GEAR WAS SHEARED OFF. THE ACFT THEN VEERED OFF THE RWY.

Brief of Accident (Continued)

File No. - 921

7/16/84

ALPENA,MI

A/C Reg. No. N8684U

Time (Lc1) - 0005 EDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. OBJECT - ANIMAL(S)

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

Finding(s)

3. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #3 LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING

Finding(s)

4. DIRECTIONAL CONTROL - NOT POSSIBLE -
5. GROUND LOOP/SWERVE - UNCONTROLLED -

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 838      6/09/84      STANTON,MN      A/C Reg. No. N1015A      Time (Lcl) - 0940 CDT

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

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

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

Make/Model - PIPER PA-18A	Eng Make/Model - LYCOMING O-320-A3B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CARLETON
Wind Dir/Speed- 18C/005 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2560/ 300
Lowest Sky/Clouds - 5000 FT THIN OVC	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 60	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4074
SE LAND,ME LAND	Months Since - 11	Last 24 Hrs - 1
GLIDER	Aircraft Type - K-7	Make/Model- 165
		Last 30 Days- UNK/NR
		Instrument- 465
		Last 90 Days- 8
		Multi-Eng - 2965

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TOW PLANE AND THE SAILPLANE IT HAD TOWED TO PATTERN ALT COLLIDED ON FINAL APPROACH OF THE PATTERN. THE TOW PLANE WAS SUPPOSED TO FOLLOW THE SAILPLANE TO LAND AFTER IT HAD DROPPED THE TOW ROPE. THERE WAS A LOW SUN GLARE FACING THE TOW PLT ON THE HEADING OF THE BASE LEG. ACCORDING TO THE CFI IN THE GLIDER, THE TOW PLT WAS LOOKING "AHEAD AND TO THE LEFT" JUST BEFORE THE COLLISION. THERE WERE NO RADIOS IN EITHER ACFT.

Brief of Accident (Continued)

File No. - 838

6/09/84

STANTON,MN

A/C Reg. No. N1015A

Time (Lc1) - 0940 CDT

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Occurrence #1        MIDAIR COLLISION  
Phase of Operation    APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)  
1. COMMUNICATIONS EQUIPMENT - NOT ATTAINED -  
2. LIGHT CONDITION - SUNGLARE  
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND  
4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT  
-----

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) 3,4

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. - 838      6/09/84      STANTON,MN      A/C Reg. No. N3313      Time (Lcl) - 0940 CDT

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

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

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

Make/Model	- SCHLEICHER AS-K13	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	- 1060	Engine Type	- N/A		
No. of Seats	- 2	Rated Power	- N/A		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/005 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT THIN OVC</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 STANTON,MN</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 CARLETON</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 2560/ 300</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>COMMERCIAL,CFI</p> <p>SE LAND</p> <p>GLIDER</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 11</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1508</p> <p>Make/Model- 200</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 49</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE TOW PLANE AND THE GLIDER IT HAD TOWED TO PATTERN ALT COLLIDED ON THE FINAL APPROACH OF THE TRAFFIC PATTERN. THE TOW PLANE WAS SUPPOSED TO FOLLOW THE SAILPLANE & LAND AFTER ITS TOW ROPE DROP. THERE WAS A LOW SUN GLARE ON THE HEADING OF THE BASE LEG. THE CFI IN THE GLIDER SAID HE DID NOT SEE THE TOW PLANE UNTIL THE GLIDER WAS AT ABOUT 200 FT AGL & 200 YARDS FROM TOUCHDOWN, THEN HE SAW A "WHITE MOVEMENT" TO HIS LEFT. HE TURNED RIGHT, BUT WAS TOO LATE TO AVOID A COLLISION. HE SAID THERE WERE NO RADIOS IN EITHER ACFT.



Brief of Accident (Continued)

File No. - 838

6/09/84

STANTON,MN

A/C Reg. No. N3313

Time (Lcl) - 0940 CDT

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Occurrence #1            MIDAIR COLLISION  
Phase of Operation      APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. COMMUNICATIONS EQUIPMENT - NOT ATTAINED -
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
  3. VISUAL LOOKOUT - INADEQUATE - DUAL STUDENT
  4. LIGHT CONDITION - SUNGLARE
  5. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
- 

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

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----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 829

6/13/84

FAIRFAX, MN

A/C Reg. No. N501H

Time (Lcl) - 0825 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire  
ON GROUND

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

Make/Model - BELL 47G

Landing Gear - SKID

Max Gross Wt - 2950

No. of Seats - 3

Eng Make/Model - LYCOMING TVO-435-B1A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 270 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - FSS

Method - UNK/NR

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 300/011 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 20000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

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,CFI

SE LAND,ME LAND

HELICOPTER

Age - 37

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2562 Last 24 Hrs - 2

Make/Model- 2055 Last 30 Days- UNK/NR

Instrument- 72 Last 90 Days- 60

Multi-Eng - 16 Rotorcraft - 2204

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER PLT TURNED AT THE END OF A SPRAY RUN & THE ACFT COLLIDED WITH A POWER LINE. HE SAID THAT BECAUSE OF A QUARTERING TAILWIND, THE HELICOPTER WAS IN A NOSE HIGH ATTITUDE & THE TAIL ROTOR HIT A WIRE. THE PLT WAS ABLE TO MAKE AN AUTOROTATION AFTER THE HELICOPTER SPUN A FEW TURNS, BUT IT TOUCHED DOWN HARD ENOUGH TO RUPTURE FUEL LINES WHICH RESULTED IN A FIRE.

Brief of Accident (Continued)

File No. - 829

6/13/84

FAIRFAX, MN

A/C Reg. No. N501H

Time (Lcl) - 0825 CDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. CLIMB - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. 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) 2,4

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. - 960      6/18/84      LITTLE FALLS,MN      A/C Reg. No. N751AA      Time (Lcl) - 1200 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	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 - NO -N/A  
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 360/015 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 36

Biennial Flight Review  
Current, - YES  
Months Since - 3  
Aircraft Type - UNK/NR

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

Total	- 1606	Last 24 Hrs -	3
Make/Model-	370	Last 30 Days-	UNK/NR
Instrument-	79	Last 90 Days-	206
Multi-Eng -	41		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PREVIOUSLY, THE ACFT HAD BEEN LANDED IN A 1000 FT FLD WHEN THE ENG QUIT DURING A SIMULATED EMERGENCY WHILE ON A DUAL INSTRUCTIONAL FLT. THE INSTRUCTOR PLT DECIDED TO LEAVE THE STUDENT THERE & FLY THE ACFT BACK TO THE ARPT. HE WALKED DOWN THE FIELD & MADE AN "X" IN THE DAMP 6 INCH TALL GRASS WHERE HE WOULD ABORT THE TAKEOFF, IF NECESSARY. HE INITIATED A TAKEOFF, BUT WAS NOT AIRBORNE BY THE TIME HE REACHED THE "X", SO HE ABORTED. WHEN THE ACFT GOT CLOSE TO A FENCE AT THE END OF THE FIELD, THE PLT REALIZED HE WOULD NOT BE ABLE TO STOP IN TIME, SO HE TURNED LEFT INTO AN AREA OF 12 INCH GRASS. AT THAT TIME, THE ACFT BEGAN SLIDING. THE RIGHT GEAR HIT A FURROW & THE RIGHT WING HIT THE GROUND, THEN THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 960

6/18/84

LITTLE FALLS, MN

A/C Reg. No. N751AA

Time (Lcl) - 1200 CDT

Occurrence #1      OVERRUN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH VEGETATION
3. TERRAIN CONDITION - WET
4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

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

Finding(s)

5. MANEUVER - PERFORMED - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3      NOSE OVER  
Phase of Operation      TAKEOFF

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 955

6/25/84

MAHNOMEN, MN

A/C Reg. No. N6584

Time (Lcl) - 2106 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire  
NONE

-----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 - 4500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 600 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 080/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 9000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MAHNOMEN, 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

SE LAND

Age - 39

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - G164A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2782 Last 24 Hrs - UNK/NR

Make/Model- 763 Last 30 Days- UNK/NR

Instrument- 19 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKING OFF, THE ENG LOST POWER. THE PLT STATED THAT THE ENG STOPPED COMPLETELY "LIKE FUEL STARVATION." HE DUMPED HIS LOAD OF CHEMICALS & MADE AN EMERGENCY LANDING. DURING THE LANDING, THE ACFT HIT A DITCH & NOSED OVER. AN INVESTIGATION REVEALED NO DISCREPANCIES EXCEPT THAT THE SPARK PLUGS CONTAINED A SOOTY DEPOSIT.

Brief of Accident (Continued)

File No. - 955

6/25/84

MAHNOMEN, MN

A/C Reg. No. N6584

Time (Lc1) - 2106 CDT

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

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - DITCH

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 953      6/28/84      LAKE BENTON, MN

A/C Reg. No. N3681E

Time (Lcl) - 0745 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  
DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor

0  
0

0  
0

None  
1  
0

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

Make/Model      - PIPER PA-36-300  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 3900  
No. of Seats      - 1

Eng Make/Model      - LYCOMING IO-540-K1G5  
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- 170/004 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - 5500 FT  
Lowest Ceiling      - 5500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
LAKE BENTON, MN  
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

Age - 32  
Biennial Flight Review  
Current      - YES  
Months Since      - 3  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total      - 1637  
Make/Model- 1210  
Instrument- 14  
Last 24 Hrs - 9  
Last 30 Days- UNK/NR  
Last 90 Days- 90

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON AN AERIAL APPLICATION FLT, THE PLT WAS CROSSING UNDER A POWER LINE WHEN A WIRE CAUGHT THE RUDDER & SEPARATED IT FROM THE ACFT. DURING A LANDING, THE LEFT WING CONTACTED THE GROUND 1ST.



Brief of Accident (Continued)

File No. - 953

6/28/84

LAKE BENTON,MN

A/C Reg. No. N3681E

Time (Lc1) - 0745 CDT

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Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
  2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
  3. FLIGHT CONTROL, RUDDER - SEPARATION
- 

Occurrence #2        DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation    LANDING  
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-----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. - 880      7/03/84      EDEN PRAIRIE, MN      A/C Reg. No. N9487F      Time (Lc1) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - INSTRUCTIONAL	Fire NONE	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91		Pass	0	0	0	2
Accident Occurred During -HOVER			0	0	0	0

-----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-----

<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- 350/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT</p> <p>Lowest Ceiling - 3000 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 EDEN PRAIRE, MN</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 - NONE</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>FLYING CLOUD</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 2991/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p> <p>HELICOPTER</p>	<p>Age - 26</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 17</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 791</p> <p>Make/Model- 219</p> <p>Instrument- 72</p> <p>Multi-Eng - 152</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 113</p> <p>Rotorcraft - 219</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI STATED THAT WHILE PRACTICING A PEDAL TURN THE STUDENT PILOT SUDDENLY APPLIED BACK CYLIC CAUSING THE TAIL ROTOR TO CONTACT THE GROUND. THE MAIN ROTOR THEN CONTACTED THE GROUND AND THE HELICOPTER ROLLED OVER.

Brief of Accident (Continued)

File No. - 880

7/03/84

EDEN PRAIRIE, MN

A/C Reg. No. N9487F

Time (Lc1) - 1430 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation HOVER

Finding(s)

1. CYCLIC - EXCESSIVE - DUAL STUDENT
2. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND(CFI)

Occurrence #2 ROLL OVER  
Phase of Operation HOVER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 803

4/07/84

MEMPHIS, MO

A/C Reg. No. N6902C

Time (Lcl) - 0800 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries		
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -UNKNOWN

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28R-201T  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC

Itinerary

Last Departure Point  
WICHITA FALLS, TX  
Destination  
DUBUQUE, IA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 090/015 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - 8000 FT SCATTERED  
Lowest Ceiling - 15000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 45  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1400  
Make/Model- 850  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BROKE APART DURING A X-COUNTRY FLT. SOME THUNDERSTORM ACTIVITY & TURBULENCE EXISTED ALONG PARTS OF THE PLANNED ROUTE OF FLT. HOWEVER, THERE WAS NO KNOWN ADVERSE WX IN THE VICINITY OF THE CRASH SITE. ABOUT 25 MI SOUTHWEST AT KIRKSVILLE, MD, THE 0745 CST WX WAS IN PART: 8000 FT SCATTERED, 15,000 FT OVERCAST, VISIBILITY 20 MI, WIND FROM 090 DEG AT 15 KTS. AN EXAM REVEALED THAT BOTH WINGS HAD FAILED UPWARD & AFT & THE STABILATORS HAD FAILED DOWNWARD IN RELATION TO THE ACFT. THE LEFT WING & THE STABILATORS WERE FOUND ABOUT 1-3/4 MI FROM THE MAIN WRECKAGE. THE PLT'S BODY WAS FOUND ABOUT 1/4 MI AWAY. THE PASSENGER WAS FOUND STRAPPED IN THE WRECKAGE.

Brief of Accident (Continued)

File No. - 803

4/07/84

MEMPHIS,MO

A/C Reg. No. N6902C

Time (Lcl) - 0800 CST

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Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    UNKNOWN

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    UNKNOWN

Finding(s)  
2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - 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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 804      6/28/84      LEE'S SUMMIT, MO      A/C Reg. No. N25496      Time (Lcl) - 1715 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	2
Accident Occurred During	-TAKEOFF	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235	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-----

<p><b>Weather Data</b></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 - 5.0 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><b>Itinerary</b></p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p><b>ATC/Airspace</b></p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TOUCH AND GO</p>	<p><b>Airport Proximity</b></p> <p>ON AIRPORT</p> <p><b>Airport Data</b></p> <p>MCCOMAS-LEE'S SUMMIT MUNI</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 3000/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2525
SE LAND	Months Since - 18	Make/Model- 732
	Aircraft Type - UNK/NR	Instrument- 87
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAKING OFF FROM A TOUCH-&-GO LANDING, THE ENG FAILED TO DEVELOPE FULL POWER. THE INSTRUCTOR PLT (CFI) PULLED THE THROTTLE BACK TO ABORT THE TAKEOFF, BUT THE RPM WOULD NOT REDUCE TO IDLE. SUBSEQUENTLY, THE ACFT CONTINUED APRX 500 FT PAST THE END OF THE RWY, ENCOUNTERED A SOFT SPOT (MUD) & NOSED OVER. AN EXAM OF THE CARBURETOR REVEALED THAT THE PRIMARY VENTURI RETAINER CLIPS, P/N 29-113, HAD FAILED & ALLOWED THE PRIMARY VENTURI TO MOVE FROM ITS MOUNTING POSITION.

Brief of Accident (Continued)

File No. - 804

6/28/84

LEE'S SUMMIT, MO

A/C Reg. No. N25496

Time (Lcl) - 1715 CDT

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - DUAL STUDENT
2. FUEL SYSTEM, CARBURETOR - FAILURE, PARTIAL
3. ABORTED TAKEOFF - PERFORMED -

Occurrence #2      OVERRUN  
Phase of Operation      TAKEOFF

Finding(s)

4. EMERGENCY PROCEDURE - IMPROPER USE OF - PILOT IN COMMAND(CFI)

Occurrence #3      NOSE OVER  
Phase of Operation      TAKEOFF

Finding(s)

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) 2

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 827      6/29/84      KIRKSVILLE, MO      A/C Reg. No. N761YR      Time (Lcl) - 1445 CDT

-----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 -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA T210M  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3800  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R1B      ELT Installed/Activated - YES/NO  
Number Engines - 1      Stall Warning System - YES  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 310 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 360/006 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CAMERON, MO  
Destination  
KIRKSVILLE, MO

Airport Proximity  
ON AIRPORT

Airport Data

CLARENCE CANNON  
Runway Ident - 36  
Runway Lth/Wid - 6004/ 100  
Runway Surface - CONCRETE  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age - 55  
Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - C-T210M

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	3016	Last 24 Hrs -	2
Make/Model-	220	Last 30 Days-	UNK/NR	
Instrument-	210	Last 90 Days-	56	
Multi-Eng -	680			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKING OFF, THE PLT NOTED A MALFUNCTION OF THE LANDING GEAR SYS. HE THEN TRIED TO LOWER THE GEAR, BUT THE NOSE GEAR WOULD NOT EXTEND. ALL ATTEMPTS TO EXTEND THE NOSE GEAR WERE UNSUCCESSFUL, SO THE PLT ELECTED TO MAKE A WHEELS-UP LANDING. AFTER THE LANDING, AN EXAM REVEALED THAT THE NOSE GEAR WAS COCKED & JAMMED IN THE WHEEL WELL. AN AN343H3A BOLT, P/N 1243617-1, HAD SHEARED & ALLOWED THE NOSE GEAR TO JAM. THE PLT REPORTED THAT THE NOSE GEAR BEARING HAD RECENTLY FAILED & THE ACFT HAD RUN OFF THE RWY & ONTO ROUGH TERRAIN. AFTER THE WHEEL BEARING WAS REPAIRED, THE ACFT HAD MADE 3 TAKEOFFS & 2 LANDINGS BEFORE THE NOSE GEAR JAMMED ON THIS FLT.



Brief of Accident (Continued)

File No. - 827

6/29/84

KIRKSVILLE, MO

A/C Reg. No. N761YR

Time (Lcl) - 1445 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - PREVIOUS DAMAGE
2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
3. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL
4. LANDING GEAR, NOSE GEAR ASSEMBLY - 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) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 915      7/18/84      WEST PLAINS, MO

A/C Reg. No. N39963

Time (Lc1) - 2000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -FLIGHT TEST  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - MORGAN T. MELTON SKY RIDER  
Landing Gear      - UNK/NR  
Max Gross Wt      - 1600  
No. of Seats      - 2

Eng Make/Model - LYCOMING O-320  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 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      - 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      - TRAFFIC PATTERN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data  
WEST PLAINS  
Runway Ident      - 14  
Runway Lth/Wid      - 3200/      75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 41  
Biennial Flight Review  
Current      - YES  
Months Since      - 19  
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED  
Flight Time (Hours)  
Total      - 557  
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 OWNER/BULDER STATED THAT HE & HIS BROTHER HAD BEEN HAVING AN ENG PROBLEM WHICH THEY ASSUMED WAS DUE TO A VAPOR LOCK. THEY HAD INSTALLED A METAL BOX AROUND THE ELECTRIC FUEL PUMP TO INSULATE IT FROM THE HEAT OF THE EXHAUST PIPE. THE BROTHER INITIATED A HI SPEED TAXI TEST & WAS NOT SUPPOSE TO HAVE TAKEN OFF. HOWEVER, THE ACFT BECAME AIRBORNE, CLIMBED ABOUT 500 FT, THEN TURNED ONTO A DOWNWIND LEG OF THE TRAFFIC PATTERN. AT ABOUT THAT TIME, THE ENG BEGAN LOOSING POWER. THE ACFT CONTINUED ON DOWNWIND & TURNED ON A BASE LEG. AT ABOUT 200 FT AGL, DURING A STEEP TURN TO FINAL, THE ACFT STALLED & CRASHED. THE CARBURETOR WAS DESTROYED BY IMPACT. ABNORMAL WEAR MARKS WERE NOTED ON THE LOWER EDGE OF THE PRIMARY VENTURE. THE MAGNETO SWITCH WAS FOUND IN THE "OFF" POSITION & THE KEYS WERE FOUND ABOUT 14 FT AWAY. THIS WAS THE ACFT'S 1ST TEST FLT.

Brief of Accident (Continued)

File No. - 915

7/18/84

WEST PLAINS, MO

A/C Reg. No. N39963

Time (Lcl) - 2000 CDT

-----  
Occurrence #1        LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation    APPROACH - VFR PATTERN - DOWNWIND

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - VFR PATTERN - BASE TO FINAL  
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND  
3. STALL - INADVERTENT - PILOT IN COMMAND  
-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH  
-----

----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. - 956      8/13/84      CHESTERFIELD,MO      A/C Reg. No. N2898Q      Time (Lcl) - 1840 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172L	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 - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point BLOOMINGTON,IN	
Method - TELEPHONE	Destination SAME AS ACC/INC	Airport Data SPIRIT OF ST LOUIS
Completeness - UNK/NR		Runway Ident - 07
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 6000/ 150
Wind Dir/Speed- 135/011 KTS	Type of Flight Plan - VFR	Runway Surface - ASPHALT
Visibility - 3.000 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - NONE		
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----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 - UNK/NR	Total - 575
SE LAND	Months Since - UNK/NR	Make/Model- 530
	Aircraft Type - UNK/NR	Instrument- 28
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL THE PLT WAS INSTRUCTED TO MAKE A RIGHT HAND TRAFFIC PATTERN. SHE WAS CLEARED TO LAND BEHIND ANOTHER ACFT ON A TOUCH & GO FROM A LEFT PATTERN. THE OTHER ACFT WAS STILL ON THE RWY WHEN SHE STARTED FLARING TO LAND. THE PLT STATED THAT THE ACFT BOUNCED BADLY DURING THE LANDING & AFTER IT SETTLED BACK TO THE RWY, SHE HAD POOR STEERING, SO SHE WENT OFF THE RWY & SHUT DOWN THE ENG. THE NOSE SECTION, FIREWALL, LANDING GEAR & PROP WERE DAMAGED DURING THE OCCURRENCE.

Brief of Accident (Continued)

File No. - 956

8/13/84

CHESTERFIELD,MO

A/C Reg. No. N2898Q

Time (Lc1) - 1840 CDT

-----  
Occurrence           HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. FLARE - IMPROPER - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
  4. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 900      6/13/84      FORKVILLE, MS      A/C Reg. No. N3779L      Time (Lcl) - 2130 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	1
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172G	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BATESVILLE, MS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HATTIESBURG, MS	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 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 - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 348
SE LAND	Months Since - 2	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model - 75
		Instrument - 0
		Last 30 Days - UNK/NR
		Last 90 Days - 10

Instrument Rating(s) - NONE

-----Narrative-----

AFTER APRX 3 HRS OF FLIGHT TIME, THE PLT EXPERIENCED A TOTAL LOSS OF POWER. A FORCED LANDING WAS MADE IN TREES IN A NATIONAL FOREST AREA. FOUR OUNCES OF FUEL WERE FOUND IN THE GASCOLATOR, ABOUT 2 OUNCES IN THE RIGHT WING AND A FEW DROPS IN THE LEFT WING. THE PLT STATED THAT HE DID NOT VISUALLY CHECK THE FUEL QUANTITY DURING THE PREFLIGHT.

Brief of Accident (Continued)

File No. - 900

6/13/84

FORKVILLE, MS

A/C Reg. No. N3779L

Time (Lc1) - 2130 CDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CRUISE

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - PILOT IN COMMAND
  3. FLUID, FUEL - EXHAUSTION
  4.        FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING

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) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 899      6/30/84      GRENADA,MS      A/C Reg. No. N4650L      Time (Lcl) - 0925 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION) .	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation                -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under        -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During      -APPROACH			0	0	0	0

-----Aircraft Information-----

Make/Model        - CESSNA 172G	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear     - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt     - 2150	Engine Type     - RECIPROCATING-CARBURETOR	
No. of Seats     - 4	Rated Power     - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing        - FSS	Last Departure Point	ON AIRPORT
Method            - TELEPHONE	JACKSON,MS	
Completeness     - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather     - VMC	SAME AS ACC/INC	GRENADA MUNI.
Wind Dir/Speed- 340/004 KTS	ATC/Airspace	Runway Ident        - 31
Visibility        - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid     - 4845/ 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- HAZE		
Precipitation     - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current            - YES	Total               - 860
SE LAND	Months Since     - 23	Make/Model-        812
	Aircraft Type    - UNK/NR	Instrument-         114
		Multi-Eng -         9
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 74

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL TO AN UNCONTROLLED ARPT, THE PLT MADE AN APCH WHILE FOLLOWING ABOUT 1/4 MI BEHIND A UH-1 HELICOPTER. AT THAT TIME, THERE WAS A QUARTERING HEAD WIND AT ABOUT 4 KTS. WHILE ON FINAL APCH AT AN ALT OF ABOUT 200 FT AGL, THE CESSNA 172 ENCOUNTERED SEVERE TURBULENCE & THE PLT WAS UNABLE TO MAINTAIN FLT. WITNESSES REPORTED THAT THE CESSNA WENT NEARLY INVERTED AFTER ENCOUNTERING WAKE TURBULENCE FROM THE HELICOPTER. THE CESSNA IMPACTED THE GROUND ABOUT 500 FT SHORT OF THE RWY & WAS DAMAGED. THE PLT STATED THAT HE WAS NOT AWARE THAT HELICOPTERS PRODUCED WAKE TURBULENCE. THE AIM ADDRESSES HELICOPTER DOWNWASH & ROTOR VORTICES.



Brief of Accident (Continued)

File No. - 899

6/30/84

GRENADA, MS

A/C Reg. No. N4650L

Time (Lcl) - 0925 CDT

-----  
Occurrence #1            VORTEX TURBULENCE ENCOUNTERED  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
  2. CLEARANCE - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

-----  
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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 889      5/25/84      LIVINGSTON,MT      A/C Reg. No. N2373F      Time (Lcl) - 1635 MDT

-----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
Accident Occurred During -DESCENT			0	0	0
					None
					1
					1

-----Aircraft Information-----

Make/Model - CESSNA 210E	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 - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SALT LAKE CITY,UT	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LEWISTOWN,MT	
Wind Dir/Speed- 260/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 7000 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 7000 FT BROKEN	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 - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3595
SE LAND	Months Since - 12	Make/Model- 409
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A VISUAL FLIGHT PLAN FLIGHT THE NON-INSTRUMENT RATED PLT OPERATED HIS UNPRESSURIZED CESSNA 210 ABOVE THE CLOUDS AND UP TO AN ALTITUDE OF 16500 FEET MSL. THE PLT STATED THAT JUST AFTER PASSING, "CRAZY PEAK", HE ENCOUNTERED EXTREME TURBULENCE AND THE ACFT WAS SUCKED DOWN INTO THE CLOUDS BELOW. THE PLT STATED THAT AS THE ACFT ENTERED THE CLOUDS HE RETARDED THE ENGINE POWER. FURTHER HE SAID THAT THE ACFT STARTED A STEEP DESCENT AND BANKED AT LEAST 90 DEGREES. THE ACFT EXITED THE CLOUDS IN AN INVERTED SPIN AT AN ALTITUDE OF ABOUT 10000 FEET MSL. THE ACFT WAS SUBSTANTIALLY DAMAGED DURING THIS OUT-OF-CONTROL SEQUENCE AND SUBSEQUENT SPIN RECOVERY. THE ACFT WAS FLOWN TO THE DESTINATION WHERE IT LANDED UNEVENTFULLY.

Brief of Accident (Continued)

File No. - 889

5/25/84

LIVINGSTON, MT

A/C Reg. No. N2373F

Time (Lc1) - 1635 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. WEATHER CONDITION - CLOUDS
4. WEATHER CONDITION - DOWNDRAFT
5. WEATHER CONDITION - TURBULENCE
6. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CRUISE

Finding(s)

7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8,10

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. - 991      3/07/84      BENSON, NC      A/C Reg. No. N9162Y      Time (Lcl) - 1640 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation      -BUSINESS	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During      -CRUISE		Other	0	0	0	3

-----Aircraft Information-----

Make/Model      - PIPER PA-31T	Eng Make/Model - P&W PT6A-28	ELT Installed/Activated - YES/NO
Landing Gear      - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt      - 9000	Engine Type      - TURBOPROP	
No. of Seats      - 8	Rated Power      - 620 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing      - UNK/NR</p> <p>Method      - UNK/NR</p> <p>Completeness      - WEATHER NOT PERTINENT</p> <p>Basic Weather      - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility      - 25.0      SM</p> <p>Lowest Sky/Clouds      - UNK/NR</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 POMPANO BEACH, FL</p> <p>Destination RICHMOND, VA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance      - NONE</p> <p>Type Apch/Lndg      - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident      - N/A</p> <p>Runway Lth/Wid      - N/A</p> <p>Runway Surface      - N/A</p> <p>Runway Status      - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP</p> <p>ME LAND</p>	<p>Age - 65</p> <p>Biennial Flight Review</p> <p>Current      - YES</p> <p>Months Since      - 8</p> <p>Aircraft Type - PA-31T</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total      - 10000</p> <p>Make/Model- 1081</p> <p>Instrument- 1085</p> <p>Multi-Eng - 7647</p> <p>Last 24 Hrs - 7</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 70</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PIPER PA-31T, N9162Y, & A BEECH 200C, N390AC, WERE INVOLVED IN A MIDAIR COLLISION WHILE BOTH WERE CRUISING AT 17,500 FT IN UNLIMITED VISIBILITY. THE PIPER WAS TRACKING INBOUND ON THE 210 DEG RADIAL OF THE RICHMOND VOR. THE BEECH WAS TRACKING INBOUND ON THE 340 DEG RADIAL OF THE WILMINGTON VOR. BOTH ACFT WERE SUBSTANTALLY DAMAGED, BUT BOTH AIRCREW WERE ABLE TO CONTINUE FLYING & LAND SAFELY. THE PLT OF THE PIPER SAID THAT HE SAW A TAN FLASH JUST BEFORE THE COLLISION. THE PILOT OF THE BEECH DID NOT SEE THE PIPER. THE COCKPIT VIEW OF THE PA-31 PILOT WAS SOMEWHAT RESTRICTED BY THE LEFT, WINDSHIELD SIDE POST. LIKEWISE, THE BEECH PLT'S VIEW WAS SOMEWHAT RESTRICTED BY THE WINDSHIELD CENTER POST & THE WINDSHIELD WIPER ARM. THE ACFT CONVERGED ON ONEANOTHER WITH A COLOSURE SPEED OF ABOUT 420 KTS & IN THE SAME GENERAL DIRECTIONS THAT THE PLTS' VIEW WERE OBSTRUCTED.

Brief of Accident (Continued)

File No. - 991

3/07/84

BENSON, NC

A/C Reg. No. N9162Y

Time (Lc1) - 1640 EST

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Occurrence            MIDAIR COLLISION

Phase of Operation    CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 991

3/07/84

BENSON, NC

A/C Reg. No. N390AC

Time (Lcl) - 1640 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None.
Type of Operation	-OTHER WORK USE	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	Pass 0	0	0	2
Accident Occurred During	-CRUISE	Other 0	0	0	4

Type of Operation -OTHER WORK USE  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -CRUISE

-----Aircraft Information-----

Make/Model - BEECH 200C  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 12500  
No. of Seats - 5

Eng Make/Model - P&W PT6A-41  
Number Engines - 2  
Engine Type - TURBOPROP  
Rated Power - 750 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- UNK/NR  
Visibility - 25.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SMITHFIELD, NC  
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)

ATP  
SE LAND, ME LAND, SE SEA  
HELICOPTER

Age - 35

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7392	Last 24 Hrs	- 4
Make/Model	- 500	Last 30 Days	- UNK/NR
Instrument	- 350	Last 90 Days	- 220
Multi-Eng	- 2800	Rotorcraft	- 4300

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

A PIPER PA-31T, N9162Y, AND A BEECH 200C, N390AC, WERE INVOLVED IN A MIDAIR COLLISION WHILE BOTH WERE CRUISING AT 17,500 FT IN UNLIMITED VISIBILITY. THE PIPER WAS TRACKING INBOUND ON THE 210 DEG RADIAL OF THE RICHMOND VOR. THE BEECH WAS TRACKING INBOUND ON THE 340 DEG RADIAL OF THE WILMINGTON VOR. BOTH ACFT WERE SUBSTANTIALLY DAMAGED, BUT BOTH AIRCREW WERE ABLE TO CONTINUE FLYING AND LAND SAFELY. THE PLT OF THE PIPER SAID THAT HE SAW A TAN FLASH JUST BEFORE THE COLLISION. THE PILOT OF THE BEECH DID NOT SEE THE PIPER. THE COCKPIT VIEW OF THE PA-31 PILOT WAS SOMEWHAT RESTRICTED BY THE LEFT, WINDSHIELD SIDE POST. LIKewise, THE BEECH PLT'S VIEW WAS SOMEWHAT RESTRICTED BY THE WINDSHIELD CENTER POST AND THE WINDSHIELD WIPER ARM. THE ACFT CONVERGED ON ONE ANOTHER WITH A CLOSURE SPEED OF ABOUT 420 KTS AND IN THE SAME GENERAL DIRECTIONS THAT THE PLT'S VIEWS WERE OBSTRUCTED.

Brief of Accident (Continued)

File No. - 991

3/07/84

BENSON, NC

A/C Reg. No. N390AC

Time (Lc1) - 1640 EST

-----  
Occurrence            MIDAIR COLLISION  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 861      3/20/84      FLETCHER,NC

A/C Reg. No. N8300T

Time (Lcl) - 2205 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation            -BUSINESS  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -MANEUVERING

Aircraft Damage  
DESTROYED  
Fire                          NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	1	0	4	0

-----Aircraft Information-----

Make/Model    - PIPER PA-34-200T  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 4570  
No. of Seats   - 6

Eng Make/Model - CONTINENTAL L/TSI0-360  
Number Engines - 2  
Engine Type    - RECIP-FUEL INJECTED  
Rated Power    - 200 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing       - NWS  
Method            - TELEPHONE  
Completeness      - FULL  
Basic Weather     - VMC  
Wind Dir/Speed- 160/004 KTS  
Visibility        - 5.0 SM  
Lowest Sky/Clouds - 1000 FT SCATTERED  
Lowest Ceiling    - 3900 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation     - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
ARDEN,NC  
Destination  
RALEIGH,NC

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ASHEVILLE  
Runway Ident       - 16  
Runway Lth/Wid    - 8001/ 150  
Runway Surface    - ASPHALT  
Runway Status     - WET

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance   - IFR  
Type Apch/Lndg      - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,ATP  
SE LAND,ME LAND

Age - 27  
Biennial Flight Review  
Current            - YES  
Months Since      - 6  
Aircraft Type      - PA-34

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 4075      Last 24 Hrs - 2  
Make/Model-       131      Last 30 Days- UNK/NR  
Instrument-        382      Last 90 Days- 92  
Multi-Eng - 1150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF THE LEFT ENG LOST POWER SHORTLY AFTER THE LANDING GEAR WAS RETRACTED. THE PLT STATED THAT HE FELT THE LOSS OF POWER AT ABOUT THE SAME TIME THAT HE TURNED OFF THE LANDING LIGHTS. WITH THE LEFT ENG MANIFOLD PRESSURE GAUGE READING 25 INCHES HG, THE PLT BELIEVED HE WAS RECEIVING SOME POWER FROM THAT ENG & DID NOT FEATHER THAT PROP. SUBSEQUENTLY, THE ACFT CRASHED IN TREES AFTER IT TURNED TO A HEADING OF ABOUT 035 DEG. THE AREA SURROUNDING THE AIRPORT IS WOODED WITH RISING HILLS. AN INVESTIGATION DISCLOSED THAT THE ACFT WAS LOADED AT OR ABOVE ITS MAX GROSS WEIGHT LIMIT, & THAT THE CG WAS AFT OF THE REAR LIMIT. AN EXAM OF THE COCKPIT REVEALED THAT THE LEFT ENG MAG SWITCHES, LOCATED IMMEDIATELY ABOVE THE LANDING LIGHT SWITCHES, WERE IN THE "OFF" POSITION & THAT THE LANDING LIGHT SWITCHES WERE IN THE "ON" POSITION.



Brief of Accident (Continued)

File No. - 861

3/20/84

FLETCHER, NC

A/C Reg. No. N8300T

Time (Lc1) - 2205 EST

Occurrence #1      LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM, IGNITION SWITCH - SWITCHED OFF
2. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
4. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
5. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

6. OBJECT - OPEN FIELD

----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) 3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 858

4/21/84

WILMINGTON, NC

A/C Reg. No. N8092C

Time (Lcl) - 1600 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAXI

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-22-150  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1950  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 110/008 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BURGAW, NC

Destination

SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

PILOT'S RIDGE

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1124

Make/Model- 350

Instrument- 128

Multi-Eng - 4

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE PLT WAS TAXIING AFTER LANDING, ONE WHEEL OF THE ACFT MIRED IN A SOFT SPOT. THE ACFT THEN VEERED INTO SOFTER TERRAIN & NOSED OVER.

Brief of Accident (Continued)

File No. - 858

4/21/84

WILMINGTON, NC

A/C Reg. No. N8092C

Time (Lc1) - 1600 EST

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Occurrence

NOSE OVER

Phase of Operation

TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - SOFT
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 875      5/07/84      SMITHFIELD, NC      A/C Reg. No. N28239      Time (Lcl) - 2015 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	1
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- GRUMMAN AA-5B	Eng Make/Model	- LYCOMING O-360-A4K	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	JOHNSON COUNTY
Wind Dir/Speed	- 190/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 21
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Clearance	- 3700/ 75
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Surface
Obstructions to Vision	- NONE	FULL STOP	- ASPHALT
Precipitation	- NONE		Runway Status
Condition of Light	- NIGHT(BRIGHT)		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 61	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 3	Make/Model - 7	Last 30 Days - 5
	Aircraft Type - C-152	Instrument - 1	Last 90 Days - 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD ONLY 1 HR OF NIGHT EXPERIENCE & WAS PRACTICING NIGHT LANDINGS TO MAINTAIN CURRENCY. DURING A LANDING, THE ACFT BOUNCED & THE PLT ADDED POWER TO RECOVER. AS POWER WAS APPLIED, THE ACFT WENT OFF THE LEFT SIDE OF THE RWY & SUBSEQUENTLY COLLIDED WITH A TREE.

Brief of Accident (Continued)

File No. - 875

5/07/84

SMITHFIELD, NC

A/C Reg. No. N28239

Time (Lcl) - 2015 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - NIGHT
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 859      5/19/84      FRANKLIN,NC      A/C Reg. No. N2396J      Time (Lcl) - 1545 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage

SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries

Serious      Minor  
0      0  
0      0

None  
1  
1

-----Aircraft Information-----

Make/Model      - PIPER PA-18-150  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1760  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-320  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 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- 240/012 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  
FRANKLIN,NC  
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)  
PRIVATE  
SE LAND

Age - 52

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 365      Last 24 Hrs - UNK/NR  
Make/Model- 70      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- 20  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT, THE ENG LOST POWER. THE PLT CHOSE A SMALL CLEARING FOR A FORCED LANDING, BUT JUST BEFORE TOUCHING DOWN, THE ACFT CONTACTED AN ALUMINUM ROOFED SHED & AN ELECTRICAL WIRE, THEN CRASH LANDED. AN EXAM OF THE ACFT REVEALED NO PREIMPACT MECHANICAL MALFUNCTION OR FAILURE. THE TEMP & DEW POINT AT ASHVILLE, NC, WERE REPORTED AS 87 & 56 DEGREES RESPECTIVELY. THE PLT STATED THAT HE DID NOT REMEMBER USING CARBURETOR HEAT. ACCORDING TO THE ICING PROBABILITY CHARTS, CONDITIONS WERE CONDUCIVE TO CARBURETOR ICE.

Brief of Accident (Continued)

File No. - 859

5/19/84

FRANKLIN,NC

A/C Reg. No. N2396J

Time (Lc1) - 1545 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

4. OBJECT - BUILDING(NONRESIDENTIAL)
5. OBJECT - WIRE,TRANSMISSION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 977      7/01/84      HICKORY, NC      A/C Reg. No. N4886T      Time (Lcl) - 1443 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

		Injuries			
		Fatal	Serious	Minor	None
		0	0	0	1
		0	0	0	3

-----Aircraft Information-----

Make/Model      - PIPER PA-34-200  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3600  
No. of Seats      - 7

Eng Make/Model      - LYCOMING IO-360-C1E6  
Number Engines      - 2  
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      - 240/006 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - 3000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ASHEVILLE, NC  
Destination  
BANNER ELK, NC

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - UNK/NR  
Type Apch/Lndg      - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

HICKORY  
Runway Ident      - 19  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - GRASS/TURF  
Runway Status      - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
ME LAND

Age      - 51  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 2428	Last 24 Hrs	- 4
Make/Model	- 664	Last 30 Days	- UNK/NR
Instrument	- 15	Last 90 Days	- 62
Multi-Eng	- 867		

Instrument Rating(s)      - NONE

-----Narrative-----

ACFT LANDED WITH THE NOSE GEAR RETRACTED. EXAMINATION REVEALED THAT THE NOSE GEAR WAS HUNG UP IN THE WHEEL WELL BECAUSE AN AN4-12 BOLT, WHICH SECURED THE NOSE GEAR CENTERING SPRING ASS'Y, WAS HUNG UP IN THE GEAR DOOR LINKAGE. AN ANNUAL INSPECTION WAS COMPLETED 20 HRS PREVIOUS TO THE ACCIDENT AT WHICH TIME THE BOLT & BUSHINGS ON THE SHIMMY DAMPENER WERE REPLACED. THE PA-34 MAINT MANUAL INDICATES THAT THE CORRECT BOLT, A AN24-20A, SHOULD BE INSTALLED WITH THE BOLT HEAD DOWN & WITH A MS20364-428C LOCK NUT. THE BOLT THAT HUNG UP WAS INSTALLED WITH THE BOLT HEAD UP & WAS SECURED BY A CASTLE NUT & COTTER KEY. PIPER SERVICE LETTER 852, DATED 9/14/78, ADDRESSED THE POTENTIAL IMPROPER INSTALLATION OF THE BOLT & ANNOUNCED THE AVAILABILITY OF A PLACARD TO REMIND MECHANICS OF THE REQUIRED METHOD OF INSTALLATION. THE SERVICE LETTER NOTES THAT WHEN THE BOLT IS INSTALLED INCORRECTLY, NOSE GEAR OPERATION CAN BE RESTRICTED IN THE GEAR UP POSITION. THE NON-MANDATORY SERVICE LETTER HAD NOT BEEN COMPLIED WITH IN N4886T.



Brief of Accident (Continued)

File No. - 977

7/01/84

HICKORY, NC

A/C Reg. No. N4886T

Time (Lc1) - 1443 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation APPROACH

Finding(s)

1. LANDING GEAR, NOSE GEAR - IMPROPER
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. MAINTENANCE, SERVICE BULLETINS - NOT FOLLOWED - OTHER MAINTENANCE PSNL
4. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - JAMMED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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. - 891 2/03/84 TAPPEN,ND

A/C Reg. No. N737QE

Time (Lc1) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries	Fatal	Serious	Minor	None
Fire	1	0	0	0
Crew	0	0	0	0
Pass	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 - CESSNA TR182

Eng Make/Model - LYCOMING O-540-L3CD

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3100

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 235 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - PARTIAL,LMTD BY PILOT

Basic Weather - IMC

Wind Dir/Speed- 330/015 KTS

Visibility - .500 SM

Lowest Sky/Clouds - 100 FT

Lowest Ceiling - 100 FT OVERCAST

Obstructions to Vision- BLOWING SNOW

Precipitation - SNOW

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

MINNEAPOLIS,MN

Destination

DICKINSON,ND

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 - 46

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - UNK/NR

Total - UNK/NR

Last 24 Hrs - UNK/NR

SE LAND

Months Since - UNK/NR

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE NON-INSTRUMENT RATED PLT RECEIVED TWO WEATHER BRIEFINGS BEFORE THE FLIGHT. DURING THE LAST BRIEFING AT 1350 MST, HE WAS INFORMED THAT VFR FLT WAS NOT RECOMMENDED. AT 1554 MST, THE ACFT DEPARTED CRYSTAL ARPT IN A WESTERLY DIRECTION. SEVERAL WITNESSES TRAVELING ON A HIGHWAY STATED THAT THEY SAW A FLASHING LIGHT FROM A SMALL AIRPLANE WHICH WAS FLYING LOW & APPEARED TO BE FOLLOWING THE HIGHWAY. THEY REPORTED THAT THE WEATHER WAS CLEAR WHEN THEY FIRST SIGHTED THE ACFT. HOWEVER, SHORTLY AFTER IT WENT OUT OF VIEW, THEY ENCOUNTERED BLINDING SLEET SNOW. THE ACFT IMPACTED THE GROUND IN AN OPEN FIELD AFTER IT HAD TURNED RIGHT OF COURSE. IMPACT OCCURRED IN A RIGHT WING LOW, NOSE LOW ATTITUDE WHILE ON A HEADING OF ABOUT 015 DEG. THE DIRECTION TO THE DESTINATION WAS APRX 270 DEG. THE ACFT WAS FOUND ON 2/6/84.

Brief of Accident (Continued)

File No. - 891

2/03/84

TAPPEN,ND

A/C Reg. No. N737QE

Time (Lc1) - UNK/NR

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - SNOW
5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

6. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
9. TERRAIN CONDITION - OPEN FIELD
10. TERRAIN CONDITION - SNOW COVERED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7,8,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 935      4/22/84      FARGO,ND      A/C Reg. No. N3604U      Time (Lcl) - 1850 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

NONE  
Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      0  
1      0

None  
1  
1

-----Aircraft Information-----

Make/Model      - BALLOON WORKS FIREFLY 7B  
Landing Gear      - N/A  
Max Gross Wt      - 900  
No. of Seats      - UNK/NR

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      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 350/007 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 23000 FT THIN BKN  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
FARGO,ND  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FULL STOP

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  
FREE BALLOON

Age - 35

Biennial Flight Review

Current      - YES  
Months Since      - 20  
Aircraft Type      - AX-7

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total      - 1200      Last 24 Hrs - 3  
Make/Model- 30      Last 30 Days- UNK/NR  
Instrument- 50      Last 90 Days- 3  
Multi-Eng - 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A BALLOON LANDING WHICH THE PLT DESCRIBED AS NORMAL, A PAX BANGED HER KNEE & BROKE HER KNEE CAP.

Brief of Accident (Continued)

File No. - 935

4/22/84

FARGO,ND

A/C Reg. No. N3604U

Time (Lcl) - 1850 CST

-----  
Occurrence MISCELLANEOUS/OTHER  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)  
1. MISCELLANEOUS - INADVERTENT - PASSENGER

-----  
----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. - 805      6/30/84      BEAVER CITY, NE      A/C Reg. No. N92522      Time (Lcl) - 1015 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage

DESTROYED

Fire  
ON GROUND

Crew  
Pass

Fatal  
0  
0

Injuries

Serious      Minor  
0      0  
0      0

None  
1  
3

-----Aircraft Information-----

Make/Model      - CESSNA 182N  
Landing Gear      - TRICYCLE, FIXED  
Max Gross Wt      - 2800  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL O-470-R  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 230 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 150/012 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  
FORT COLLINS, CO  
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

HEWETTS  
Runway Ident      - 31  
Runway Lth/Wid      - 2600/ 100  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 39

Biennial Flight Review

Current      - YES  
Months Since      - 13  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 445      Last 24 Hrs - 2  
Make/Model- 405      Last 30 Days- UNK/NR  
Instrument- 40      Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED ON AN UNCONTROLLED ARPT TOWARD THE NNW, & AFTER TOUCHDOWN, IT DID NOT SLOW DOWN ADEQUETELY. ACCORDING TO THE PLT, HE ELECTED TO GROUND LOOP THE ACFT RATHER THAN TO CONTINUE OFF THE END OF THE RWY. DURING THE ATTEMPTED GROUND LOOP, THE ACFT TURNED INTO A FENCE & WAS DAMAGED. ABOUT 40 MI WEST AT MCCOOK, NE, THE WIND WAS FROM 150 DEG AT 12 KTS.

Brief of Accident (Continued)

File No. - 805

6/30/84

BEAVER CITY, NE

A/C Reg. No. N92522

Time (Lc1) - 1015 CDT

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

4. GROUND LOOP/SWERVE - ATTEMPTED - PILOT IN COMMAND
5. OBJECT - FENCE

----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) 1,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 920      7/16/84      GRAND ISLAND, NE      A/C Reg. No. NONE      Time (Lcl) - 2100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew 0	2	0	0
Flight Conducted Under	-14 CFR 103	NONE	Pass 0	0	0	0
Accident Occurred During	-DESCENT					

-----Aircraft Information-----

Make/Model	- ROTEC RALLY 3	Eng Make/Model	- ROTAX ?	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 48 HP		

-----Environment/Operations Information-----

<p><b>Weather Data</b></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- 350/030 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 2000 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><b>Itinerary</b></p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</p> <p><b>ATC/Airspace</b></p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p><b>Airport Proximity</b></p> <p>UNK/NR</p> <p><b>Airport Data</b></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 - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - YES	Total - 592
	Months Since - 17	Make/Model- 20
HELICOPTER	Aircraft Type - C-152	Instrument- 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE THE FLT, THE INSTRUCTOR SAW A THUNDERSTORM APPROXIMATELY 20 MI NORTH OF THE FIELD, MOVING SLOWLY TO THE SOUTH-SOUTHEAST. HE & THE STUDENT ELECTED TO MAKE A SHORT FLT. AFTER TAKING OFF, THEY MADE A PRACTICE FORCED LANDING IN AN OPEN FIELD ABOUT 1 MI NORTHWEST OF THE DEPARTURE POINT. AFTER THE FORCED LANDING, THEY START ANOTHER TAKEOFF RUN. AT THE SAME TIME THE TAIL WAS RAISED DURING THE ROLL, A SUDDEN GUST OF WIND WAS ENCOUNTERED. THE INSTRUCTOR SAID THE AIR WAS DEAD CALM, THEN 1 SEC LATER, IT GUSTED TO 40 MPH. HE SAID THAT THE ULTRALIGHT WENT STRAIGHT UP IN A FLAT CLIMB, MUCH LIKE A HELICOPTER. AFTER REACHING AN ESTIMATED 200 FT AGL, THE ROUGH AIR REPORTEDLY ROLLED THE ULTRALIGHT INTO A 90 DEG LEFT BANK & IT BEGAN A FAST DESCENT. SUBSEQUENTLY, THE VEHICLE IMPACTED IN A SHALLOW POND WHILE TRAVELING ABOUT 50 MPH. THE STUDENT WAS WEARING A MOTORCYCLE HELMET & STATED THAT IT SAVED HIM FROM HAVING A SERIOUS HEAD INJURY.



Brief of Accident (Continued)

File No. - 920

7/16/84

GRAND ISLAND, NE

A/C Reg. No. NONE

Time (Lc1) - 2100 CDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. GO-AROUND - INITIATED - DUAL STUDENT
4. GO-AROUND - PERFORMED - DUAL STUDENT
5. WEATHER CONDITION - UNFAVORABLE WIND
6. WEATHER CONDITION - GUSTS
7. WEATHER CONDITION - HIGH WIND
8. LIFT-OFF

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

9. WEATHER CONDITION - TURBULENCE
10. AIRCRAFT HANDLING - NOT POSSIBLE -
11. 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) 2

Factor(s) relating to this accident is/are finding(s) 1,5,6,7,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 914

8/01/84

HYANNIS,NE

A/C Reg. No. N63974

Time (Lcl) - 0545 CDT

-----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 -EXECUTIVE/CORPORATE

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-23-250T

Eng Make/Model - LYCOMING TIO-540-C1A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 5200

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 250 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 180/008 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 3000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

RAPID CITY,SD

Destination

DODGE CITY,KS

Airport Proximity

ON AIRPORT

Airport Data

GRANT COUNTY MUNICIPAL

Runway Ident - 35

Runway Lth/Wid - 2900/ 30

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND,ME LAND

Age - 64

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 9375

Make/Model- 290

Instrument- 1336

Multi-Eng - 4300

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 137

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD MADE PREVIOUS ARRANGEMENTS TO HAVE THE PASSENGER THAT WAS TO BE PICKED UP USE THE HEADLIGHTS ON HIS CAR TO INDICATE THE DIRECTION OF LANDING. UPON ARRIVAL THE PLT SAW THE HEADLIGHTS ON THE SOUTH END OF THE RWY POINTING NORTH. THE PLT SUBSEQUENTLY TOUCHED DOWN LONG & RAN OFF THE END OF THE RWY INTO SOFT SAND COLLAPSING THE NOSE GEAR & RIGHT MAIN LANDING GEAR. THE PLT STATED THAT AFTER THE ACCIDENT HE FOUND HE HAD A TAILWIND OF 5-10 KTS.

Brief of Accident (Continued)

File No. - 914

8/01/84

HYANNIS,NE

A/C Reg. No. N63974

Time (Lcl) - 0545 CDT

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. AIRPORT FACILITIES,WIND DIRECTION INDICATOR - INADEQUATE
4. WIND INFORMATION - INACCURATE - UNQUALIFIED PERSON
5. WEATHER CONDITION - TAILWIND
6. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

8. LANDING GEAR,MAIN GEAR - OVERLOAD
9. LANDING GEAR,NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 927      11/24/84      PENNINGTON,NJ      A/C Reg. No. N5894U      Time (Lcl) - 1340 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	2
Accident Occurred During -LANDING			0	0	0
					None

-----Aircraft Information-----

Make/Model - PIPER CHEROKEE 140-C	Eng Make/Model - LYCOMING UNK	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 140 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TWIN PINE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 30
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 110
SE LAND	Months Since - 29	Make/Model- 3
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & PASSG STATED THAT THE FLT & APPROACH TO LAND SEEMED NORMAL IN ALL RESPECTS. THEY BOTH HAVE NO RECOLLECTION OF THE ACTUAL ACCIDENT AND ONLY RECALL WAKING UP IN THE AMBULANCE. THERE ARE NO WITNESSES OF RECORD TO THE ACCIDENT. THE GROUND EVIDENCE SHOWS TIRE MARKS ON A ROAD WHERE IT APPEARS THE ACFT BOUNCED & HIT AN EMBANKMENT SHORT OF THE RWY THRESHOLD. THE ACFT STOPPED AFTER A SLIDE OF ABOUT 12 FT ON THE RWY. THE NOSE GEAR WAS SHEARED OFF, THE PROP, THE RT WING DAMAGED, AND THE WINDSCREEN CRACKED DURING THE SLIDE. THE WIND WAS FROM 280 DEGREES AT 14 KTS WITH LITTLE OR NO TURBULENCE.

Brief of Accident (Continued)

File No. - 927

11/24/84

PENNINGTON, NJ

A/C Reg. No. N5894U

Time (Lc1) - 1340 EST

Occurrence #1      UNDERSHOOT

Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      LANDING - ROLL

Finding(s)

4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. FLARE - MISJUDGED - PILOT IN COMMAND
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
7. ALTITUDE - INADEQUATE - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
9. TERRAIN CONDITION - DIRT BANK
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7,8,10

Factor(s) relating to this accident is/are finding(s) 9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 885      4/23/84      DULCE,NM

A/C Reg. No. N269L

Time (Lc1) - 1215 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries		
		Fatal	Serious	Minor	None	
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew 0	0	0	1	
Flight Conducted Under -14 CFR 135	NONE	Pass 0	0	0	2	
Accident Occurred During -CRUISE						

-----Aircraft Information-----

Make/Model - HELIO H-295	Eng Make/Model - LYCOMING G0-480-G1D6	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 295 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DULCE,NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 270/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3000
SE LAND	Months Since - 1	Last 24 Hrs - 6
	Aircraft Type - H-295	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 30
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS CROSSING A MOUNTAIN RIDGE AT 250 FEET WHEN A DOWNDRAFT WAS ENCOUNTERED ON THE DOWNWIND SIDE OF THE RIDGE. THE PLT THEN BANKED AND RETURNED TO THE UPWIND SLOPE BUT STILL WAS UNABLE TO MAINTAIN ALTITUDE. THE ACFT COLLIDED WITH TREES AND STABILIZER DAMAGE RESULTED. THE PLT CONTINUED TO FLY THE AIRPLANE AND LANDED IN A SMALL CLEARING. THE PLT STATED THAT A COMBINATION OF FATIGUE, FINANCIAL PRESSURE AND MISINTERPRETATION OF THE WINDS LEAD TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 885

4/23/84

DULCE,NM

A/C Reg. No. N269L

Time (Lc1) - 1215 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation CRUISE

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - DOWNDRAFT
3. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
4. OBJECT - TREE(S)
5. FLIGHT CONTROL, STABILATOR SURFACE - OVERLOAD

Occurrence #2 FORCED LANDING  
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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. - 909

6/16/84

TAOS,NM

A/C Reg. No. N30118

Time (Lcl) - 1530 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -SOARING MEET  
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 - SCHEIBE ZUGVOGEL IIIB  
Landing Gear - UNK/NR  
Max Gross Wt - 805  
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- 270/010 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
TAOS,NM  
Destination  
LOCAL

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  
NONE  
GLIDER

Age - 28  
Biennial Flight Review  
Current - YES  
Months Since - 14  
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

Total	- 83	Last 24 Hrs -	UNK/NR
Make/Model-	43	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	14

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE WINDS INCREASED DURING A FLT IN A MOUNTAINOUS AREA & THE THERMAL UPDRAFTS "BROKE UP." WHILE GLIDING BACK TO THE ARPT, HE ENCOUNTERED SINKING AIR & WAS FORCED TO MAKE AN EMERGENCY LANDING ON ROUGH, SAGE BRUSH COVERED, TERRAIN. THIS WAS THE PLT'S FIRST FLT IN A MOUNTAINOUS AREA AT HIGH ELEVATIONS. THE PLT SUBSEQUENTLY TOOK THREE FLTS WITH A LOCAL PLT EXPERIENCED IN MOUNTAINOUS FLYING. HE SUGGESTED THIS TYPE OF TRAINING FOR PLTS WITH NO PREVIOUS MOUNTAINOUS FLYING EXPERIENCE BEFORE FLYING OVER MOUNTAINOUS TERRAIN. THE ELEVATION OF THE CRASH SITE WAS ABOUT 7090 FT.



Brief of Accident (Continued)

File No. - 909

6/16/84

TAOS,NM

A/C Reg. No. N30118

Time (Lc1) - 1530 MDT

Occurrence #1 FORCED LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. TERRAIN CONDITION - HIGH TERRAIN
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. 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

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 910      6/21/84      GALLUP,NM      A/C Reg. No. N153M      Time (Lcl) - 0902 MDT

-----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
						3

-----Aircraft Information-----

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GRAND CANYON,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SENATOR CLARKE
Wind Dir/Speed- 210/007 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6300/ 100
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 - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 12643
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 65
		Instrument- 3400
		Multi-Eng - 11000
		Last 30 Days- UNK/NR
		Last 90 Days- 306

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL, THE RIGHT GEAR COLLAPSED & THE ACFT VEERED OFF THE RWY. AN EXAM REVEALED THAT THE RIGHT WHEEL ASS'Y HAD SEPARATED FROM THE GEAR LEG. THERE WAS EVIDENCE THAT THE 2 LOWER BOLTS HAD BEEN STRIPPED PRIOR TO THE WHEEL FAILURE, EITHER BY BEING OVERTORQUED OR BY A SERIES OF HARD LANDINGS. THE PRIOR OWNER HAD USED THE ACFT IN A SPORT PARACHUTE OPERATION.

Brief of Accident (Continued)

File No. - 910

6/21/84

GALLUP, NM

A/C Reg. No. N153M

Time (Lc1) - 0902 MDT

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Occurrence            MAIN GEAR COLLAPSED

Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR - PREVIOUS DAMAGE
  2. LANDING GEAR, MAIN GEAR - STRIPPED THREAD
  3. LANDING GEAR, MAIN GEAR - FAILURE, PARTIAL
- 

----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. - 839 4/18/84 MINDEN,NV

A/C Reg. No. N123BP

Time (Lcl) - 1732 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - BOWEN-POWELL BP-1  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1650  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-125-2  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 125 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- 130/023 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - 14000 FT SCATTERED  
Lowest Ceiling - 25000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP  
SE LAND,ME LAND,SE SEA  
HELICOPTER

Age - 48

Biennial Flight Review

Current - NO  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 9000	Last 24 Hrs	- UNK/NR
Make/Model-	9	Last 30 Days-	75
Instrument-	UNK/NR	Last 90 Days-	140
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES OBSERVED THE ACFT ENTER A RIGHT TURN AT ABOUT 1000 TO 1500 FT AGL. THE TURN STEEPENED INTO A TIGHT SPIRAL, & SUBSEQUENTLY, THE ACFT CRASHED IN A STEEP NOSE DOWN ATTITUDE. THE PLT WAS WEARING A PARACHUTE & BAILED OUT; HOWEVER, THE PARACHUTE BECAME ENTANGLED IN THE ACFT & PULLED THE PLT TO THE GROUND. THE RIGHT AILERON WAS FOUND ABOUT 1000 FT NE OF THE MAIN WRECKAGE. THE WINGS WERE COMPLETELY SHATTERED DURING THE ACCIDENT. THE INVESTIGATION REVEALED THAT THE WINGS & AILERONS HAD BEEN REBUILT ON 5/30/82 AFTER THE ACFT HAD SUSTAINED DAMAGE. A SPECIAL AIRWORTHINESS CERTIFICATE HAD BEEN ISSUED ON 10/3/83 FOR 25 HRS OF FLT TIME OR 1 YEAR. THE ACFT HAD A TOTAL FLT TIME OF 15 HRS.

Brief of Accident (Continued)

File No. - 839

4/18/84

MINDEN, NV

A/C Reg. No. N123BP

Time (Lc1) - 1732 PST

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      CRUISE

Finding(s)

1. FLIGHT CONTROL,AILERON ATTACHMENT - FAILURE,TOTAL
  2. MAINTENANCE,REPLACEMENT - INADEQUATE - OTHER MAINTENANCE PSNL
  3. FLIGHT CONTROL,AILERON ATTACHMENT - SEPARATION
- 

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE - NORMAL

-----

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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 853      6/05/84      LAS VEGAS, NV      A/C Reg. No. N14NP      Time (Lc1) - 1440 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER AEROSTAR 601P	Eng Make/Model - LYCOMING IO-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 290 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LANCASTER, CA	MCCARRAN INTL
Wind Dir/Speed- 290/006 KTS	ATC/Airspace	Runway Ident - 19R
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5000/ 75
Lowest Sky/Clouds - 10000 FT	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 440
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 165
		Instrument- 30
		Multi-Eng - 370
		Last 30 Days- UNK/NR
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE LOWERED THE GEAR BEFORE ENTERING THE TRAFFIC PATTERN & NOTED A DOWN-&-LOCKED INDICATION. HE REPORTED THAT DURING THE LANDING FLARE, THE GEAR UNSAFE HORN SOUNDED & HE APPLIED POWER TO GO AROUND. HOWEVER, HE FELT THE ACFT SCRAP THE SURFACE, SO HE RETARDED THE THROTTLE & MOVED THE GEAR SELECTOR TO THE UP POSITION. AFTER THE ACCIDENT, AN EXAM OF THE LANDING GEAR SYS REVEALED NO ABNORMALITIES.

Brief of Accident (Continued)

File No. - 853

6/05/84

LAS VEGAS, NV

A/C Reg. No. N14NP

Time (Lc1) - 1440 PDT

-----  
Occurrence            COMPLETE GEAR COLLAPSED  
Phase of Operation    LANDING

Finding(s)

1. UNDETERMINED
2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
3. 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. - 866      6/10/84      JEAN,NV

A/C Reg. No. N3184

Time (Lcl) - 1030 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      -APPROACH

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model      - BREEZY RLU-1A  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 900  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-235  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 110 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 270/020 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  
LAS VEGAS,NV

Airport Proximity  
ON AIRPORT

Airport Data

JEAN  
Runway Ident      - 20  
Runway Lth/Wid      - 4500/ 200  
Runway Surface      - GRAVEL  
Runway Status      - DRY

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND

Age      - 29  
Biennial Flight Review  
Current      - YES  
Months Since      - 17  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1880  
Last 24 Hrs      - 2  
Make/Model- 16  
Last 30 Days- UNK/NR  
Instrument- 116  
Last 90 Days- 21  
Multi-Eng      - 250

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE ACFT DEPARTED ON RWY 20 AND TURNED CROSSWIND AT AN ALT OF 200 FT AGL. THE PLT STATED THAT AFTER TURNING DOWNWIND FOR A NON-STANDARD TRAFFIC PATTERN AT AN AIRSPEED OF 60 TO 65 MPH THE ACFT BEGAN TO LOSE ALTITUDE. THE ACFT CONTINUED THE DESCENT EVEN THOUGH HE APPLIED BACK PRESS TO TRY AND CLIMB. THE ACFT CONTACTED THE GROUND IN A SLIGHT NOSE HIGH ATTITUDE. THE PLT REPORTED THE WINDS WERE FROM 270 DEGREES AT 20 KTS GUSTING TO 25 KTS AT THE TIME OF THE ACCIDENT. HE BELIEVED THAT THE ACFT ENCOUNTERED WIND SHEAR & WAS UNABLE TO MAINTAIN ALTITUDE.



Brief of Accident (Continued)

File No. - 866

6/10/84

JEAN,NV

A/C Reg. No. N3184

Time (Lcl) - 1030 PDT

-----  
Occurrence #1            ALTITUDE DEVIATION,UNCONTROLLED  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  2. WEATHER CONDITION - UNFAVORABLE WIND
  3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND

-----  
----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. - 852      6/12/84      RENO, NV

A/C Reg. No. N21939

Time (Lcl) - 1030 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  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 150L  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1600  
No. of Seats      - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 100 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 050/006 KTS  
Visibility      - 40.0      SM  
Lowest Sky/Clouds      - 6500 FT SCATTERED  
Lowest Ceiling      - 12000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

CANNON INTERNATIONAL  
Runway Ident      - 16  
Runway Lth/Wid      - 9000/ 150  
Runway Surface      - CONCRETE  
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)  
STUDENT

Age - 21

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	- 37	Last 24 Hrs - UNK/NR
Make/Model-	37	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

AS THE STUDENT PLT WAS FLARING TO LAND, THE ACFT BALLOONED & SUBSEQUENTLY ENTERED A PORPOISE. HE ATTEMPTED TO MAKE A GO-AROUND, BUT THE ACFT STRUCK THE GROUND WHEN IT LOST ALTITUDE AFTER THE STUDENT RETRACTED THE FLAPS.

Brief of Accident (Continued)

File No. - 852

6/12/84

RENO,NV

A/C Reg. No. N21939

Time (Lcl) - 1030 PDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. GO-AROUND - INITIATED - PILOT IN COMMAND
3. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
5.      IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - 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) 3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 831      5/22/84      ATLANTIC OCEAN,      A/C Reg. No. N68760      Time (Lcl) - 1851 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  
DESTROYED  
Fire  
UNK/NR

	Fatal	Serious	Minor	None
Crew	1	0	0	0
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-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - VMC

Itinerary

Last Departure Point  
VERO BEACH, FL  
Destination  
OPA-LOCKA, FL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 120/007 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 500 FT SCATTERED  
Lowest Ceiling - 2000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - VFR  
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)  
STUDENT

Age - 42

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	53
Make/Model-	53
Instrument-	UNK/NR
Multi-Eng -	UNK/NR
Last 24 Hrs -	2
Last 30 Days-	UNK/NR
Last 90 Days-	42
Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT WAS ON THE 3RD LEG OF A SOLO, X-COUNTRY FLT. ON THE 2ND LEG, HE ASKED FOR A DF STEER TO REACH THE ARPT. DURING LUNCH, HE DISCUSSED THE SITUATION WITH HIS INSTRUCTOR, WHO WAS AT THE ARPT WITH ANOTHER STUDENT. THE SOLO STUDENT DEPARTED AT 1455 EDT, EN ROUTE FROM VERO BEACH TO OPA-LOCKA. AT ABOUT 1620, HE CALLED PALM BEACH TOWER TO REPORT THAT HE WAS LOST OVER WATER. FOR AN HOUR & A HALF, GROUND & AIR PARTIES TRIED TO LOCATE HIM, BUT THEY WERE UNSUCCESSFUL. AT ABOUT 1847, THE PLT STATED ON THE RADIO THAT HE HAD RUN OUT OF FUEL & WAS DITCHING. AT ABOUT 1851, A BRITISH AIRCREW MADE CONTACT WITH THE PLT WHO STATED THAT HE WAS IN THE WATER & ASKED WHAT HE SHOULD DO. HE WAS INSTRUCTED TO EXIT THE ACFT & USE THE SEAT CUSHIONS FOR FLOTATION. NO FURTHER CONTACT WAS ESTABLISHED. THE SEARCH WAS SUSPENDED ON 5/27/84. THE PLT INJURY & ACFT DAMAGE ARE PRESUMED.

Brief of Accident (Continued)

File No. - 831

5/22/84

ATLANTIC OCEAN,

A/C Reg. No. N68760

Time (Lc1) - 1851 EDT

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 PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. FLUID, FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 837      6/10/84      WADSWORTH, OH      A/C Reg. No. N9882J      Time (Lc1) - 1215 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	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150L	Eng Make/Model - LYCOMING O-320-E20	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	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- 240/008 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - 3500 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- HAZE</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;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 20px;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">WADSWORTH MUNI</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 3535/ 75</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 style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 63</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 2</p> <p style="padding-left: 20px;">Aircraft Type - GLIDER</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 373</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 27</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 1</td> <td>Last 90 Days- 26</td> </tr> </table>	Total - 373	Last 24 Hrs - 1	Make/Model- 27	Last 30 Days- UNK/NR	Instrument- 1	Last 90 Days- 26
Total - 373	Last 24 Hrs - 1							
Make/Model- 27	Last 30 Days- UNK/NR							
Instrument- 1	Last 90 Days- 26							

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT TOUCHED DOWN 200 FT SHORT OF THE RWY AFTER THE ENGINE LOST POWER ON THE FINAL APPROACH. DURING LANDING THE ACFT COLLIDED WITH A CREEK EMBANKMENT. THE PLT STATED THAT WHILE ON FINAL APPROACH HE APPLIED CARBURETOR HEAT AND THROTTLED BACK. WHEN HE REAPPLIED THE THROTTLE THE ENGINE SPUTTERED AND QUIT. A POST ACCIDENT INSPECTION OF THE ENGINE REVEALED NO REASON FOR AN ENGINE POWER LOSS.

Brief of Accident (Continued)

File No. - 837

6/10/84

WADSWORTH, OH

A/C Reg. No. N9882J

Time (Lcl) - 1215 EDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
  2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
  3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH
  6. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 933      6/11/84      CENTER VILLAGE, OH      A/C Reg. No. N1244K      Time (Lc1) - 2040 EDT

-----Basic Information-----

Type-Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - LUSCOMBE 8A  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1200  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL A-65-8  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 65 HP

ELT Installed/Activated - YES/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- 360/006 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 25000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
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

AUGUST ACRES  
Runway Ident      - 09  
Runway Lth/Wid      - 2000/ 60  
Runway Surface      - GRASS/TURF  
Runway Status      - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 37

Biennial Flight Review

Current      - YES  
Months Since      - 21  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 420	Last 24 Hrs	- 1
Make/Model-	420	Last 30 Days-	UNK/NR
Instrument-	18	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING THE TAKEOFF, THE ACFT PREMATURELY BECAME AIRBORNE, THEN SETTLED BACK ONTO THE RWY & LIFTED OFF AGAIN. DURING THE SECOND LIFT-OFF, HE RAISED THE LEFT WING. SUBSEQUENTLY, THE LEFT X-WIND BLEW THE ACFT INTO A TREE LINE BESIDE THE RWY.



Brief of Accident (Continued)

File No. - 933

6/11/84

CENTER VILLAGE, OH

A/C Reg. No. N1244K

Time (Lcl) - 2040 EDT

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
  2. WEATHER CONDITION - CROSSWIND
  3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - 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) 1,2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 917      6/23/84      COLUMBUS, OH      A/C Reg. No. N5177Y      Time (Lcl) - 1305 EDT

-----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	ON GROUND	Pass	1	Serious	Minor	None
Accident Occurred During -MANEUVERING			0	0	0	0

-----Aircraft Information-----

Make/Model - ROBERT B. BOSTON GLASAIR RG	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 150 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LANCASTER, OH	
Wind Dir/Speed- 012/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3929
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - B-F33A	Make/Model- 2
		Instrument- 15
		Multi-Eng - 158
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON THE 2ND LEG OF A FLT TO FERRY THE HOME-BUILT ACFT TO THE LANCASTER ARPT FOR FURTHER TESTING. AFTER TAKEOFF, HE REQUESTED CLEARANCE TO STAY IN THE AREA FOR A FEW MINUTES. ATC ASKED HIM IF HE HAD A PROBLEM & THE PLT RESPONDED "NO, I JUST WANT TO CHECK SOMETHING OUT." A FEW MINUTES LATER, HE STATED "I'M IN TROUBLE." THE ACFT WAS SEEN & HEARD IN A DESCENDING LEFT TURN AT AN ESTIMATED SPEED OF OVER 100 MPH WITH THE ENG RUNNING AT A HIGH RPM & WITH THE LANDING GEAR RETRACTED. WHILE IN A DESCENDING LEFT TURN, THE ACFT STRUCK A TREE TOP. IT THEN HIT A UTILITY POLE, IMPACTED THE GROUND, BURST INTO FLAMES & WAS DEMOLISHED BY FIRE. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 917

6/23/84

COLUMBUS,OH

A/C Reg. No. N5177Y

Time (Lc1) - 1305 EDT

-----  
Occurrence #1            UNDETERMINED  
Phase of Operation       CLIMB

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2            FORCED LANDING  
Phase of Operation       MANEUVERING - TURN TO LANDING AREA (EMERGENCY)  
-----

Occurrence #3            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       MANEUVERING - TURN TO LANDING AREA (EMERGENCY)  
-----

Finding(s)  
2. OBJECT - TREE(S)  
3. OBJECT - UTILITY POLE  
-----

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) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 881

6/30/84

HAMILTON, OH

A/C Reg. No. N39717

Time (Lcl) - 1015 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries

Fatal

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - WACO UPF-7

Eng Make/Model - CONTINENTAL R-670-6A

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2650

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 220 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 010/011 KTS

Visibility - 10.0 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

SAME AS ACC/INC

Destination

HAMILTON, OH

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

HAMILTON

Runway Ident - 18

Runway Lth/Wid - 1800/ 50

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 61

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - UPF-7

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 622

Last 24 Hrs - 1

Make/Model- 36

Last 30 Days- UNK/NR

Instrument- 10

Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE LANDED LONG AND FAST AND DURING AN ATTEMPTED GO-AROUND COLLIDED WITH A PARKED ACFT NEAR THE END OF THE GRASS STRIP.

Brief of Accident (Continued)

File No. - 881

6/30/84

HAMILTON, OH

A/C Reg. No. N39717

Time (Lcl) - 1015 EDT

Occurrence ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING

Finding(s)

1. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. GO-AROUND - INITIATED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. OBJECT - AIRCRAFT PARKED

-----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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 878

7/07/84

COLUMBUS, OH

A/C Reg. No. N52701

Time (Lc1) - 0950 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - CESSNA 172P

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2150

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-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 - FSS

Method - ACFT RADIO

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 010/010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

PORT COLUMBUS INT'L

Runway Ident - 31

Runway Lth/Wid - 5001/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 26

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 45 Last 24 Hrs - 1

Make/Model- 28 Last 30 Days- UNK/NR

Instrument- 1 Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

NOSE GEAR COLLAPSED DURING HARD, FLAT LANDING.

Brief of Accident (Continued)

File No. - 878

7/07/84

COLUMBUS, OH

A/C Reg. No. N52701

Time (Lc1) - 0950 EDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)  
1. FLARE - MISJUDGED - PILOT IN COMMAND  
-----

Occurrence #2        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)  
2. LANDING GEAR, NOSE GEAR - OVERLOAD  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 985      2/06/84      HUGO,OK

A/C Reg. No. N1VE

Time (Lcl) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries				
Fatal	Serious	Minor	None	
1	0	0	0	
0	0	0	0	

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Fire      NONE  
Crew Pass

-----Aircraft Information-----

Make/Model      - PIPER PA-30B  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3800  
No. of Seats      - 6

Eng Make/Model      - LYCOMING IO-320-C1A  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 160 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 185/005 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
HUGO,OK  
Destination  
ADA,OK

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 40  
Biennial Flight Review  
Current      - NO  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 2581  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO WITNESSES, THE ACFT WAS HAVING SOME KIND OF PROBLEM AFTER TAKEOFF. IT ENTERED A NOSE HIGH ATTITUDE, WENT TO THE RIGHT & CRASHED. AN EXAM REVEALED THAT IT HAD IMPACTED IN A NOSE DOWN ATTITUDE. THE LANDING GEAR WAS FOUND IN A DOWN & LOCKED POSITION. THE LEFT PROP WAS TWISTED & CURLED, OPPOSITE TO THE DIRECTION OF ROTATION & ITS BLADES HAD CHORDWISE SCRATCHES FROM GROUND IMPACT. THE RIGHT PROP HAD NO SIGNS OF ROTATIONAL DAMAGE & IT WAS NOT FEATHERED. ABOUT 40 GALS OF FUEL WERE FOUND IN THE LEFT TANKS. THE RIGHT FUEL TANKS CONTAINED VIRTUALLY NO FUEL: THEY WERE NOT RUPTURED. THE PLT HAD NO MULTI-ENGINE RATING. HIS LOGBOOK HAD NO ENTRIES TO SHOW DUAL MULTI-ENGINE INSTRUCTION NOR COMPLIANCE WITH A BIENNIAL FLT REVIEW. THE ACFT WAS EQUIPPED WITH A ROBERTSON STOL KIT, STC SA-2313-WE, WHICH INCREASED ITS GROSS WT TO 3800 LBS. THE LAST ANNUAL INSPECTION WAS ON 1/10/83.



Brief of Accident (Continued)

File No. - 985

2/06/84

HUGO,OK

A/C Reg. No. N1VE

Time (Lc1) - 1200 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
3.      IMPROPER USE OF PROCEDURE,INADEQUATE TRAINING - PILOT IN COMMAND
4.      IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. MAINTENANCE,ANNUAL INSPECTION - NOT PERFORMED -
6.      IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
7. FLUID,FUEL - STARVATION
8.      FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

9. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
10. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
11. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
12. 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) 7,8,11,12

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 965      4/06/84      LAMONT,OK      A/C Reg. No. N7776V      Time (Lcl) - 0930 CST

-----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	0	0	0

-----Aircraft Information-----

Make/Model	- ROCKWELL A-9B	Eng Make/Model	- LYCOMING IO-540-B1C5	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES	
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED			
No. of Seats	- 1	Rated Power	- 290 HP			

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	POND CREEK,OK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 135/015 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	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4471	Last 24 Hrs - 1
SE LAND,ME LAND	Months Since - 14	Make/Model - 307	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 373	Last 90 Days - 73
		Multi-Eng - 2257	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT BETWEEN SWATH RUNS, HIS ATTENTION WAS DIRECTED TO SWATH MARKS ON THE GROUND, THEN HE TRIED TO DETERMINE HOW MUCH CHEMICAL WAS REMAINING IN THE HOPPER. AT ABOUT 100 FT AGL, WHILE IN A 50 DEG LEFT BANK, HE HEARD "THE ENG SLOW DOWN" & FELT "THE AIRPLANE SHAKE AS TRYING TO STALL." HE THEN LOWERED THE NOSE & LEVELED THE WINGS, BUT THE ACFT IMPACTED THE GROUND & THE MAIN GEAR COLLAPSED. THE PLANE THEN SLID TO A STOP WITH DAMAGE TO THE PROP & LEFT WING. THE PLT DID NOT REPORT ANY MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 965

4/06/84

LAMONT,OK

A/C Reg. No. N7776V

Time (Lc1) - 0930 CST

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
  3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

-----

Occurrence #3      MAIN GEAR COLLAPSED  
Phase of Operation      OTHER

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 982      4/17/84      OKLAHOMA CITY,OK      A/C Reg. No. N92FA      Time (Lc1) - 1433 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	2
ON GROUND	Pass	0	0	0	0

Type of Operation -CHECK  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 500  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 10850  
No. of Seats - 8

Eng Make/Model - P&W JT150-1A  
Number Engines - 2  
Engine Type - TURBOJET  
Rated Power - 2200 LBS THRUST

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - ACFT RADIO  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 310/008 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

WILL ROGERS  
Runway Ident - 35L  
Runway Lth/Wid - 9800/ 150  
Runway Surface - CONCRETE  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - VFR  
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE,ATP,CFI  
SE LAND,ME LAND  
HELICOPTER

Age - 39

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - 1159

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	7658	Last 24 Hrs	-	2
Make/Model	-	413	Last 30 Days	-	30
Instrument	-	1119	Last 90 Days	-	89
Multi-Eng	-	4709	Rotorcraft	-	2370

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PROFICIENCY FLT CHECK, THE AIRCREW WAS MAKING A NO-FLAP LANDING. AFTER COMPLETING THE LANDING CHECKLIST DOWN TO THE LANDING GEAR, POWER WAS REDUCED CAUSING THE LANDING GEAR AUDIBLE WARNING TO SOUND. THE HORN SILENCE SWITCH WAS DEPRESSED & THE APCH WAS CONTINUED. DUE TO THE LOW POWER THAT WAS REQUIRED FOR THE NO-FLAP APCH, THE THROTTLE WAS NEVER ADVANCED SUFFICIENTLY TO RESET THE WARNING HORN. SUBSEQUENTLY, THE ACFT WAS LANDED WITH THE GEAR RETRACTED. AFTER SLIDING TO A STOP, A SMALL ELECTRICAL FIRE ERUPTED IN THE BELLY OF THE ACFT, BUT ARPT PERSONNEL QUICKLY EXTINGUISHED IT. THE PLT BEING CHECKED SAID HE WAS DISTRACTED BY A CONVERSATION CONCERNING ENG FIRE PROCEDURES. ALSO, HE THOUGHT THE CHECK PLT HAD CALLED THAT THE LANDING CHECK WAS COMPLETE. THE CHECK PLT STATED THAT HE HAD CALLED ONLY THE NO-FLAP CHECKLIST COMPLETE WITH THE BEFORE LANDING CHECKLIST COMPLETE DOWN TO THE LANDING GEAR. THE PROFICIENCY FLT WAS BEGUN ON A SHORT NOTICE WHEN ANOTHER CHECK PLT COULD NOT BE FOUND.

Brief of Accident (Continued)

File No. - 982

4/17/84

OKLAHOMA CITY,OK

A/C Reg. No. N92FA

Time (Lc1) - 1433 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - CHECK PILOT
2. CREW/GROUP COORDINATION - INADEQUATE -
3. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
5. SUPERVISION - INADEQUATE - CHECK PILOT
6. 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) 3,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 981      4/18/84      PURCELL,OK      A/C Reg. No. N26VE      Time (Lcl) - 0619 CST

-----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      - BEASLEY, GERALD L. VARIEZE  
Landing Gear      - UNK/NR  
Max Gross Wt      - 1150  
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 - 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- 170/007 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAWN

Itinerary

Last Departure Point  
DUNCAN,OK  
Destination  
TULSA,OK

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 - 58  
Biennial Flight Review  
Current      - YES  
Months Since      - 24  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1069
Make/Model-	129
Instrument-	81
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE STARTED THE ENG BY USING FUEL FROM THE 2.5 GAL AUX TANK, THEN HE MOVED THE FUEL SELECTOR TO THE "BOTH" POSITION. HE TOOK OFF AT ABOUT 0600 CST & CLIMBED TO CRUISE AT 5500 FT MSL. WHILE EN ROUTE, A SHORT TIME LATER, THE ENG "SPUTTERED BRIEFLY & DIED." THE PLT TRIED STARTING THE ENG BY ROTATING THE FUEL SELECTOR VALVE TO ALL POSITIONS. WHILE DESCENDING THRU 2500 TO 2000 FT, HE FELT THE PROP HAD STOPPED WINDMILLING. SINCE THE ACFT HAD NO ELECTRIC STARTER, HE COULD NOT GET THE PROP TO START TURNING WITHOUT INCREASING THE AIRSPEED. HE TRIED TO MAKE A FORCED LANDING ON A DIRT ROAD, BUT STATED HE WAS "TRYING TO MANEUVER AROUND & OVER SOME TREE TOPS & I EVIDENTLY STALLED MY CRAFT." THE ACFT WAS DEMOLISHED DURING IMPACT BESIDE A RAILROAD TRACK. THE PLT RELATED THAT "EVIDENTLY THE FUEL SELECTOR VALVE DIDN'T WORK." HOWEVER, THIS WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 981

4/18/84

PURCELL,OK

A/C Reg. No. N26VE

Time (Lc1) - 0619 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      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)  
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)  
3. MANEUVER - PERFORMED - PILOT IN COMMAND  
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND  
5. STALL - 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) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 818

4/05/84

BAKER, OR

A/C Reg. No. N1270Z

Time (Lcl) - 1857 PST

-----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 ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - BEECH N35  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3125  
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-N  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 260 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - ACFT RADIO  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 350/013 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds - 1800 FT SCATTERED  
Lowest Ceiling - 2500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - RAIN  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
FRESNO, CA  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - VOR/TVOR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BAKER MUNICIPAL  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - ASPHALT  
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 58  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - N35

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	622	Last 24 Hrs	-	3
Make/Model-	95		Last 30 Days-	UNK/NR	
Instrument-	85		Last 90 Days-	70	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ENCOUNTERED AIRFRAME ICING WHILE EN ROUTE DURING A X-COUNTRY FLT. HE HAD FILED AN INSTRUMENT FLT PLAN TO BOISE, ID, BUT EN ROUTE, HE CHANGED DESTINATIONS TWICE, 1ST TO ONTARIO, OR, THEN LATER TO BAKER, ID. AT 1820 PDT, HE REPORTED ICING & TURBULENCE AT 10,000 FT. HE WAS CLEARED FOR AN APCH TO BAKER, DURING WHICH, HE REPORTED MORE ICING. AT 1850, HE REPORTED GROUND LIGHTS IN SIGHT. A SHORT TIME LATER, THE BAKER FSS SPECIALIST SIGHTED A FIREBALL, NORTH OF THE ARPT. THE ACFT WAS FOUND 7 MILES NORTH OF THE ARPT NEAR A HIGHWAY REST STOP WITH HIGH VISIBILITY, SODIUM VAPOR LIGHTS. AN EXAM OF THE WRECKAGE REVEALED THE GEAR HAD BEEN EXTENDED, BUT THE FLAPS WERE UP. THE PROP WAS EMBEDDED IN A CRATER. THE PROP SHAFT HAD SHEARED, BOTH BLADES WERE SLIGHTLY BENT & HAD CHORDWISE SCORING & LEADING EDGE NICKS. THE MAIN WRECKAGE CAME TO REST NEXT TO THE IMPACT POINT. BOTH WINGS HAD SEVERE CHORDWISE CRUSHING FROM FORE TO AFT.



Brief of Accident (Continued)

File No. - 818

4/05/84

BAKER,OR

A/C Reg. No. N1270Z

Time (Lc1) - 1857 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - ICING CONDITIONS
5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
6. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

7. WING - ICE
8. AIRSPEED - INADEQUATE - PILOT IN COMMAND
9. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7,8,9

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. - 846

5/19/84

PORTLAND,OR

A/C Reg. No. N20Q

Time (Lcl) - 1820 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Injuries		
		Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0

-----Aircraft Information-----

Make/Model - STINSON 108-3  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2400  
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A-350-01  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 220 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - IMC  
Wind Dir/Speed- 150/010 KTS  
Visibility - UNK/NR  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - OBSCURED  
Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
TIGARD,OR  
Destination  
ORCHARD,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 - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 30  
Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - 108-3

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 151  
Make/Model- 103  
Instrument- 4  
Last 24 Hrs - 2  
Last 30 Days- 2  
Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS BRIEFED ON THE WEATHER ALONG HIS INTENDED ROUTE OF FLT & VFR FLT WAS NOT RECOMMENDED. THE ACFT DEPARTED VANCOUVER, WA, AND FLEW TO TIGARD, OR. IT WAS OBSERVED TO DEPART TIGARD AT ABOUT 1810 PDT. NUMEROUS WITNESSES REPORTED THAT AT ABOUT 1815, THEY SAW AN ACFT MANEUVERING AT LOW ALT NEAR A HIGHWAY, THEN IT DISAPPEARED WHILE FLYING TOWARD RISING TERRAIN. AT ABOUT 1820, RESIDENTS AT OR NEAR THE CREST OF THE HILLS HEARD THE ACFT CRASH. THE ACFT HAD HIT SUPPORTING GUY WIRE(S) FOR TOWER(S)S AT A RADIO/TV ANTENNA FARM. IMPACT OCCURRED AT ABOUT 250 FT AGL. REPORTEDLY, THE TOWERS WERE NOT VISIBLE DUE TO CLOUDS & FOG.

Brief of Accident (Continued)

File No. - 846

5/19/84

PORTLAND,OR

A/C Reg. No. N20Q

Time (Lcl) - 1820 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. TERRAIN CONDITION - RISING
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - RAIN
7. WEATHER CONDITION - OBSCURATION
8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation CRUISE

Finding(s)

9. OBJECT - ELECT TOWER(MARKED)
10. OBJECT - GUY WIRE

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) 1,2,3,4,5,6,7,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 998      6/17/84      BURNS,OR      A/C Reg. No. N49853      Time (Lcl) - 0900 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	PULLMAN,WA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BAKER,OR	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	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 - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 175
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 100
		Instrument- 11
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT OVER A MOUNTAINOUS AREA, THE PLT BECAME LOST & CALLED A FLT SERVICE STATION. SUBSEQUENTLY, HE WAS LOCATED & GIVEN VECTORS TO THE BURNS ARPT. HOWEVER, THE ENG LOST POWER FROM FUEL EXHAUSTION & THE PLT MADE A FORCED LANDING ABOUT 2 FROM THE ARPT. DURING THE LANDING, THE NOSE GEAR SANK IN SOFT TERRAIN & COLLAPSED.

Brief of Accident (Continued)

File No. - 998

6/17/84

BURNS,OR

A/C Reg. No. N49853

Time (Lc1) - 0900 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation APPROACH

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. FLUID,FUEL - LOW LEVEL
3. AIR/GROUND COMMUNICATIONS - INITIATED - PILOT IN COMMAND
4. FSS SERVICE - PERFORMED - ATC PERSONNEL(FSS)
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. FLUID,FUEL - EXHAUSTION
7. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE GEAR COLLAPSED  
Phase of Operation LANDING

Finding(s)

8. TERRAIN CONDITION - SOFT
9. LANDING GEAR,NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6,7

Factor(s) relating to this accident is/are finding(s) 2,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 971      6/19/84      LA GRANDE,OR      A/C Reg. No. N9231A      Time (Lcl) - 2040 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA 170A	Eng Make/Model - CONTINENTAL O-300	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	LA GRANDE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 29
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4576/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 69	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2040
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 27
		Instrument- 160
		Last 30 Days- UNK/NR
		Last 90 Days- 112

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL, THE ACFT VEERED TO THE RIGHT. THE PLT APPLIED LEFT RUDDER, BUT THIS DID NOT HELP. SUBSEQUENTLY, THE ACFT WENT OFF THE RWY & THE LEFT MAIN GEAR SANK INTO SOFT GROUND & COLLAPSED. AN EXAM OF THE ACFT WAS MADE, BUT NO REASON WAS FOUND FOR THE RIGHT BRAKE TO LOCK.

Brief of Accident (Continued)

File No. - 971

6/19/84

LA GRANDE,OR

A/C Reg. No. N9231A

Time (Lc1) - 2040 PDT

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. UNDETERMINED
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
  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) 4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 937      6/30/84      BEND,OR      A/C Reg. No. N8467U      Time (Lc1) - 1830 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
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	1

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	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- UNK/NR</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 SAME AS ACC/INC</p> <p>Destination REDMOND,OR</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 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>PRIVATE</p> <p>NONE</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 98</td> <td>Last 24 Hrs - 7</td> </tr> <tr> <td>Make/Model- 98</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 2</td> <td>Last 90 Days- 15</td> </tr> </table>	Total - 98	Last 24 Hrs - 7	Make/Model- 98	Last 30 Days- UNK/NR	Instrument- 2	Last 90 Days- 15
Total - 98	Last 24 Hrs - 7							
Make/Model- 98	Last 30 Days- UNK/NR							
Instrument- 2	Last 90 Days- 15							

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS TAKING OFF FROM A CINDER ROAD. HE STATED THAT THE ACFT USED ABOUT 2,300 FT OF GROUND RUN & HE ROTATED AT ABOUT 66 MPH. AT ABOUT 15 FT AGL THE NOSE DROPPED & THE ACFT STRUCK THE GROUND. BOTH WING TIPS WERE DAMAGED. DENSITY ALTITUDE WAS 6400 FT



Brief of Accident (Continued)

File No. - 937

6/30/84 BEND, OR.

A/C Reg. No. N8467U

Time (Lc1) - 1830 PDT

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Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
  3. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

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----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. - 924      4/01/84      FACTORYVILLE, PA      A/C Reg. No. N6869B      Time (Lcl) - 2130 EST

-----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	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SUSSEX, NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SEAMANS FIELD
Wind Dir/Speed- 315/003 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1988/ 28
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 - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 118
SE LAND	Months Since - 5	Make/Model- 20
	Aircraft Type - UNK/NR	Instrument- 14
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT HE INADVERTENTLY ALLOWED THE ACFT TO DRIFT LEFT DURING THE LANDING ROLL WHEN HE REACHED FOR THE HAND BRAKE. THE LEFT MAIN AND NOSE GEARS CONTACTED A SNOW BANK AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 924

4/01/84

FACTORYVILLE, PA

A/C Reg. No. N6869B

Time (Lcl) - 2130 EST

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
- 

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 970      5/24/84      BLOOMSBURG, PA      A/C Reg. No. N73TE      Time (Lcl) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -FERRY  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA T210M  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3800  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL TS10-520-R  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 310 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC

Wind Dir/Speed- 250/006 KTS  
Visibility      - 25.0      SM  
Lowest Sky/Clouds      - 30000 FT THIN BKN  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
NEW CUMBERLAND, PA  
Destination  
BLOOMSBURG, PA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - GO AROUND

Airport Proximity  
ON AIRPORT

Airport Data

BLOOMSBURG  
Runway Ident      - 26  
Runway Lth/Wid      - 2800/      50  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----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	Last 24 Hrs	- 1
Make/Model	- 160	Last 30 Days	- UNK/NR
Instrument	- 60	Last 90 Days	- 170
Multi-eng	- 0	Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH PWR LINES DURING AN ATTEMPTED GO-AROUND. WITNESSES STATED THE ACFT WAS NOSE LOW UNTIL JUST PRIOR TO TOUCHDOWN WHEN IT PITCHED UP. THE ACFT BOUNCED INTO THE AIR AND TOUCHED DOWN ON THE NOSE GEAR. THE ACFT "ROCKED SIDE TO SIDE" ON THE RWY AND ONCE AGAIN BECAME AIRBORNE. IT TRAVELED APRX 200 TO 300 FT AT AN ALT OF 20 TO 30 FT AGL BEFORE TOUCHING DOWN A THIRD TIME. WITNESSES CONTINUED TO STATE A GO-AROUND WAS INITIATED NEAR THE END OF THE RWY AND THE ACFT CONTACTED THE PWR LINES WHILE IN A LEFT BANK AFTER WHICH IT COLLIDED WITH THE GROUND AND ERUPTED INTO FLAMES. THE PLT WAS FLYING THE ACFT TO BLOOMSBURG SO MAINTENANCE COULD BE PERFORMED AFTER A SMALL OIL LEAK AND LOW COMPRESSION WERE NOTED. AN INVESTIGATION REVEALED A LOWER COMPRESSION IN THE NUMBER 6 CYL THAN IN THE OTHERS. MEASUREMENT ON THE WING FLAP ACTUATOR EXTENSION CORRELATES TO A 12 DEG FLAP SETTING. THE PLT/OPERATOR HANDBOOK CALLS FOR FULL FLAPS DURING SHORT FLD LANDINGS AND FOR FLAPS TO BE RETRACTED TO 20 DEGS DURING GO-AROUNDS UNTIL CLEAR OF OBSTACLES.

Brief of Accident (Continued)

File No. - 970

5/24/84

BLOOMSBURG, PA

A/C Reg. No. N73TE

Time (Lcl) - 1130 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        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

3. GO-AROUND - DELAYED - PILOT IN COMMAND
  4. OBJECT - WIRE, TRANSMISSION(MARKED)
  5. CLEARANCE - NOT OBTAINED - 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) 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. - 843      6/16/84      MANNING, SC      A/C Reg. No. N2754R      Time (Lcl) - 1345 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - INSTRUCTIONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS 1-26A  
Landing Gear - UNK/NR  
Max Gross Wt - 600  
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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

CLARENDON COUNTY  
Runway Ident - 19  
Runway Lth/Wid - 3600/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

Wind Dir/Speed- 150/006 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 3000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE, COMMERCIAL, CFI  
SE LAND, ME LAND, SE SEA

Age - 24

Biennial Flight Review

Current - YES  
Months Since - 6  
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	391	Last 24 Hrs	-	1
Make/Model	-	1	Last 30 Days	-	UNK/NR
Instrument	-	68	Last 90 Days	-	75
Multi-Eng	-	49			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ENTERED A STEEP TURN AT THE END OF A 2ND FIELD THAT SHE HAD SELECTED FOR A LANDING. WHILE MANEUVERING TO LAND, THE RIGHT WING CONTACTED THE GROUND & THE LEFT WING HIT A POWER LINE. THIS WAS THE PLT'S 1ST TOW & RELEASE IN THIS MODEL.

Brief of Accident (Continued)

File No. - 843

6/16/84

MANNING, SC

A/C Reg. No. N2754R

Time (Lcl) - 1345 EDT

-----  
Occurrence            DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation    LANDING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. DISTANCE - MISJUDGED - PILOT IN COMMAND
  3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
  4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 939      7/19/84      NO.MYRTLE BEACH,SC      A/C Reg. No. N4E      Time (Lcl) - 1513 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-GRAND STRAND AVIATION	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	1	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1	
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-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	ON AIRPORT	
Method	- UNK/NR		
Completeness	- WEATHER NOT PERTINENT	Airport Data	
Basic Weather	- VMC	GRAND STRAND	
Wind Dir/Speed	- 160/010 KTS	Runway Ident	- 23
Visibility	- 7.0 SM	Runway Lth/Wid	- 5996/ 150
Lowest Sky/Clouds	- 2500 FT SCATTERED	Runway Surface	- ASPHALT
Lowest Ceiling	- 8000 FT BROKEN	Runway Status	- DRY
Obstructions to Vision	- NONE	ATC/Airspace	
Precipitation	- NONE	Type of Flight Plan	- VFR
Condition of Light	- DAYLIGHT	Type of Clearance	- VFR
		Type Apch/Lndg	- PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3884	Last 24 Hrs - 3
SE LAND,ME LAND	Months Since - 10	Make/Model - 426	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 697	Last 90 Days - 122
		Multi-Eng - 1670	Rotorcraft - 1724

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

WHEN THE PLT EXTENDED THE GEAR, THE LANDING GEAR MOTOR CIRCUIT BREAKER (C/B) POPPED. HE RESET THE C/B & AFTER A COOL DOWN PERIOD ATTEMPTED TO EXTEND THE GEAR AGAIN, BUT WITH THE SAME RESULTS. THE PLT WAS NOT ABLE TO EXTEND THE GEAR FULLY DOWN & LOCKED WITH THE EMERGENCY EXTENSION SYSTEM. THE ACFT WAS SUBSEQUENTLY LANDED WITH THE LANDING GEAR PARTIALLY EXTENDED & THE GEAR COLLAPSED. EXAM REVEALED THAT SEVERAL P/N 5201KD BEARINGS WERE BROKEN & HAD BECOME JAMMED BETWEEN THE WORM GEAR & THE GEAR BOX HOUSING OF THE LANDING GEAR ACTUATING SYSTEM. THERE WAS LITTLE GEAR LUBRICANT IN THE ACTUATOR. THE ACTUATOR HAD BEEN OPERATED 4,538 HRS SINCE NEW & HAD NOT BEEN OVERHAULED. THE MANUFACTURER'S RECOMMENDED OVERHAUL PERIOD IS 2,000 HRS.



Brief of Accident (Continued)

File No. - 939

7/19/84

NO. MYRTLE BEACH, SC

A/C Reg. No. N4E

Time (Lcl) - 1513 EDT

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Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - JAMMED
  2. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - JAMMED
  3. MAINTENANCE, LUBRICATION - INADEQUATE - COMPANY MAINTENANCE PSNL
  4. MAINTENANCE, REPLACEMENT - NOT PERFORMED - COMPANY MAINTENANCE PSNL
  5. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
  6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 976      7/20/84      JOHN'S ISLAND, SC      A/C Reg. No. N5110F      Time (Lcl) - 1205 EDT

-----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 -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 172F	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	CHARLESTON, SC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	CHARLESTON
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - 2000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2000 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 - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 37
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 37
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SOLO FLT, THE STUDENT FLEW TO A LOCAL ARPT TO PRACTICE TAKEOFFS & LANDINGS. AFTER HIS LAST LANDING (ON RWY 9), HE ELECTED TO MAKE A X-WIND TAKEOFF ON RWY 21. DURING THE TAKEOFF, THE ACFT BEGAN DRIFTING LEFT AT ABOUT LIFT-OFF SPEED. THE STUDENT INITIATED CORRECTIVE ACTION, BUT THE ACFT CONTINUED TO THE LEFT. HE THEN LIFTED OFF & HEARD THE STALL WARNING HORN. THE CONTROLS BECAME MUSHY AS THE ACFT APPROACHED THE TREES. THE ACFT THEN STALLED & IMPACTED THE GROUND JUST SHORT OF THE TREES.

Brief of Accident (Continued)

File No. - 976

7/20/84

JOHN'S ISLAND, SC

A/C Reg. No. N5110F

Time (Lc1) - 1205 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
5. LIFT-OFF - PREMATURE - PILOT IN COMMAND
6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
8. STALL - INADVERTENT - 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) 2,7,8

Factor(s) relating to this accident is/are finding(s) 1,3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 877      1/05/84      ELM SPRINGS, SD      A/C Reg. No. N98322      Time (Lcl) - 0930 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -AERIAL OBSERVATION  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER J3C-65  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1220  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL C-85-8FU  
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- 335/012 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  
ELM SPRINGS, SD  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
NONE

Age      - 48  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate      - EXPIRED  
Flight Time (Hours)

Total	- 1000	Last 24 Hrs	- UNK/NR
Make/Model-	200	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

THE PILOT WAS FLYING ALONG A RIVER BOTTOM LOOKING FOR STRAY CATTLE WHEN THE ACFT CRASHED INTO THE GROUND. HE RECEIVED A SERIOUS HEAD INJURY & COULD NOT RECALL DETAILS OF THE ACCIDENT, BUT HE BELIEVED THAT HE WAS FLYING AT ABOUT 100 FT AGL. AN EXAM OF THE CRASH SITE REVEALED THE ACFT HAD IMPACTED IN A NOSE DOWN, RIGHT WING LOW ATTITUDE WHILE AT SLOW SPEED. RESCUE PERSONNEL FOUND THE PLT IN A SEMI-CONSCIOUS CONDITION. THE DECEASED PASSENGER WAS FOUND LYING OUTSIDE THE RIGHT COCKPIT DOOR. THE PLT HAD PREVIOUSLY OBTAINED A STUDENT CERTIFICATE (MANY YEARS AGO), BUT HAD NOT GOTTEN A PRIVATE CERTIFICATE. HIS CLASS III MEDICAL CERTIFICATE HAD EXPIRED.

Brief of Accident (Continued)

File No. - 877

1/05/84

ELM SPRINGS, SD

A/C Reg. No. N98322

Time (Lcl) - 0930 MST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
3. MANEUVER - PERFORMED - PILOT IN COMMAND
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
5.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
6. AIRSPEED - INADEQUATE - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 810      5/10/84      WINNER,SD      A/C Reg. No. N40352      Time (Lcl) - 1700 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	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- MAULE M-4-220C	Eng Make/Model	- FRANKLIN 6A-350-C1	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 220 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT	
Method	- TELEPHONE	NEWCASTLE,WY		
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	BOB WILEY	
Wind Dir/Speed	- 020/015 KTS		Runway Ident	- 31
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid	- 3900/ 75
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE	FULL STOP		
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1263	Last 24 Hrs - 4
SE LAND,ME LAND	Months Since - 10	Make/Model- 12	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 108	Last 90 Days- 108
		Multi-Eng - 286	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT A GUST OF WIND WAS ENCOUNTERED DURING THE LANDING ROLL. THE ACFT SWERVED TO THE RIGHT & LEFT RUDDER DID NOT CORRECT THE SITUATION. THE ACFT LEFT THE RWY & COLLIDED WITH A DITCH. THE PLT SAID THAT HE EXAMINED THE TAILWHEEL AFTER THE ACCIDENT & FOUND IT "UNDULY STIFF." HE THOUGHT THIS MADE CONTROL OF THE TAILWHEEL "WEAK TO NON-EXISTENT." HE DID NOT MENTION ANY PREVIOUS PROBLEMS WITH THE TAILWHEEL.

Brief of Accident (Continued)

File No. - 810

5/10/84

WINNER, SD

A/C Reg. No. N40352

Time (Lc1) - 1700 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDING GEAR, TAILWHEEL ASSEMBLY - MOVEMENT RESTRICTED
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
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 - DITCH

-----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) 1,2,3,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 841

6/18/84

HENNING, TN

A/C Reg. No. N30865

Time (Lcl) - 0045 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

2

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 177B

Eng Make/Model - LYCOMING O-360-A1F6

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2500

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 4

Rated Power - 180 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - IN PERSON

Completeness - WEATHER NOT PERTINENT

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 - NIGHT(DARK)

Itinerary

Last Departure Point

UNION CITY, TN

Destination

MILLINGTON, TN

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 19

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - C-177B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 228

Last 24 Hrs - UNK/NR

Make/Model- 13

Last 30 Days- UNK/NR

Instrument- 4

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A FORCED LANDING AFTER A POWER LOSS. DURING A POST ACCIDENT EXAM, NO USABLE FUEL WAS FOUND IN THE ACFT. THE PLT HAD LANDED TWICE EN ROUTE FOR FUEL, BUT WAS NOT SUCCESSFUL IN OBTAINING A SUFFICIENT QUANTITY TO COMPLETE THE FLT. HE ELECTED TO CONTINUE AFTER THE LAST STOP EVEN THOUGH THE FUEL QUANTITY WAS MARGINAL TO INSUFFICIENT.



Brief of Accident (Continued)

File No. - 841

6/18/84

HENNING, TN

A/C Reg. No. N30865

Time (Lcl) - 0045 CDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CRUISE

Finding(s)

1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. FLUID, FUEL - EXHAUSTION
  4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        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) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 997 3/12/84 BLANCO, TX

A/C Reg. No. N4004C

Time (Lcl) - 1700 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

Aircraft Damage

DESTROYED

Fire

NONE

Crew 0  
Pass 0

Fatal 0  
0

Injuries

Serious 0 Minor 1  
0 1

None 0  
0

-----Aircraft Information-----

Make/Model - STINSON 108-3  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2400  
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-165-B3  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 165 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- 225/006 KTS  
Visibility - 30.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - UNK/NR

Airport Proximity  
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 - 58

Biennial Flight Review

Current - NO  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - UNK/NR Last 24 Hrs - 0  
Make/Model- UNK/NR Last 30 Days- 0  
Instrument- UNK/NR Last 90 Days- 0  
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE ACFT WAS STANDING UNATTENDED WITH THE ENG RUNNING AT 1000 RPM WHEN AN INEXPERIENCED PERSON ATTEMPTED TO SHUT DOWN THE ENG. HE REPORTEDLY PUSHED THE THROTTLE IN, INSTEAD OF PULLING IT OUT & THE ACFT JUMPED THE CHOCKS. ACCORDING TO 2 OTHER INDIVIDUALS, THE PLT INITIATED A TAKEOFF, BUT HE SAID THE ENG DID NOT DEVELOPE SUFFICIENT POWER, SO HE MADE A FORCED LANDING. SUBSEQUENTLY, THE ACFT HIT TREES & WAS DAMAGED. THE PLT HAD NO RECENT FLYING TIME.

Brief of Accident (Continued)

File No. - 997

3/12/84

BLANCO, TX

A/C Reg. No. N4004C

Time (Lcl) - 1700 CST

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Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF

Finding(s)

1. OBJECT - TREE(S)
  2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 995      4/08/84      HOUSTON, TX      A/C Reg. No. N4167Y      Time (Lcl) - 1828 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	DESTROYED		Fatal	Injuries			
Type of Operation -PERSONAL	Fire	Crew 1	1	Serious 0	Minor 0	None 0	
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 1	1	0	0	0	
Accident Occurred During -UNKNOWN							

-----Aircraft Information-----

Make/Model - BELLANCA 8GCBC	Eng Make/Model - LYCOMING O-360-C2E	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HOUSTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 290/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1484
SE LAND	Months Since - 17	Make/Model- 161
GLIDER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 6
		Last 24 Hrs - UNK/NR
		Last 30 Days- 4
		Last 90 Days- 13
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES HEARD THE SOUND OF AN ACFT WITH THE ENG AT HIGH RPM. SHORTLY AFTER THAT, THEY SAW THE ACFT IN A LEFT SPIN WITH THE ENG REMAINING AT FULL POWER. THE ACFT CONTINUED SPINNING UNTIL IT CRASHED & BURNED. THE WITNESSES NOTICED THAT WHEN THE PLANE WAS DESCENDING ABOUT 3 FT OF THE OUTBOARD PORTION OF THE LEFT WING HAD FAILED, BUT WAS STILL ATTACHED TO THE ACFT. AN EXAM OF THE WRECKAGE VERIFIED THAT THE LEFT WING TIP HAD FAILED PRIOR TO IMPACT. FIRE DAMAGE WAS SO EXTENSIVE THAT THE MODE OF FAILURE COULD NOT BE DETERMINED; HOWEVER, THERE WAS EVIDENCE THAT THE LEFT WING TIP HAD FAILED UPWARD & AFT. FURTHER INVESTIGATION REVEALED THAT THE ACFT HAD BEEN BLOWN INVERTED ON 11/23/83 BY STRONG WINDS. AT THAT TIME, THE LEFT WING TIP WAS BROKEN & A WING RIB WAS CRUSHED; ALSO, THE RUDDER, VERT STABILIZER, PROP & RIGHT WING STRUT WERE DAMAGED. NO ENTRIES HAD BEEN MADE IN THE ACFT LOGBOOKS SINCE THE ANNUAL INSPECTION ON 8/15/83. THE EXTENT OF THE REPAIRS FROM THE WIND DAMAGE COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 995

4/08/84

HOUSTON, TX

A/C Reg. No. N4167Y

Time (Lcl) - 1828 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation UNKNOWN

Finding(s)

1. WING, WING RIB - PREVIOUS DAMAGE
2. WING, WING TIP - PREVIOUS DAMAGE
3. MAINTENANCE, MAJOR REPAIR - PERFORMED - OTHER MAINTENANCE PSNL
4. MAINTENANCE, RECORDKEEPING - NOT MAINTAINED - OTHER MAINTENANCE PSNL
5. WING - FAILURE, TOTAL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation UNKNOWN

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 964      5/09/84      BAY CITY, TX      A/C Reg. No. N8481V      Time (Lcl) - 1940 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  
ON GROUND

Crew  
Pass

Fatal  
1  
0

Injuries

Serious      Minor  
0      0  
0      0

None  
0  
0

-----Aircraft Information-----

Make/Model      - ROCKWELL INTERNATIONAL S-2R  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 8200  
No. of Seats      - 1

Eng Make/Model      - GARRETT TPE 331  
Number Engines      - 1  
Engine Type      - TURBOPROP  
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- 180/003 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BAY CITY, TX  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND, ME LAND

Age - 39

Biennial Flight Review

Current      - YES  
Months Since      - 11  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 1712      Last 24 Hrs - 3  
Make/Model- UNK/NR      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- UNK/NR  
Multi-Eng - 12      Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE SPRAYING A FIELD WITH PROPANOL & MOWDOWN GRASS KILLERS, THE PLT WAS CROSSING BELOW A HIGH TENSION POWER LINE. THE VERTICAL STABILIZER CONTACTED THE LOWEST WIRE WHICH TORE LOOSE THE VERTICAL STABILIZER. THE ACFT PITCHED NOSE UP, THEN IT DOVE DOWN, CRASHED & BURNED. THE PLT WAS RESCUED FROM THE PLANE, BUT HE INHALED A LARGE AMOUNT OF HERBICIDE & DIED LATER.

Brief of Accident (Continued)

File No. - 964

5/09/84

BAY CITY, TX

A/C Reg. No. N8481V

Time (Lcl) - 1940 CDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
  2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 888      6/02/84      JUNCTION,UT      A/C Reg. No. N661SR      Time (Lcl) - 1630 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model      - CESSNA 182P  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2800  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL O-470-S  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 230 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 200/008 KTS  
Visibility      - 70.0      SM  
Lowest Sky/Clouds - 12000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
PROVO,UT  
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  
OFF AIRPORT/STRIP

Airport Data

JUNCTION  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 40

Biennial Flight Review  
Current      - YES  
Months Since      - 20  
Aircraft Type      - UNK/NR

Medical Certificate : VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 285
Make/Model-	171
Instrument-	7
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT INADVERTENTLY LANDED ON A CLOSED SECTION OF HIGHWAY WHICH HE MISTOOK FOR A DIRT RUNWAY. THE HIGHWAY SURFACE WAS NARROW AND CONTAINED BROKEN CHUNKS OF ASPHALT. DURING THE LANDING ROLL, THE LEFT MAIN GEAR CONTACTED A 1 FT X 1 FT ROCK. THE ACFT THEN VEERED TO THE LEFT AND CONTACTED A DITCH.



Brief of Accident (Continued)

File No. - 888

6/02/84

JUNCTION,UT

A/C Reg. No. N661SR

Time (Lc1) - 1630 MDT

---

Occurrence ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  2. UNSUITABLE TERRAIN - INADVERTENT - PILOT IN COMMAND
  3. TERRAIN CONDITION - ROUGH/UNEVEN
  4. TERRAIN CONDITION - DITCH
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 886      6/15/84      CIRCLEVILLE,UT      A/C Reg. No. N7660V      Time (Lcl) - 0800 MDT

-----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	0	Serious	Minor
Accident Occurred During	-CRUISE				0	0	0	None
					0	0	0	1
					0	0	0	0

-----Aircraft Information-----

Make/Model	- ROCKWELL CALLAIR A-9B	Eng Make/Model	- LYCOMING IO-540-B1C5	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES	
Max Gross Wt	- 3000	Engine Type	- RECIP-FUEL INJECTED			
No. of Seats	- 1	Rated Power	- 290 HP			

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	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	- 60.0 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 - 38	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1190	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - 15	Make/Model - 28	Last 30 Days - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument - 12	Last 90 Days - 45
		Multi-Eng - 28	

Instrument Rating(s) - NONE

-----Narrative-----

AFTER SPRAYING SEVERAL FIELDS, THE PLT LOOKED DOWN TO CHECK A MAP DURING WHICH TIME A LOSS OF ALTITUDE OCCURRED THE ACFT COLLIDED WITH A BARBED WIRE FENCE. ONE OF THE MAIN GEAR WAS DAMAGED & THE BARBED WIRE BECAME ENTANGLED IN THE PROPELLER. DURING A FORCED LANDING, THE REMAINING MAIN GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 886

6/15/84

CIRCLEVILLE,UT

A/C Reg. No. N7660V

Time (Lcl) - 0800 MDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      CRUISE

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
  2.     IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
  3. OBJECT - FENCE
  4.     CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      LANDING

-----

Occurrence #3            GEAR COLLAPSED  
Phase of Operation      LANDING

Finding(s)

5. LANDING GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 951      7/17/84      W BOUNTIFUL, UT      A/C Reg. No. N4044F      Time (Lcl) - 1640 MDT

-----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	2	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 172  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2075  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-A1A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

ELT Installed/Activated - YES/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- 050/003 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  
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/Wld      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 60

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1000	Last 24 Hrs	- UNK/NR
Make/Model-	1000	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS A CESSNA 172 THAT HAD BEEN CONVERTED TO A "TEXAS TAILDRAGGER" IN ACCORDANCE WITH AN APPROVED STC. THE PURPOSE OF THE FLT WAS FOR THE PLT TO OBTAIN A BIENNIAL FLT REVIEW. HE STATED THAT IMMEDIATELY AFTER TAKEOFF, THE ENG BEGAN TO PROGRESSIVELY LOSE POWER, WITH EXCEPTION OF 2 OR 3 SHORT POWER SURGES. THE INSTRUCTOR PLT (CFI) SAID THAT HE TURNED ON THE BOOST PUMP & VARIED THE MIXTURE CONTROL WITH NO POSITIVE RESULTS. HE STATED THAT THE ENG NEVER COMPLETELY LOST POWER. THE CFI ASSUMED CONTROL OF THE ACFT & MADE AN EMERGENCY LANDING BY MANEUVERING BETWEEN HOUSES & OBSTRUCTIONS. HOWEVER, DURING THE LANDING, THE ACFT STRUCK A POWER LINE, A FENCE & A DITCH. AN EXAM OF THE ENG & ACFT REVEALED NO MAJOR DISCREPANCIES THAT WOULD HAVE RESULTED IN A LOSS OF POWER. THE DENSITY ALT WAS ABOUT 6800 FT.

Brief of Accident (Continued)

File No. - 951

7/17/84

W BOUNTIFUL,UT

A/C Reg. No. N4044F

Time (Lc1) - 1640 MDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
2. OBJECT - WIRE,TRANSMISSION

Occurrence #4      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)  
3. OBJECT - FENCE

Occurrence #5      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING

Finding(s)  
4. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 942      2/12/84      CHESAPEAKE,VA      A/C Reg. No. N5299U      Time (Lcl) - 1136 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -APPROACH

Aircraft Damage  
DESTROYED  
Fire                        NONE

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model    - CESSNA 172RG  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 1653  
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        - FSS  
Method            - TELEPHONE  
Completeness      - PARTIAL,LMTD BY PILOT  
Basic Weather      - IMC  
Wind Dir/Speed-   080/005 KTS  
Visibility        - UNK/NR  
Lowest Sky/Clouds   -  
Lowest Ceiling     - OBSCURED  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light   - NIGHT(DARK)

Itinerary

Last Departure Point  
WASHINGTON,DC  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance   - IFR  
Type Apch/Lndg      - UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CHESAPEAKE  
Runway Ident        - 04  
Runway Lth/Wid     - 3600/    75  
Runway Surface      - ASPHALT  
Runway Status       - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 23  
Biennial Flight Review  
Current            - YES  
Months Since      - 12  
Aircraft Type      - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 161  
Last 24 Hrs        - UNK/NR  
Make/Model-        37  
Last 30 Days-      UNK/NR  
Instrument-        6  
Last 90 Days-      UNK/NR  
Multi-Eng -        35  
Rotorcraft         - 5

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO DEPARTURE, THE PLT WAS TWICE ADVISED THAT THE DESTINATION WX WAS BELOW MOST USERS MINIMUMS. THE NON-INSTRUMENT RATED PLT THEN DEPARTED DULLES ARPT ON AN IFR FLT PLAN IN IMC. AFTER DEPARTURE, HE DID NOT FOLLOW ASSIGNED HEADINGS, & FOR A PERIOD OF ABOUT 30 MINS, RADIO COMMUNICATIONS WERE LOST. AFTER RADIO CONTACT WAS RE-ESTABLISHED, THE PLT WAS CONTINUOUSLY ADVISED THAT THE WEATHER AT HIS DESTINATION WAS BELOW MINIMUMS. THE PLT SUBSEQUENTLY STATED THAT HE WANTED TO PUT DOWN AT THE FIRST AVAILABLE ARPT. AGAIN, RADIO CONTACT WAS LOST UNTIL THE PLT REPORTED HE WAS FLYING INLAND TOWARD TRI-COUNTY ARPT IN AHOSKI, NC. THIS WAS THE LAST TRANSMISSION THAT WAS RECEIVED. THE PLT CHANGED HIS TRANSPONDER CODE TO 1200. THE ACFT SUBSEQUENTLY IMPACTED THE GROUND 1-1/2 MI SOUTH OF THE PLT'S ORIGINAL DESTINATION ARPT.

Brief of Accident (Continued)

File No. - 942

2/12/84

CHESAPEAKE,VA

A/C Reg. No. N5299U

Time (Lc1) - 1136 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
7. WEATHER CONDITION - BELOW APPROACH MINIMUMS
8. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
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) 1,3,8,9

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. - 844      5/19/84      HARRISONBURG,VA      A/C Reg. No. N72115      Time (Lc1) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1540	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CAMBRIDGE,MD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SHENANDOAH VALLEY
Wind Dir/Speed- 270/006 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 179
SE LAND	Months Since - 12	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 36
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT'S LEFT MAIN LANDING GEAR STRUT FAILED DURING A LANDG. A MECHANIC, WHO EXAMINED THE ACFT, STATED THAT THE STRUT HAD A PREVIOUSLY EXISTING CRACK PRIOR TO THE ACCIDENT. THE STRUT FAILED AT A HOLE WHERE THE STEP WAS ATTACHED.



Brief of Accident (Continued)

File No. - 844

5/19/84

HARRISONBURG,VA

A/C Reg. No. N72115

Time (Lc1) - 1600 EDT

---

Occurrence            MAIN GEAR COLLAPSED

Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR,MAIN GEAR STRUT - FATIGUE
- 

-----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. - 842      6/15/84      WILLIAMSBURG,VA      A/C Reg. No. N28812      Time (Lc1) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - GULFSTREAM AMERICAN AA-5B	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	LEESBURG,VA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WILLIAMSBURG-JAMESTOWN
Wind Dir/Speed- VARIABLE/010 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3215/ 60
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 170
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 53
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 19
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A DIRT MOUND DURING A GO-AROUND. THE PLT RECALLED THAT THE WIND WAS VARIABLE & GUSTY, BUT GENERALLY, THE WIND SOCK SHOWED A X-WIND OF 30 TO 90 DEGS. AFTER BOUNCING ON 1 WHEEL & THEN ON ANOTHER, THE PLT INITIATED A GO-AROUND. THE ACFT HIT THE GROUND LEFT OF THE RWY, THEN STRUCK A THE MOUND OF DIRT. THE FLAPS WERE FOUND FULLY EXTENDED AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 842

6/15/84

WILLIAMSBURG, VA

A/C Reg. No. N28812

Time (Lcl) - 1030 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. LOWERING OF FLAPS - EXCESSIVE - PILOT IN COMMAND
6. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
7. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

8. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 911 12/21/84 BURLINGTON,VT

A/C Reg. No. N77110

Time (Lcl) - 1300 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation -INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 140

Eng Make/Model - CONTINENTAL C-85-12

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 85 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 040/006 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - 25000 FT

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

POST MILLS,VT

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

BURLINGTON

Runway Ident - 01

Runway Lth/Wid - 3602/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

GLIDER

Age - UNK/NR

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 803 Last 24 Hrs - 1

Make/Model- 20 Last 30 Days- UNK/NR

Instrument- 54 Last 90 Days- 79

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT SKIDDED & VEERED LEFT DURING THE LANDING ROLL, & SUBSEQUENTLY, IT NOSED OVER ON THE RWY.

Brief of Accident (Continued)

File No. - 911

12/21/84

BURLINGTON,VT

A/C Reg. No. N77110

Time (Lc1) - 1300 EST

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED -
  2. GROUND LOOP/SWERVE - INADVERTENT -
  3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
- 

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 916

6/12/84

PASCO,WA

A/C Reg. No. N4025K

Time (Lc1) - 1400 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - AYRES S2R-1820  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 6000  
No. of Seats - 2

Eng Make/Model - WRIGHT R-1820  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 1200 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- 200/005 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

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 - 40

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 8331

Make/Model- 68

Instrument- 61

Multi-Eng - 15

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 148

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS APPLYING HERBICIDES TO A CORN FIELD WHEN A POWER LOSS TO IDLE RPM OCCURRED. DURING AN EMERGENCY LANDING, THE MAIN GEAR SUNK INTO SOFT SAND & THE ACFT NOSED OVER. AN EXAM REVEALED THAT THE THROTTLE BRACKET, P/N 19703-5001, HAD FAILED.

Brief of Accident (Continued)

File No. - 916

6/12/84

PASCO,WA

A/C Reg. No. N4025K

Time (Lcl) - 1400 PDT

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF

Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. THROTTLE/POWER LEVER - FAILURE,TOTAL

Occurrence #2

FORCED LANDING

Phase of Operation

DESCENT - EMERGENCY

Occurrence #3

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

-----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. - 849

6/14/84

PULLMAN,WA

A/C Reg. No. N6798Q

Time (Lcl) - 1555 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	0	0	1	0
Flight Conducted Under	-14 CFR 137	0	0	0	0
Accident Occurred During	-MANEUVERING				

DESTROYED

Fire

ON GROUND

Crew

Pass

-----Aircraft Information-----

Make/Model - GRUMMAN G-164B-450

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 - YES

Max Gross Wt - 3255

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 600 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 - 30.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PULLMAN,WA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

NONE

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

Age - 57

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 21000

Last 24 Hrs - 6

SE LAND,ME LAND,SE SEA

Months Since - 16

Make/Model- 2800

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 0

Last 90 Days- 400

Multi-Eng - 200

Instrument Rating(s) - NONE

-----Narrative-----

AFTER MAKING A SWATH RUN, THE ACFT ENTERED A STEEP TURN WITH AN AIRSPEED OF ABOUT 75 MPH. ACCORDING TO TWO WITNESSES, THE ENG LOST POWER & THEN THE ACFT CRASHED. THE PLT WAS UNABLE TO REMEMBER WHAT HAD HAPPENED FROM THE TIME HE ENTERED THE TURN UNTIL HE WALKED AWAY FROM THE CRASH. AN EXAM OF THE ACCIDENT SITE REVEALED THAT THE ACFT HAD IMPACTED NEAR THE RIDGE OF UPWARD SLOPING TERRAIN, LEFT WING 1ST, THEN CARTWHEELED. AN INSPECTION OF THE ENG WAS PERFORMED, BUT NO REASON FOR THE POWER LOSS WAS FOUND.



Brief of Accident (Continued)

File No. - 849

6/14/84

PULLMAN, WA

A/C Reg. No. N6798Q

Time (Lc1) - 1555 PDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY  
-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)  
2. TERRAIN CONDITION - RISING  
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND  
4. 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) 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. - 850      6/19/84      SPOKANE,WA      A/C Reg. No. N48681      Time (Lcl) - 0800 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -AERIAL APPLICATION	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	0	0	0	1
Accident Occurred During -DESCENT		0	0	0	0

-----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 - YES
Max Gross Wt - 6075	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SPOKANE,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 130/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8813
SE LAND,ME LAND	Months Since - 18	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 15
		Last 90 Days- 200
		Multi-Eng - 10
		Rotorcraft - 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG LOST POWER DURING AN AERIAL APPLICATION FLT, THEN AS THE PLT WAS MAKING A FORCED LANDING, THE ACFT STRUCK TELEPHONE WIRES. AFTER HITTING THE WIRES, THE ACFT STRUCK THE GROUND & CARTWHEELED. AN EXAM REVEALED THAT A FAILURE OF THE CAM RING SYSTEM HAD OCCURRED.

Brief of Accident (Continued)

File No. - 850

6/19/84

SPOKANE, WA

A/C Reg. No. N48681

Time (Lcl) - 0800 PDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY, CAMSHAFT - FAILURE, PARTIAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

2. OBJECT - WIRE, TRANSMISSION

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. - 854

6/22/84

ANACORTES,WA

A/C Reg. No. N1755U

Time (Lcl) - 1715 PDT

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-SAN JUAN AIRLINES	SUBSTANTIAL		Fatal		Serious	Minor	None
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	0
Accident Occurred During	-APPROACH							

-----Aircraft Information-----

Make/Model	- CESSNA 207	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	ORCAS ISLAND,WA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		ANACORTES	
Wind Dir/Speed	- CALM			Runway Ident	- 18
Visibility	- 30.0 SM	ATC/Airspace		Runway Lth/Wid	- 3000/ 60
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- FULL STOP		
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)	
ATP	Current - UNK/NR	Total - 3270	Last 24 Hrs - 7
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 830	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 120	Last 90 Days- 250
		Multi-Eng - 300	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE ADDED 10 DEGREES OF FLAPS ON DOWNWIND AND APPLIED FULL FLAPS ON FINAL. A RAPID RATE OF DESCENT WAS EXPERIENCED 200 YARDS FROM TOUCHDOWN. THE PILOT SAID HE ADDED POWER TO ARREST THE SINK RATE. THE ACFT COLLIDED WITH TREES ON FINAL. THE PILOT STATED THAT AFTER THE ACCIDENT, THE FLAPS WERE EXTENDED 10 DEGREES, THE FLAP ACTUATOR HANDLE WAS IN THE FULL DOWN POSITION AND THE FLAP CIRCUIT BREAKER WAS OUT. A MECHANIC WHO INSPECTED THE ACFT AFTER THE ACCIDENT REPORTED NO MECHANICAL ABNORMALITIES WERE FOUND.

Brief of Accident (Continued)

File No. - 854

6/22/84

ANACORTES, WA

A/C Reg. No. N1755U

Time (Lcl) - 1715 PDT

Occurrence #1

UNDERSHOOT

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LOWERING OF FLAPS - NOT IDENTIFIED - PILOT IN COMMAND

2. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

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) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 808      6/23/84      MONROE,WA      A/C Reg. No. N1509H      Time (Lcl) - 2020 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  
NONE  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	1	0	5

-----Aircraft Information-----

Make/Model      - BALLOON WORKS/ BARNES AX-8  
Landing Gear      - N/A  
Max Gross Wt      - 2020  
No. of Seats      - UNK/NR

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      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed      - 008 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
WOODENVILLE,WA  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FULL STOP

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  
NONE

Age      - 41  
Biennial Flight Review  
Current      - YES  
Months Since      - 22  
Aircraft Type      - UNK/NR

Medical Certificate - NO MEDICAL  
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-----

DURING THE BALLON DESCENT, THE PLT SAID HE BRIEFED THE PASSENGERS TO BEND THEIR KNEES & HOLD ONTO SOMETHING INSIDE THE BASKET. ACCORDING TO THE PLT , THE DESCENT BECAME MORE RAPID DUE TO A DOWNDRAFT. THE PASSENGERS WERE AGAIN WARNED TO "HANG ON" BECAUSE IT WAS GOING TO BE A HARD LANDING. ON IMPACT, SOME OF THE PASSENGERS FELL INTO & ONTO EACH OTHER & ONE SUSTAINED A COMPOUND FRACTURE OF THE LOWER LEFT LEG.

Brief of Accident (Continued)

File No. - 808

6/23/84

MONROE,WA

A/C Reg. No. N1509H

Time (Lc1) - 2020 PDT

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Occurrence           HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DUSK
  2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 820      6/24/84      WENATCHEE,WA      A/C Reg. No. N51785      Time (Lcl) - 1900 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	1	0	2

-----Aircraft Information-----

Make/Model - CESSNA 172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J  
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 - FSS  
Method - UNK/NR  
Completeness - FULL  
Basic Weather - VMC

Itinerary

Last Departure Point  
WENATCHEE,WA  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 310/010 KTS  
Visibility - 30.0 SM  
Lowest Sky/Clouds - 7000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - 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 - 20

Biennial Flight Review

Current - YES  
Months Since - 0  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 213	Last 24 Hrs	- 0
Make/Model-	6	Last 30 Days-	UNK/NR
Instrument-	29	Last 90 Days-	13

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE A LOW PASS OVER A HERD OF ELK IN HILLY TERRAIN. HE REPORTED THAT AFTER ENCOUNTERING A DOWNDRAFT, HE DECIDED HE COULD NOT CLIMB OUT OF THE VALLEY & LANDED WITH FULL FLAPS. THE DENSITY ALT WAS APRX 5400 FT.



Brief of Accident (Continued)

File No. - 820

6/24/84

WENATCHEE, WA

A/C Reg. No. N51785

Time (Lcl) - 1900 PDT

-----  
Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. LOW PASS - PERFORMED - PILOT IN COMMAND
  3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  4. WEATHER CONDITION - DOWNDRAFT
  5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
- 

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

-----

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

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. - 840      6/25/84      LEVENWORTH,WA      A/C Reg. No. N65627      Time (Lcl) - 1745 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass.	0	0	0	0

-----Aircraft Information-----

Make/Model - LAKE LA-4-200  
Landing Gear - AMPHIBIAN  
Max Gross Wt - 2600  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

WENATCHEE LAKE  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - WATER  
Runway Status - WATER - CHOPPY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, SE SEA

Age - 50

Biennial Flight Review  
Current - YES  
Months Since - 8  
Aircraft Type - L-4

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total	-	656	Last 24 Hrs - 1
Make/Model-	40		Last 30 Days- UNK/NR
Instrument-	4		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE AMPHIBIOUS ACFT STARTED TO "PORPOISE" IN THE AIR AFTER TAKEOFF AND STALLED APRX 25 FT ABOVE WATER LEVEL. THE ACFT DRAGGED A WING, CRASHED AND SANK. THE PLT SAID THAT WATER IN THE HULL HAD CAUSED THE UNSTABLE CONDITION.

Brief of Accident (Continued)

File No. - 840

6/25/84

LEVENWORTH,WA

A/C Reg. No. N65627

Time (Lc1) - 1745 PDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
3. AIRCRAFT HANDLING - REDUCED - PILOT IN COMMAND
4. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - WATER,ROUGH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 912      6/27/84      EVERETT, WA      A/C Reg. No. N733UH      Time (Lcl) - 1319 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	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320-H2AD	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data.	
Basic Weather	- VMC	LOCAL	SNOHOMISH COUNTY	
Wind Dir/Speed	- 160/012 KTS	ATC/Airspace	Runway Ident	- 11
Visibility	- 65.0 SM	Type of Flight Plan	Runway Lth/Wid	- 4166/ 75
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Clearance	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status	- DRY
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)	
STUDENT	Current - N/A	Total - 37	Last 24 Hrs - 1
	Months Since - N/A	Make/Model - 37	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 37

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING A LANDING, THE ACFT ENCOUNTERED A GUST OF WIND & BALLOONED. THE AIRSPEED DECREASED TO 40 KTS & THE ACFT DROPPED TO THE RWY. THE PLT APPLIED FULL POWER & REDUCED THE FLAPS FROM 40 DEG TO FULL UP. THE ACFT BECAME AIRBORNE, BUT TOUCHED DOWN AGAIN. IT THEN ROLLED ACROSS THE RWY, CROSSED A TAXIWAY & WENT INTO A DITCH. TOWER PERSONNEL STATED THAT THEY NORMALLY LAND GENERAL AVIATION ACFT ON RWY 11, RATHER THAN RWY 16, SINCE IT REQUIRES LESS TAXI DISTANCE. HOWEVER, RWY 16 CAN BE SPECIFICALLY REQUESTED BY THE PLT. AT THE TIME OF THE ACCIDENT, THE X-WIND COMPONENT WAS ABOUT 10 KTS.

Brief of Accident (Continued)

File No. - 912

6/27/84

EVERETT, WA

A/C Reg. No. N733UH

Time (Lcl) - 1319 PDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s).

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - CROSSWIND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 979

6/28/84

PASCO, WA

A/C Reg. No. N1964J

Time (Lcl) - 1200 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

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -TAXI

-----Aircraft Information-----

Make/Model - CESSNA T188C

Eng Make/Model - CONTINENTAL TS10-520-T

ELT Installed/Activated - UNK/NR

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 4400

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 310 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 - 30.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAWN

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRSTRIP

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, ME LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3053

Make/Model- 120

Instrument- 65

Multi-Eng - 63

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING TO TAKEOFF, THE RIGHT MAIN GEAR GOT INTO SOFT TERRAIN OFF THE RIGHT EDGE TO THE RWY. THIS PULLED THE ACFT TO THE RIGHT & THE RIGHT WING STRUCK AN EMBANKMENT. THE RIGHT MAIN GEAR COLLAPSED & THE RIGHT WING WAS BUCKLED.

Brief of Accident (Continued)

File No. - 979

6/28/84

PASCO,WA

A/C Reg. No. N1964J

Time (Lcl) - 1200 PDT

Occurrence #1      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAXI - TO TAKEOFF

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. TERRAIN CONDITION - SOFT
3. TERRAIN CONDITION - DIRT BANK

Occurrence #2      MAIN GEAR COLLAPSED  
Phase of Operation      TAXI - TO TAKEOFF

Finding(s)

4. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 999

7/01/84

LACENTER,WA

A/C Reg. No. N772AW

Time (Lcl) - 1400 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 - BEECH M35  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2950  
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-470  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 225 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 340/007 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  
HILLSBORO,OR  
Destination  
LACENTER,WA

Airport Proximity  
ON AIRSTRIP.

Airport Data

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

Runway Ident - UNK/NR  
Runway Lth/Wid - 1300 -UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 41

Biennial Flight Review  
Current - YES  
Months Since - 13  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	877
Make/Model-	460
Instrument-	85
Multi-Eng -	4
Last 24 Hrs -	0
Last 30 Days-	UNK/NR
Last 90 Days-	5
Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON A FLT TO THE LACENTER ARPT WHICH HAD A 1700 FT RWY. DURING ARRIVAL, HE MISTOOK A NEARBY, UNCHARTED, PRIVATE STRIP FOR THE LACENTER ARPT. AFTER LANDING ON THE 1300 FT PRIVATE STRIP, THE PLT REALIZED HE WOULD BE UNABLE TO STOP ON THE RWY. HE INTENTIONALLY GROUND LOOPED THE ACFT TO AVOID OBSTACLES.



Brief of Accident (Continued)

File No. - 999

7/01/84

LACENTER,WA

A/C Reg. No. N772AW

Time (Lcl) - 1400 PDT

Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDED AT WRONG AIRPORT - INADVERTENT - PILOT IN COMMAND
2.        IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - 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        MISCELLANEOUS/OTHER  
Phase of Operation    LANDING - ROLL

Finding(s)

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) 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. - 872 7/03/84 BREMERTON,WA

A/C Reg. No. N193RK

Time (Lcl) - 1215 PDT

-----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 Pass

-----Aircraft Information-----

Make/Model - MONETT-KEATING MONI  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 550  
No. of Seats - 1

Eng Make/Model - KFM 107  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 20 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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- VARIABLE

Visibility - 15.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - 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 - 25

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 74 Last 24 Hrs - 1

Make/Model- 5 Last 30 Days- UNK/NR

Instrument- 4 Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE HAD SHUT DOWN THE ENGINE SEVERAL TIMES TO GLIDE. ON THE LAST RESTART THE ENGINE RAN FOR APRX 15 SECS AND THEN BEGAN TO RUN ROUGH AND DIED. ATTEMPTED RESTARTS WERE NOT SUCCESSFUL. THE AIRCRAFT FAILED TO CLEAR TREES WHILE ATTEMPTING TO LAND ON A GRASS CLEARING. EXAMINATION OF THE AIRCRAFT DISCLOSED A "BLADE TYPE" ELECTRICAL CONNECTOR TO THE COIL HAD VIBRATED LOOSE INTERRUPTING ELECTRICAL CURRENT TO THE IGNITION SYSTEM.

Brief of Accident (Continued)

File No. - 872

7/03/84

BREMERTON,WA

A/C Reg. No. N193RK

Time (Lcl) - 1215 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation OTHER

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IGNITION SYSTEM - DISCONNECTED

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation LANDING

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) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 930      5/07/84      STONE LAKE,WI      A/C Reg. No. N281B      Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage

MINOR

Fire

NONE

Crew  
Pass

Fatal  
1  
0

Injuries  
Serious      Minor

0  
0

0  
0

None  
0  
0

-----Aircraft Information-----

Make/Model      - COLONIAL C-2  
Landing Gear      - AMPHIBIAN  
Max Gross Wt      - 2350  
No. of Seats      - 4

Eng Make/Model - LYCOMING O-360-A1A  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- VARIABLE/011 KTS  
Visibility      - 1.000 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 800 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - RAIN  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
KENOSHA,WI  
Destination  
LITTLE SISSABA,WI

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)  
ATP  
SE LAND,ME LAND,SE SEA

Age - 47  
Biennial Flight Review  
Current      - YES  
Months Since      - 6  
Aircraft Type - C-2

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total      - 12797      Last 24 Hrs - 3  
Make/Model- 49      Last 30 Days- 3  
Instrument- UNK/NR      Last 90 Days- 3  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD FLOWN TO LITTLE SISSABAGAMA LAKE WHERE HE OWNED A CABIN. A WITNESS HAD OBSERVED THE LAST 3 MINS OF FLT BUT NOT THE ACTUAL IMPACT WITH THE WATER. THE ACFT WAS LATER FOUND INVERTED IN 15 FT OF WATER 300 FT FROM A SHORE. PLT WAS FOUND 150 FT FROM THE SHORE & THE CAUSE OF DEATH WAS DROWNING. THE WITNESS OBSERVED THE ACFT IN A WIDE GRADUALLY DESCENDING LEFT TURN AROUND AN ISLAND. THE ENG SOUND WAS "NORMALLY LOUD. SHORTLY THEREAFTER, THE ENG SOUND DECREASED MOMENTARILY, THEN STOP. THE LEFT WING FLOAT HAD SEPARATED FROM THE WING. THE HORIZONTAL STABILIZER TRIM TABS WERE ABOUT 3 DEG NOSE UP, A NEAR-CRUISE SETTING. ACCORDING TO THE CFI WHO HAD CHECKED OUT THE PLT IN THE ACFT, THE PLT, WHO WAS A B-727 AIRLINE CAPTAIN, HAD DIFFICULTY JUDGING SURFACE WIND DIRECTION FOLLOWING A LOW PASS OVER THE WATER." WINDS IN THE AREA ARE UNPREDICTABLE DUE TO THE SEVERAL ISLANDS ON THE LAKE. IT WAS RAINING AT THE TIME & WAVE HEIGHT WAS ABOUT 1 FT. THE WATER TEMP WAS 42 DEG F.

Brief of Accident (Continued)

File No. - 930

5/07/84

STONE LAKE, WI

A/C Reg. No. N281B

Time (Lc1) - 1330 CDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT

Phase of Operation MANEUVERING

1. WEATHER CONDITION - RAIN

2. WEATHER CONDITION - GUSTS

3. TERRAIN CONDITION - WATER, ROUGH

4. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 954 6/25/84 PARK FALLS,WI

A/C Reg. No. N757DR

Time (Lc1) - 2015 CDT

-----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 -TAKEOFF

Fire  
NONE

-----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- 220/005 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
MERRILL,WI

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

SPRINGSTEAD  
Runway Ident - 01  
Runway Lth/Wid - 2000 -UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 28

Biennial Flight Review

Current - YES  
Months Since - 18  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 220	Last 24 Hrs -	1
Make/Model-	166	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	42

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING HIS PREFLT RUN-UP, EVERYTHING SEEMED NORMAL. USING SHORT FIELD TAKEOFF PROCEDURES, HE ROTATED AT 40 KTS & REACHED AN ALT OF ABOUT 10 FT AGL. HOWEVER, HE STATED THAT THE ACFT DID NOT WANT TO ACCELERATE TO THE BEST ANGLE OF CLIMB SPEED OF 54 KTS, SO HE ABORTED THE TAKEOFF. THE ACFT CONTINUED OFF THE END OF THE RWY, WENT DOWN AN EMBANKMENT & WAS DAMAGED. AN EXAM REVEALED THAT A SPARK COULD NOT BE OBTAINED FROM THE TOP SPARK PLUG IN THE #2 CYLINDER. ALSO, EXCESSIVE BUILD UP OF LEAD DEPOSITS WAS NOTED ON THE BOTTOM PLUGS. HOWEVER, THE PLT NOTED NO DECREASE IN POWER DURING THE TAKEOFF. THE DENSITY ALT WAS ESTIMATED TO BE 2958 FT. THE PLT REPORTED THE WIND WAS FROM THE NORTHWEST AT 10 KTS. AT WAUSAU, WI, THE 1950 CDT WIND WAS FROM 220 DEG AT 5 KTS.

Brief of Accident (Continued)

File No. - 954

6/25/84

PARK FALLS, WI

A/C Reg. No. N757DR

Time (Lc1) - 2015 CDT

Occurrence #1      OVERRUN

Phase of Operation      TAKEOFF

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN

Phase of Operation      TAKEOFF

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) 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. - 961      7/08/84      LAKE GENEVA,WI      A/C Reg. No. N6700H      Time (Lc1) - 1215 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	WAUKEGAN,IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	AMERICANA
Wind Dir/Speed- 170/015 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - 10000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - RAIN SHOWERS		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 302
SE LAND	Months Since - 13	Last 24 Hrs - 1
	Aircraft Type - C-172RG	Make/Model- 101
		Instrument- 118
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS ON A SHORT FINAL APCH TO LAND WHEN THE ACFT ENCOUNTERED SUDDEN TURBULENCE. AT THAT TIME, THE PASSENGER IN THE RIGHT FRONT SEAT LURCHED AGAINST THE CONTROL WHEEL, CAUSING THE NOSE TO PITCH DOWN & THE ACFT TO BANK LEFT. SUBSEQUENTLY, THE ACFT BOUNCED ON THE RWY & WAS THEN LANDED. AFTER A SHORT ROLL, THE NOSE GEAR COLLAPSED. THE PLT REPORTED THAT THE ARPT WAS LOCATED IN THE BOTTOM OF A SMALL VALLEY & HAD TREES ALONG THE SOUTH SIDE OF THE RWY. ABOUT 1 HR AFTER THE OCCURRENCE, 2 OTHER PLTS FLEW THERE & BOTH STATED THAT THEY ENCOUNTERED TURBULENCE & WIND SHEAR. ALSO, THE PLT OF N6700H STATED THAT THE RIGHT FRONT SEAT PLT WAS USING THE SHOULDER HARNESS & HAD HIS SEAT FORWARD FOR MORE LEG ROOM FOR A PASSENGER IN THE BACK.



Brief of Accident (Continued)

File No. - 961

7/08/84

LAKE GENEVA,WI

A/C Reg. No. N6700H

Time (Lc1) - 1215 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. CONTROL INTERFERENCE - INADVERTENT - PASSENGER
3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 HARD LANDING  
Phase of Operation LANDING

Finding(s)

4. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3 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) 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. - 943      7/10/84      EDGERTON, WI      A/C Reg. No. N2748C      Time (Lcl) - 1320 CDT

-----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

-----Aircraft Information-----

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL C-145-2	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	JANESVILLE, WI	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TABACCO CITY
Wind Dir/Speed- 160/004 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300/ 130
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 218
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 218
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE MADE A FASTER THAN NORMAL APPROACH & UPON TOUCHDOWN, THE ACFT BOUNCED BACK INTO THE AIR. HE ADDED A LITTLE POWER TO SMOOTH OUT THE LANDING, BUT WHEN THE ACFT TOUCHED DOWN, THE SECOND TIME, IT VEERED OFF THE RWY, ENCOUNTERED A MUDDY CORN FIELD FURROW & NOSED OVER.

Brief of Accident (Continued)

File No. - 943

7/10/84

EDGERTON,WI

A/C Reg. No. N2748C

Time (Lc1) - 1320 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - IMPROPER - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
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) 1,2

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 835      7/11/84      CAMBRIDGE, WI      A/C Reg. No. N2993P      Time (Lcl) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - ROTORWAY EXECUTIVE	Eng Make/Model - ROTORWAY RW145	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 145 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 280/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4500 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 - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 93
SE LAND	Months Since - 12	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 10
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 0
		Rotorcraft - 10

Instrument Rating(s) - NONE

-----Narrative-----

THE FIXED WING PLT WHO WAS NOT QUALIFIED TO FLY ROTORCRAFT TRIED TO HOVER HIS HOMEBUILT ACFT. AFTER FAILING THE 1ST TIME HE TRIED AGAIN AND THIS TIME THE ACFT ROLLED OVER AND BURNED. THE PLT SAID THE ROLL OVER OCCURRED SO FAST HE DID NOT HAVE TIME TO ACT.

Brief of Accident (Continued)

File No. - 835

7/11/84

CAMBRIDGE,WI

A/C Reg. No. N2993P

Time (Lc1) - 1800 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      HOVER

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Occurrence #2      ROLL OVER  
Phase of Operation      HOVER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 978      2/09/84      BLUEFIELD,WV

A/C Reg. No. N22457

Time (Lcl) - 0604 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	4	1	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32RT-300T  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540-S1AD  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - PARTIAL,LMTD BY PILOT  
Basic Weather - VMC  
Wind Dir/Speed- 250/004 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
CHARLESTON,WV

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MERCER COUNTY  
Runway Ident - 05  
Runway Lth/Wid - 4743/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 29  
Biennial Flight Review  
Current - YES  
Months Since - 14  
Aircraft Type - C-172

Medical Certificate - NON-VALID MEDICAL

	Flight Time (Hours)	
Total	210	Last 24 Hrs - 1
Make/Model-	57	Last 30 Days- UNK/NR
Instrument-	6	Last 90 Days- 65

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PLT BEGAN HIS TAKEOFF DURING THE HOURS OF DARKNESS, BUT IN VMC WX. HE STATED THAT DURING THE TAKEOFF ROLL AT ABOUT 65 TO 75 KTS JUST PRIOR TO ROTATION, THE LANDING LIGHT EXTINGUISHED. PLT STATED THAT 2 TO 3 SECONDS LATER, HE ROTATED & DUE TO THE LONG NOSE OF THE ACFT, HE LOST SIGHT OF THE RWY LIGHTS. HE CHECKED THE INSTRUMENTS TO KEEP THE ACFT IN A PROPER CLIMB, BUT SHORTLY THEREAFTER, THE LEFT WING HIT THE TOP OF A TALL TREE. THE PLT'S FATHER SAID HE OBSERVED THE ACFT ENTERING A LEFT TURN AFTER LIFT-OFF, THEN HE LOST SIGHT OF THE PLANE. THE ONLY SURVIVING PASSENGER SAID THE ENG SOUND REMAINED CONSTANT, BUT THE ACFT VEERED LEFT AFTER LIFT-OFF. MOMENTS LATER, THE ACFT COLLIDED WITH TREES, CRASHED & BURNED. INITIAL IMPACT OCCURRED ON A HEADING OF 030 DEG, ABOUT 500 FT LEFT OF THE RWY. NO PREIMPACT/PART FAILURE OR MALFUNCTION WAS FOUND. THE PLT HAD BEEN TREATED FOR GLAUCOMA & HAD BEEN DENIED A 3RD CLASS MEDICAL CERTIFICATE ON 1/31/84, AWAITING AN EYE EVALUATION. ARPT ELEV 2857 FT; CRASH SITE ELEV APRX 2400 FT

Brief of Accident (Continued)

File No. - 978

2/09/84

BLUEFIELD, WV

A/C Reg. No. N22457

Time (Lcl) - 0604 EST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL DETECTION - PILOT IN COMMAND
5. LANDING LIGHT - FAILURE, TOTAL
6.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

10. 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) 7

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 990      7/17/84      FAYETTEVILLE, WV      A/C Reg. No. N46547      Time (Lcl) - 1145 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
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	0	0
						None
						1
						2

-----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	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 180/008 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- 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 - 63	Medical Certificate	- NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 18000	Last 24 Hrs - 8
SE LAND	Months Since - 10	Make/Model - 18000	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 250
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT THE ENG SUDDENLY LOST POWER AS HE WAS CLIMBING THRU ABOUT 150 FT AGL. HE CONTINUED STRAIGHT AHEAD & LANDED AFTER THE ACFT BRUSHED THE TOP OF A SMALL TREE THEN HIT ANOTHER SMALL TREE. NO REASON FOR THE LOSS OF POWER WAS FOUND. ONE OF THE PASSENGERS STATED THAT THE PLT DID NOT RUN UP THE ENG PRIOR TO TAKEOFF.



Brief of Accident (Continued)

File No. - 990

7/17/84

FAYETTEVILLE, WV

A/C Reg. No. N46547

Time (Lc1) - 1145 EDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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. - 892      4/01/84      DOUGLAS, WY      A/C Reg. No. N414EM      Time (Lcl) - 1400 MST

-----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	ON GROUND	Pass	0	1	0
Accident Occurred During -APPROACH			0	1	0
					2

-----Aircraft Information-----

Make/Model - CESSNA 414A	Eng Make/Model - CONTINENTAL TS10-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	BORREGO SPRINGS, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	CONVERSE COUNTY
Wind Dir/Speed- 090/015 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 1.500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5066/ 75
Lowest Sky/Clouds - 800 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 800 FT OVERCAST	Type Apch/Lndg - VOR/TVOR	Runway Status - SNOW - WET
Obstructions to Vision- UNK/NR	STRAIGHT-IN	
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6835
SE LAND, ME LAND	Months Since - 13	Make/Model- 566
	Aircraft Type - C-414	Instrument- UNK/NR
		Multi-Eng - 1402
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 32
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN APPROACH FOR A DOWNWIND LANDING, THE ACFT STALLED & IMPACTED THE GROUND 192 FT SHORT OF RWY 28. THE PLANE HAD ENCOUNTERED ICING CONDITIONS DURING FLT & ICE WAS STILL ADHERING TO THE ACFT AS THE PLT MADE AN APPROACH FOR LANDING. INSTRUMENT CONDITIONS EXISTED & THE RWY WAS COVERED WITH SNOW. THE PLT STATED THAT HE DID NOT ALLOW FOR THE ICE & WAS TRYING TO TOUCH DOWN ON THE APPROACH END OF THE RWY SO THAT THE ACFT WOULD NOT CONTINUE OF THE DEPARTURE END.

Brief of Accident (Continued)

File No. - 892

4/01/84

DOUGLAS,WY

A/C Reg. No. N414EM

Time (Lc1) - 1400 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - SNOW
5. WEATHER CONDITION - ICING CONDITIONS
6. WING - ICE

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation APPROACH

Finding(s)

7. WEATHER CONDITION - TAILWIND
8. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
9. AIRSPEED - INADEQUATE - PILOT IN COMMAND
10. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH

Finding(s)

11. TERRAIN CONDITION - SNOW COVERED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 887      5/30/84      CHEYENNE,WY      A/C Reg. No. N73561      Time (Lcl) - 2000 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-DESCENT		Pass 0	0	1	2

-----Aircraft Information-----

Make/Model - CESSNA 172M	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-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 340/025 KTS</p> <p>Visibility - 60.0 SM</p> <p>Lowest Sky/Clouds - 8000 FT</p> <p>Lowest Ceiling - 8000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - RAIN SHOWERS</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination BRUSH,CO</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data CHEYENNE</p> <p>Runway Ident - 30</p> <p>Runway Lth/Wid - 6691/ 150</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>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 26</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - C-310</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 575</td> <td>Last 24 Hrs - 5</td> </tr> <tr> <td>Make/Model- 328</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 74</td> <td>Last 90 Days- 82</td> </tr> <tr> <td>Multi-Eng - 13</td> <td></td> </tr> </table>	Total - 575	Last 24 Hrs - 5	Make/Model- 328	Last 30 Days- UNK/NR	Instrument- 74	Last 90 Days- 82	Multi-Eng - 13	
Total - 575	Last 24 Hrs - 5									
Make/Model- 328	Last 30 Days- UNK/NR									
Instrument- 74	Last 90 Days- 82									
Multi-Eng - 13										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE THE FLIGHT THE PILOT OBTAINED A WEATHER BRIEFING AND WAS INFORMED OF AN APPROACHING THUNDERSTORM WHICH WAS 10 MILES NORTHWEST OF THE AIRPORT. THE PILOT STATED THAT AFTER A NORMAL TAKEOFF HE CLIMED TO A ALTITUDE OF ABOUT 250 FT AGL, AT 70 KIAS, WHEN HE EXPERIENCED MODERATE TURBULENCE AND THE CLIMB LEVELED OFF. THE PLT THEN CHECKED THE ALTIMETER AND VERTICAL SPEED INDICATOR WHICH HE SAID INDICATED A DESCENT EVEN THOUGH HIS AIRSPEED AND ATTITUDE INDICATED THE ACFT SHOULD BE CLIMBING. UNABLE TO ARREST THE DESCENT, THE ACFT SETTLED INTO AN OPEN FIELD. THE REPORTED CHEYENNE WINDS AT 1959 MDT WERE FROM 340 DEGREES AT 25 KTS GUSTING TO 38 KTS. AT 2052 MDT THE WINDS WERE REPORTED TO BE FROM 020 DEGREES AT 8 KTS. THE THUNDERSTORM WHICH PASSED OVER CHEYENNE AT 1907 MDT WAS REPORTED TO BE A STORM OF LEVEL 1 INTENSITY. THE ELEVATION OFTHE ARPT WAS 6156 FT.

Brief of Accident (Continued)

File No. - 887

5/30/84

CHEYENNE,WY

A/C Reg. No. N73561

Time (Lc1) - 2000 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED -
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. WEATHER CONDITION - THUNDERSTORM
5. WEATHER CONDITION - DOWNDRAFT
6. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation TAKEOFF

Finding(s)

7. CLIMB - NOT POSSIBLE -

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) 3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 893      6/10/84      AFTON,WY

A/C Reg. No. N8564U

Time (Lcl) - 1030 MDT

-----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 -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

Fire NONE  
Crew Pass

-----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 - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 160/015 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

AFTON MUNICIPAL  
Runway Ident - 16  
Runway Lth/Wid - 4200/ 45  
Runway Surface - DIRT  
Runway Status - DRY  
ICE COVERED

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 57

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6000	Last 24 Hrs -	7
Make/Model-	300	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED RWY 16 WITH THE INTENTION OF REPOSITIONING THE ACFT ON THE ARPT AFTER LANDING. HE ESTIMATED THE SURFACE WINDS WERE FROM THE SOUTHEAST AT 15 KTS. A WITNESS STATED THAT THE WINDS HAD CHANGED DIRECTIONS ABOUT EIGHT TIMES DURING THE DAY. THE PLT STATED THAT AFTER CLIMBING TO ABOUT 400 FT, DOWNDRAFTS & VIOLENT TURBULENCE WERE ENCOUNTERED AND ALT COULD NOT BE MAINTAINED. THE ACFT SETTLED INTO A HAY FIELD WHERE IT NOSED OVER. AT THE TIME OF THE ACCIDENT, THE DENSITY ALT WAS ABOUT 6240 FT. THE ESTIMATED GROSS WEIGHT OF THE ACFT DURING TAKEOFF WAS 1537 LBS.

Brief of Accident (Continued)

File No. - 893

6/10/84

AFTON, WY

A/C Reg. No. N8564U

Time (Lc1) - 1030 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - DOWNDRAFT
4. WEATHER CONDITION - TURBULENCE
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6

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. - 938      6/30/84      RECLUSE,WY      A/C Reg. No. N1790X      Time (Lcl) - 1720 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -TAKEOFF			0	1	0	2

-----Aircraft Information-----

Make/Model - CESSNA 210L	Eng Make/Model - CONTINENTAL IO-520-C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	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	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BILLINGS,MT	RECLUSE
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 60.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2500 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 400
SE LAND	Months Since - 7	Make/Model- 270
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 30
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE TAKING OFF FROM A GRASS STRIP THE ACFT DRIFTED TO THE LEFT. HE COULD NOT THEN DEFINE THE STRIP FROM THE REMAINING AREA OF THE FIELD DUE TO THE TALL GRASS. HE APPLIED FULL RIGHT RUDDER BUT THE ACFT CONTINUED TO SWERVE TO THE LEFT & WOULD NOT ACCELERATE ABOVE 52 MPH. HE PULLED BACK ON THE CONTROL YOKE TO AVOID A 15 FT HIGH BERM. THE ACFT FLEW OVER THE BERM & A SMALL POND & STALLED. THE PLT REPORTED THAT HE WAS UNAWARE OF THE EFFECT GRASS HAS ON AN ACFT & PLANNED TO GET MORE INSTRUCTION ON SOFT FIELD PROCEDURES. THE DENSITY ALT WAS APRX 5400 FT.



Brief of Accident (Continued)

File No. - 938

6/30/84

RECLUSE,WY

A/C Reg. No. N1790X

Time (Lc1) - 1720 MDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
  2.    UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3.    IMPROPER DECISION,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
  4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  6. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
  7. TERRAIN CONDITION - DIRT BANK
  8.    LIFT-OFF - PREMATURE - PILOT IN COMMAND
  9. AIRSPEED - INADEQUATE -
  10. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF

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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6,8

Factor(s) relating to this accident is/are finding(s) 1,3,4,7





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